

HARTZELL PROPELLER INC.

SERVICE BULLETIN

Propellers

Blade Angle Adjustment

1. Planning Information

A. Effectivity

This Service Bulletin applies to HC-C3YR-1RF/F7590 model propellers installed on Piper PA24-260 Comanche 260 aircraft under Supplemental Type Certificate Number SA288CH. The propellers were manufactured between May, 1995 and April 1998 prior to serial number DY3940A.

HC-C3YR-1RF/F7590 model propellers with serial numbers greater than DY3940A are not affected by this bulletin.

B. Concurrent Requirements

None.

C. Reason

- (1) The original STC specified a low pitch blade angle setting of 10.5°. This blade angle has been determined to be lower than desired and could cause engine overspeed in the unlikely case of governor failure or oil pressure loss, during rapid application of power.
- (2) The condition is limited to the propellers listed in the Effectivity section of this document.
- (3) Compliance with this bulletin is required to reduce the chance of engine overspeed.
- (4) Owners of the affected aircraft will receive a new Airplane Flight Manual and Supplement.

D. Description

This Service Bulletin establishes a new low pitch blade angle of 13.8° for HC-C3YR-1RF/F7590 propellers installed under STC SA288CH and provides a procedure for maintenance personnel to adjust the blade angle in the field.

E. Compliance

Compliance with this bulletin is recommended at next 100 hour or annual inspection, not to exceed 12 calendar months time from the date of this bulletin.

F. Approval

FAA approval has been obtained on technical data in this publication that affects type design.

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G. Manpower

Compliance with this bulletin is expected to require less than one hour.

H. Weight and Balance

Not Affected.

I. Electrical Load Data

Not Affected.

J. References

Hartzell Manual 113(), Compact Non-Feathering Propeller Overhaul Manual

Hartzell Manual 115(), Compact Propeller Owner's Manual and Logbook

Hartzell Manual 133(), Aluminum Blade Overhaul Manual

K. Other Publications Affected

Hartzell February 1998 Application Guide

2. Material Information

None required

3. Accomplishment Instructions

NOTE: At the discretion of the propeller owner, the low pitch blade angle may be reset with a blade protractor on wing by a propeller repair facility. Hartzell Manual 133C, Table 307 must be referenced due to the convex contour of the blade face at the reference station.

A. Resetting of the low pitch blade angle on-wing must be performed by a certified aircraft mechanic or propeller repair facility.

- (1) Remove spinner dome.
- (2) Loosen low pitch stop jam nut (see Figure 1)
- (3) Turn the low pitch stop screw in 2-1/3 turns. This will increase the low pitch angle from 10.5° to 13.8°.
- (4) Tighten jam nut and torque to 15 ft/lbs (+/-10%).

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B. Perform static test run of engine

- (1) With propeller and engine controls set for takeoff, check maximum RPM of engine. Maximum RPM should be between 2650 and 2700 RPM. If engine RPM is too low, the low pitch stop may have been adjusted at an earlier time.
 - (a) If engine RPM requires adjustment, each turn out of low pitch stop will increase engine RPM by approximately 200 RPM.
 - (b) Adjustments should be made in small increments to set maximum static RPM to 2650 - 2700.
- (2) Reinstall spinner dome.
- (3) Make a log book entry recording compliance with this bulletin.

C. Propeller repair facilities are encouraged to make a notation of the 13.8° low pitch blade angle change to page 31 of the Propeller Blade Angle section of the Hartzell 1998 Application Guide for the PA-24-260 (STC-SA288CH).

4. Appendix

For Hartzell service literature and revisions, contact:

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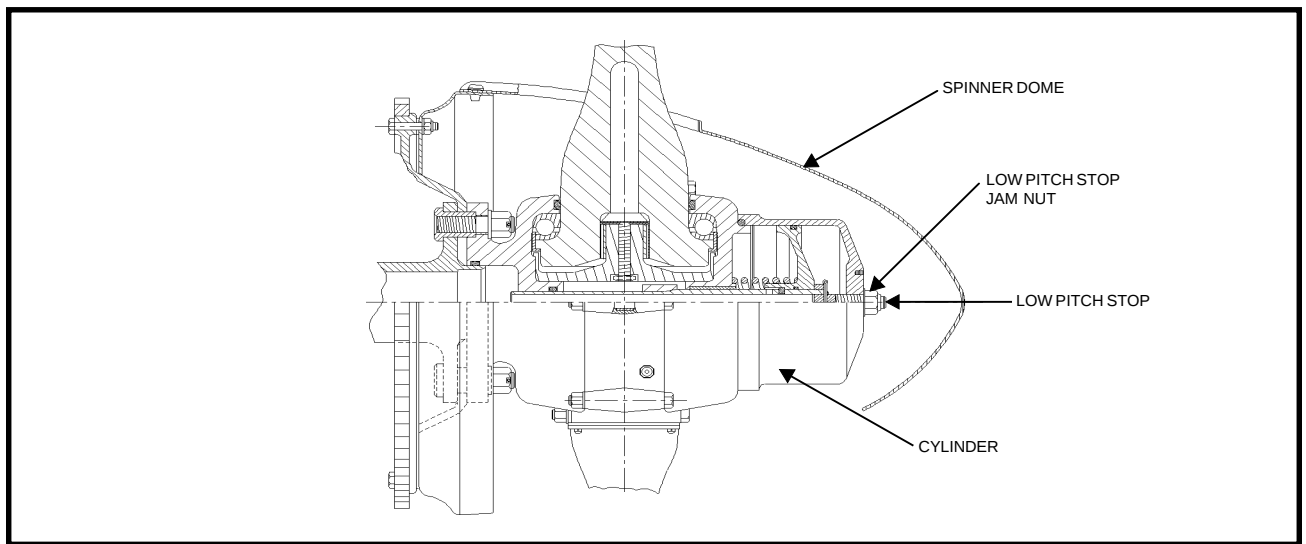


Figure 1
Low Pitch Stop Location