

Hartzell

NELSON, K. BELL
7541 UNIVERSITY DR
Shreveport La 71205
318-797-3962

propeller owner's
manual
& log book
for **PIPER AIRCRAFT**

MANUAL 107L - DOA - FAA APPROVED

HARTZELL PROPELLER INC. - PIQUA, OHIO

PROPELLER MAINTENANCE RECORD

Right

ENGINE

Hub Model HC-E2YL-2BLS

Blade Design _____

Diameter _____

Hub Ser. No. 6075
~~10554~~

Blade Ser. Nos. _____

No. 1 _____

No. 2 _____

No. 3 _____

PITCH RANGE

High _____ Low _____

Feather _____ Reverse _____

Governor Model _____

Assy SN BG1863

Left

ENGINE

Hub Model HC-E2YL-2BS

Blade Design _____

Diameter _____

Hub Ser. No. 10554
~~6075~~

Blade Ser. Nos. _____

No. 1 _____

No. 2 _____

No. 3 _____

PITCH RANGE

High _____ Low _____

Feather _____ Reverse _____

Governor Model _____

Assy SN BG3672

DESCRIPTION OF ALL OPERATIONS
PERTAINING TO AIRWORTHINESS DIRECTIVES,
SERVICE BULLETINS, SERVICE LETTERS,
& MINOR ADJUSTMENTS

DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
25 FEB 78 <i>Installed</i>	1440.	all mfg's. S/L + S/B and AD NOTES as of 2-23-78 on Both props	<i>L. J. Jenkins</i> AJP 066423
7 DEC 82		Prop. overhaul AD-77-12-06 e/w Instruction 144, K/W	By Southern Aviation Joe JOE DAWK
12-22-87	2108.9	PROPS REINSTALLED AFTER 142B & QTIP STC SA557GL PROPELLER INC. CAS 4389 GROUND CK'ED & K, TAG & COPY OF STC ATTACHED - END	AD 77-12-06 & SB COMPLIANCE BY HARTZELL Hamp Watson JAI 671312AJP FOR SHREVEPORT AIR CENTER INC.

**DESCRIPTION OF ALL OPERATIONS
PERTAINING TO AIRWORTHINESS DIRECTIVES,
SERVICE BULLETINS, SERVICE LETTERS,
& MINOR ADJUSTMENTS**

DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
5-12-88	2147.2	Right engine propeller Assy SN 6075 converted to Model HC-E2YL-2BLS AROUND 7-1-72 when aircraft was converted to counter rotating propellers by Piper service bulletins I certify that ^{these} this propellers ^{have} has been inspected in accordance with a <u>100 hr</u> inspection and was determined to be in airworthy condition. <u>Richard D. Sram</u> A/P 418961876 Date 5-12-88	
		I certify that ^{these} this propellers ^{have} has been inspected in accordance with a <u>ANNUAL</u> inspection and was determined to be in airworthy condition. <u>Roland M. Swan Jr.</u> A/P 41340634 Date 5-12-88	

DESCRIPTION OF ALL OPERATIONS
PERTAINING TO AIRWORTHINESS DIRECTIVES,
SERVICE BULLETINS, SERVICE LETTERS,
& MINOR ADJUSTMENTS

DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
10-13-88	2163.35	Overhauled prop (B61863) and installed factory new blades (F93596, F93598) per Hartzell service manual 117D. Complied with all service letters through 154, service bulletins through 155, and through AD 77-12-06 except tach section. WO # 8317. Next overhaul + AD compliance is due in 2000 hours or 5 years.	
		FAA Repair Station 503-70	PR 2349185

DESCRIPTION OF ALL OPERATIONS
PERTAINING TO AIRWORTHINESS DIRECTIVES,
SERVICE BULLETINS, SERVICE LETTERS,
& MINOR ADJUSTMENTS

DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
10-27-88	RA 2163.35	Installed Propeller after overhaul by Tri-County Repair & ops check OK Edward A. Madala	ARB 560502005

DESCRIPTION OF WORK ACCOMPLISHED

Make Hartzell Model HC-E24L-2BLS / FJ 7663-6Q
 S/N BG 1863 Blades 1. F 93596 2. F 93598 3. _____ 4. _____
☒ Overhauled ☒ Blade Replacement Blade Repair _____ Reseal _____
 Repitch _____ Other _____ Service Manual 117D
 Service Letters Complied through 154
 Service Bulletins Complied through 155
 Through AD 77-12-06 except tach section Boot P/N _____
 Remarks Overhauled propeller and installed factory new blades per manual 117D.
Next overhaul & AD compliance is due in 2000 hours or 5 years.
 Pitch Settings: Low 12.0 High _____ Reverse _____
 Feather 78.0 Latch 17.5

DESCRIPTION OF ALL OPERATIONS
PERTAINING TO AIRWORTHINESS DIRECTIVES,
SERVICE BULLETINS, SERVICE LETTERS,
& MINOR ADJUSTMENTS

DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
2-17-89	2165/2167	100 Hour Inspection	Tomme #1938116
		Date <u>2-17-89</u> Tach. Time <u>2165/2167</u> "I certify that this <u>Propellers</u> has been inspected in accordance with a <u>Annual</u> inspection and was determined to be in airworthy condition"	
		JOSEPH J. TOMME A&P 1938116JA	
		Tomme	
3-1-90	2250	INSPECTED IN ACCORDANCE WITH ANNUAL INSP & FOUND AIRWORTHY -END-	Tommy Helms IA428921834

**DESCRIPTION OF ALL OPERATIONS
PERTAINING TO AIRWORTHINESS DIRECTIVES,
SERVICE BULLETINS, SERVICE LETTERS,
& MINOR ADJUSTMENTS**

DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
4-11-91	2276.3/2279.08	TACH LEFT & RIGHT PROPS. INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND DETERMINED TO BE AIRWORTHY - END - FOR TAC AIR AVIATION Tommy Nelson ACP42892183/IT	
3-12-92	2316.1-2319.0	Left and right propellers inspected in accordance with an Annual inspection	John S. Blake 1A1885107
3-12-93	2341.0	Left and right Propellers INSPECTED IN ACCORDANCE WITH AN Annual INSPECTION AND DETERMINED TO BE IN AIRWORTHY CONDITION. John S. Blake 1A1885107	Date 8-6-97 Tach. Time 2599/2403 "I certify that this <u>Props</u> has been inspected in accordance with a <u>100 Hour</u> inspection and was determined to be in airworthy condition." JOSEPH J. TOMME, A&P 1938116

EDDIE HOEK

Hanger 22, 1516 Airport Dr.

Shreveport La 71106

47 2722

47 2722

1 Aug 2013/ TACH:

T70P

103 886

59.0 Hc

I certify that these propellers have been inspected ICW an annual inspection and is in airworthy condition.

Eddie Hoek A&P/I.A. 430314162

Ed Hoek

screw. After the adjustment has been made, turn the feathering stop screw with the screw threads. Torque the maximum allow.

Air Feathering Model HC-E2YL, K-2

Pressure is given on a placard on the propeller cylinder for various temperatures. Temperature should be taken and checked the pressure from time to time. A proper interpretation might otherwise be made. The charge should be free from moisture gas if available. Excessive moisture will cause the piston to freeze solid in cold weather.

Operating Instructions

(a) Normal Control

1. The governor control is arranged to provide HIGH RPM when full forward and LOW RPM when pulled back. The governor will control over a certain RPM band, which can be covered by moving the control through a portion of its travel at the forward end of its range when the throttle is well forward.

For the "Compact" air feathering propeller HC-E2YL (K-2), the feathering stop can be adjusted by adding or removing shims in the location shown in Figure 4. Adding shims increases the feathering angle. In order to make this adjustment, first let out the air from the cylinder, then remove the low stop adjusting screw. Use a socket key wrench to remove

* NOTE: Air feathering propellers which also have counterweights should be charged with 80 to 120 P.S.I.

2. Most g
with full forward
and stopping sh
although there i
not be used.

3. An op
propeller should

4. Take-o
setting FULL I

5. During
be FULL IN so
be in position f

(b) Feathering

1. Feather
stallation is ma
system. Partial
pre-flight check
stopped when 5

2. Feather
reducing RPM
speed and pull
against the stop. Do not feather when operating at
high manifold pressure. Unfeathering is accomplished
by returning propeller control to normal range with
engine running.

3. Emergency feathering in flight is accomp-
lished by pulling back on propeller control to limit of
travel.

EDDIE HOEK

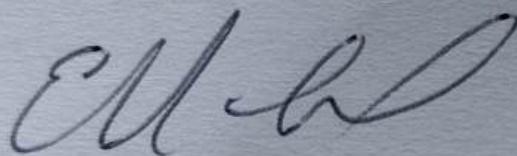
Hanger 22, 1516 Airport Dr.

Shreveport La 71106

1 Oct 2014/ TACH: 2744.0 TT 634
2750.0 TT 642

I certify that this propellers has been inspected ICW an
annual inspection and is in airworthy condition.

Eddie Hoek A&P/I.A. 430314162



AH
OH
10-13-84
G.H. 82

critical areas (five to nine inches from the tip). Use
fine emery cloth for finishing. See Figure 7 for pro-
peller blade care. Severe damage should be referred
to the Hartzell factory or service stations.

3. Steel hub parts should not be permitted to
rust. Use aluminum paint to touch up if necessary,
or replating during overhaul.

accomplished by
control in low RPM
ch end of travel.
nes warm before

here loose stones
ow and damage
runway having
o build up speed

blades should be
cracks sometimes
can be as detri-
blades should be
cs, especially in

(b) **Daily Inspection**

1. Inspect blades for damage or cracks.
2. Inspect for gr

(c) **100 Hour Insp**

1. Remove spin
2. Inspect blades at leading edge.
3. Inspect hub p
4. Check all visi
5. Check for oil
6. Grease hub t
7. Check air pr
8. Make an en

(d) **1500 Hour Insp**

* **Manual for inst**

1. Remove pro
2. Magnetic ins
3. Inspect and
4. Inspect all parts for wear. Replace worn parts. Replate steel parts if necessary. After plating, bake parts in oven at 375° F for 3 hours.
5. Reassemble, grease and balance.
6. Make an entry in this log book verifying that this inspection has been accomplished.

EDDIE HOEK

Hanger 22, 1516 Airport Dr.

Shreveport La 71106

20 Jan 2016/ TACH: L 2747 / R 2753

I certify that this propeller has been inspected ICW an annual inspection and is in airworthy condition.

Eddie Hoek A&P/I.A. 430314162



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the pilot

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better than

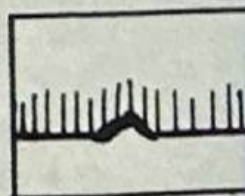
Socony Mobil Company

e. Aero-General Purpose
Socony Mobil Company

f. Stroma HT-1 (Z-801 Grease)
Union Oil of California

* Exceptions: For propellers installed on Lyc. 10-360, T10-541, and TIGO-540, overhaul at 1,000 hour intervals

Figure 7 — SKETCH OF TYPICAL NICKS AND METHOD OF REMOVAL



Exaggerate
of nicks in
leading ed

Recommend
moving nick
crocus cloth
portion of
edge, align
curves.

R7
L7

EDDIE HOEK

Hanger 22, 1516 Airport Dr.

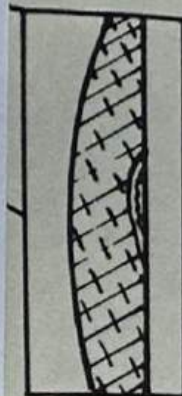
Shreveport La 71106 .

1 Oct 2017/ TACH: 2757 R 2751 L7

I certify that this propeller has been inspected ICW an
annual /100hr inspection and is in airworthy condition.

Eddie Hoek A&P/I.A. 430314162

A large, stylized handwritten signature in black ink, appearing to read 'Eddie Hoek'.



- g. RPM Aviation Great
- Standard Oil Comp
- h. Stroma LT-1 (Z-81)
- Union Oil Compan
- i. Texaco Marfak No.

Service Po

It is the policy of
provide a capable service
and throughout the world
are used, which can maintain
efficiency and with minimum

(a) Factory Service

This policy is in
New or reconditioned
available which can
damaged propellers
conditioning, if customer
for his own propeller
following system may

1. The customer buys a new or reconditioned propeller; the price for the reconditioned propeller is currently 75% of a new one.

4/23/2018 N8607Y PA-30 30-1747
HOBBS: 4.3 L-Tach: 2771.64 RTach: 2777.57
Hartzell HC-E2YL-2BS BG3672

Logbook closed on this date

Jeff Grant
Jeff Grant A&P 3796008

4/23/2018 N8607Y PA-30 30-1747
HOBBS: 4.3 L-Tach: 2771.64 R-Tach: 2777.57
Hartzell HC-E2YL-2BLS BG1863

Logbook closed on this date

Jeff Grant
Jeff Grant A&P 3796008

ships his used propeller
buys the propeller, after
al to 75% of a new one,
5.

or completely recondi-
factory is generally one

zations

f Hartzell Propeller Dis-
d throughout the United
distributors are carefully
in the standpoint of having

ilities;
propeller service experi-
and parts maintained in

ation is being encouraged
, similar to the one de-
7.

Propeller

is
ber of service organiza-
servicing Hartzell prop-
ellers in addition to the appointed distributors.
These organizations deal directly with the nearest
distributor for parts, new or reconditioned
propellers, etc.

HOME OF

Hartzell

PROPELLERS

This is an invitation to visit the home of Hartzell propellers in Piqua, Ohio. Here you'll see how design know-how . . . large and complete production facilities . . . high standards of workmanship . . . rigid inspection and testing procedures . . . assure unquestioned safe and superior performing propellers. Wherever you may be, you can look with confidence to our worldwide sales and service organization, backed by the progressive 98-year-old name: HARTZELL.



HARTZELL PROPELLER, INC. - PIQUA, OHIO

AIRCRAFT TECHNICAL RECORD

Section 4. PROPELLER LOG (LEFT)

PROPELLER LOG

1. Make
2. Model
3. Specification Number
4. Date of Manufacture
5. Hub Serial Number
6. Blades

Hartzell

HC-E2YL-2BS

BG3672

PA-30 N8607Y Left Propeller

(a) Design No. _____

(b) Blade Serial Numbers:

(1) _____

(2) _____

(3) _____

(4) _____

(5) _____

(c) Pitch Settings

(1) Basic _____

(2) High _____

(3) Low _____

(4) Reverse _____

Section 4A: Propeller Service and Maintenance Record

DATE / /	TIME RUN		TOTAL TIME SINCE OVERHAUL	
	HOURS	MIN	HOURS	MIN
BROUGHT FORWARD				

INSTALLATIONS, INSPECTIONS, REPAIRS, ADJUSTMENTS, MODIFICATIONS

4/23/2018 N8607Y PA-30 30-1747
 HOBBS: 4.3 LTach: 2771.64 RTach: 2777.57
 Hartzell HC-E2YL-2BS BG3672
 Times carried over from old logbook as follows:
 100Hr: 10/1/2017 L-Tach: 2751
 Major Overhaul: 9/1/2003 L-Tach: 2720

Jeff Grant
 Jeff Grant A&P 3796008

2/1/2019 PA-30 N8607Y S/N: 30-1747
 Left Hartzell HC-E2YL-2BSF S/N: BG3781
 Hobbs: 39.7 L.Tach: 2802.10 SMOH: 82.1
 I certify this propeller has been inspected in accordance
 with a 100hr inspection and was found to be in an
 airworthy condition.

Jeff Grant
 Jeff Grant A&P 3796008



G&G Aviation Services
 10200 Dorbandt Dr. #23D
 Conroe, Tx 77303

LT Propeller Annual Logbook Entry

MAKE-Hartzell
 SER-BG-3672
 Tach-2925.71
 ACTT-2925.71

MODEL-HC-E2YL-2BS
 TSPOH-205.71

Registration: N8607Y

Make-Piper
 Model-PA-30
 Serial-30-1747

Completed a 100hr inspection in accordance with FAR 43, Appendix D. and approved
 maintenance/service manual.

1. Removed spinner, checked condition of backing plate, spinner, and propeller. All satisfactory.
2. Checked security of backing plate and reinstalled spinner
4. No new/outstanding AD's this date per Avant program, latest revision 2020-03

I certify this Propeller has been inspected in accordance with a 100hr inspection and was found
 in an airwothy condition, and is approved for return to service with respect to work performed
 this date. *****END*****

Date-3-18-2020

Authorized Signature

Gregory J Evans J.R
 A&P 3023363 IA



G&G Aviation Services
 10200 Dorbandt Dr. #23D
 Conroe, Tx 77303

LT Propeller Annual Logbook Entry

MAKE-Hartzell
 SER-BG-3672
 Tach-3008.9
 ACTT-3041.61

MODEL-HC-E2YL-2BS
 TSPOH-288.9

Registration: N8607Y

Make-Piper
 Model-PA-30
 Serial-30-1747

Completed a 100hr inspection in accordance with FAR 43, Appendix D. and approved
 maintenance/service manual.

1. Removed spinner, checked condition of backing plate, spinner, and propeller. All satisfactory.
2. Checked security of backing plate and reinstalled spinner
4. No new/outstanding AD's this date per Avant program, latest revision 2021-10

I certify this Propeller has been inspected in accordance with a 100hr inspection and was found
 in an airwothy condition, and is approved for return to service with respect to work performed
 this date. *****END*****

Date-6-22-2021

Authorized Signature

Gregory J Evans J.R
 A&P 3023363 IA

TOTAL
 SINCE NEW

CARRY FORWARD to Top of Next Page

AIRCRAFT

TECHNICAL RECORD

Section 4. PROPELLER LOG (RIGHT)

PROPELLER LOG

1. Make
2. Model
3. Specification Number
4. Date of Manufacture
5. Hub Serial Number
6. Blades

Hartzell

HC-E2YL-2BLS

BG1863

PA-30 N8607Y Right Propeller

(a) Design No. _____

(b) Blade Serial Numbers:

(1) _____

(2) _____

(3) _____

(4) _____

(5) _____

(c) Pitch Settings

(1) Basic _____

(2) High _____

(3) Low _____

(4) Reverse _____

Section 4A: Propeller Service and Maintenance Record

DATE / /	TIME RUN		TOTAL TIME SINCE OVERHAUL	
	HOURS	MIN	HOURS	MIN
BROUGHT FORWARD				

INSTALLATIONS, INSPECTIONS, REPAIRS, ADJUSTMENTS, MODIFICATIONS

4/23/2018 N8607Y PA-30 30-1747
 HOBBS: 4.3 LTach: 2771.64 RTach: 2777.57
 Hartzell HC-E2YL-2BLS BG1863
 Times carried over from old logbook as follows:
 100Hr: 10/1/2017 R-Tach: 2757
 Major Overhaul: 9/1/2003 R-Tach: 2720

Jeff Grant
 Jeff Grant A&P 3796008

2/1/2019 PA-30 N8607Y S/N: 30-1747
 Right Hartzell HC-E2YL-2BSF S/N: BG2126E
 Hobbs: 39.7 R.Tach: 2807.39 SMOH: 87.39
 I certify this propeller has been inspected in accordance
 with a 100hr inspection and was found to be in an
 airworthy condition.

Jeff Grant
 Jeff Grant A&P 3796008



G&G Aviation Services
 10200 Dorbandt Dr. #23D
 Conroe, Tx 77303

RT Propeller Annual Logbook Entry

MAKE-Hartzell
 SER-BG-1863
 Tach-2930.56
 ACTT-2925.71

MODEL-HC-E2YL-2BLS
 210.56
 TSPOH-~~767.21~~

Registration: N8607Y
 Make-Piper
 Model-PA-30
 Serial-30-1747

Completed a 100hr inspection in accordance with FAR 43, Appendix D. and approved
 maintenance/service manual.

1. Removed spinner, checked condition of backing plate, spinner, and propeller. All satisfactory.
2. Checked security of backing plate and reinstalled spinner
4. No new/outstanding AD's this date per Avant program, latest revision 2020-03

I certify this Propeller has been inspected in accordance with a 100hr inspection and was found
 in an airworthy condition, and is approved for return to service with respect to work performed
 this date. *****END*****

Date-3-18-2020

Authorized Signature

Gregory J Evans J.R
 A&P 3023363 IA



G&G Aviation Services
 10200 Dorbandt Dr. #23D
 Conroe, Tx 77303

RT Propeller Annual Logbook Entry

MAKE-Hartzell
 SER-BG-1863
 Tach-3013.2
 ACTT-3041.61

MODEL-HC-E2YL-2BLS
 213.2
 TSPOH-~~849.95~~

Registration: N8607Y
 Make-Piper
 Model-PA-30
 Serial-30-1747

Completed a 100hr inspection in accordance with FAR 43, Appendix D. and approved
 maintenance/service manual.

1. Removed spinner, checked condition of backing plate, spinner, and propeller. All satisfactory.
2. Checked security of backing plate and reinstalled spinner
4. No new/outstanding AD's this date per Avant program, latest revision 2021.10

I certify this Propeller has been inspected in accordance with a 100hr inspection and was found
 in an airworthy condition, and is approved for return to service with respect to work performed
 this date. *****END*****

Date-6-22-2021

Authorized Signature

Gregory J Evans J.R
 A&P 3023363 IA

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 TOTAL
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