

INSTALLATION ■ OPERATION ■ SERVICE

*Hartzell*

propeller owner's  
manual  
& log book

D.O.A. -  
F.A.A.  
APPROVED  
MANUAL  
115 E

"Compact" Models HC-C2Y, HC-C3Y, HC-F2Y, HC-F3Y,  
HC-E2Y, HC-E3Y, HC-G2Y, HC-G3Y, (P)HC-L3Y,  
BHC-L2Y, HC-H3Y, (P)HC-J3Y, BHC-J2Y,  
( ) HC-I2Y, and ( ) HC-M2Y – Constant Speed and Feathering

HARTZELL PROPELLER, INC. - PIQUA, OHIO



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

DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
<b>SENSENICH PROPELLER SERVICE, INC.</b>			
DATE: <u>5-23-07</u>	CRS: <u>QV9R194N</u>		
Hobbs/Tach: <u>3006.58</u>	A/C Reg: <u>NG915N</u>		
Hub Model: <u>HC-CZYK-1B</u>	Hub S/N: <u>CHA1365B</u>		
Propeller TTSN: <u>Hub-0-Asst-DARK</u>	Propeller TTSO:		
Summary of work performed			
<p><i>Removed &amp; reinstalled Propeller IAW Hartestl approved data. Opts &amp; leak checked good. Dynamic Balanced Propeller IAW Chadwick Helmoth Smooth Propeller II. Starting IPS. 26 at 2500rpm. Added 19.4 grams to the spinner Bulkhead. Ending IPS. 04 at 2500rpm. — End —</i></p>			
<p>Pertinent details of this repair or overhaul are on file at this repair station under work order # <u>L17567</u> Signed <u>Mark J. Dalton</u> for Sensenich Propeller Service, Inc., 519 E. Airport Rd. Lititz, PA 17543 *This signature constitutes approval for return to service of this aircraft ONLY FOR THE WORK WE HAVE PERFORMED. We have not performed nor been authorized to perform any inspection of this aircraft nor have we reviewed or been authorized to review the maintenance records, including Part 43 compliance.</p>			

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DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
<u>11/24/08</u>	<u>3095.0</u>	<i>Completed annual insp. No prop. lb chp. h. p. h.</i>	<i>L. J. Dalton</i> IA 216688993
<u>1/8/15</u>	<u>3290.0</u>	<i>Completed annual insp. Completed</i>	<i>L. J. Dalton</i>
<u>SPCH</u>	<u>510.2</u>	<i>and ground h. h.</i>	<i>IA 216688993</i>
<u>1/10/19</u>	<u>3348.5</u>	<i>Completed annual insp. Good hub</i>	<i>L. J. Dalton</i>
<u>Spch</u>	<u>568.7</u>	<i>with Aeroshell #5 grease. Good Hub. A/C ground run satisfactory.</i>	<i>IA 216688993</i>

JANUARY 8, 2026 N6915N M-20G S/N 680139 TTAF 3542.9  
SPOH 765.1

COMPLETED ANNUAL INSPECTION. INSPECTED BLADES AND HUB. GREASED  
HUB WITH AEROSHELL #5 GREASE. A/C GROUND RUN SATISFACTORY. I CERTIFY  
THAT THIS PROPELLER HAS BEEN INSPECTED IAW AN ANNUAL INSPECTION  
AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

*L. J. Dalton*  
LAWRENCE J. DONALDSON  
IA 216688993

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DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
3-5-04	2779.80	<b>OVERHAULED/MAJOR INSPECTED</b> <b>BY SENSENICH PROPELLER SERVICE, INC.</b>	
		Hub Serial No. <u>CH5822</u>	
		Blade Ser. No. <u>B33270</u>	
		<u>B33008</u>	
		Blade Angles Low <u>13.0</u> High <u>29.5</u>	
		Rev. <u>N/A</u> Feather <u>N/A</u>	
		TSO <u>-0-</u> <u>W.O. L12718</u> TSN Brought forward	
		<i>Dennis E. Palmer</i> Sensenich Propeller Service Repair Station #QV9R194N	

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DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
3-8-04	2779.80	Removed & reinstalled overhauled propeller	
	PVV: 2779.80	SN. CH5822 on N6915W I.A.W. Hartzell	
	TSO: -0-	approved data. Dynamic balanced propeller	
		I.A.W. Chadwick Helmsmith Smooth Propeller II.	
		Starting IPS. 42. Added 26.0 Grams to the	
		spinner bulkhead. Ending IPS. 02 @ 2500 RPM.	
		Performed static rpm check - good. Leak &	
		apps checked good. — End —	
		Invoice # L12718 Mark Z. Palmer	
		Sensenich Propeller Service Repair Station #QV9R194N	
12-01-04	2830.0	Annual Inspection c/w M. Alt. CR5611R297K	
1/5/06	2886.3	Send log for propeller. LSA IA 216888992	

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DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
Date <u>6-27-90</u>	WC# <u>B6501</u>		
Tach Time <u>1260</u>	Total Time <u>1260</u>	<u>cfw AD 77-12-06 blade rolling only</u> <u>as per S.B. 118 C except for tach</u> <u>check. cfw S.B. 142 B by installing</u> <u>O-rings compatible with multi-grade</u> <u>for oils. Replaced split bearing PMA2202</u> <u>on both blades. Set blade pitches</u> <u>to aircraft spec's. statically balanced</u> <u>propeller. — END —</u>	
I certify that this repair/installation has been inspected and determined to be in an airworthy condition.			
Signed <u>Ken Lampard</u> Kansas City Aviation Center, Inc. 151st & Pflumm Road Olathe, Kansas 66062 FAA Repair Station #AMYR171C			
<u>31 July 90</u>	<u>1261.7</u>	<u>Installed prop S.N. CH 5822 on a</u> <u>Mooney N6915N per HARTZELL Manual</u> <u>Made CVA run &amp; Test Ft CK O.K.</u> <u>Approved For Return to Service Mchul (S) Jind</u>	

A & P 493680233

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DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
		<u>Date <u>6-11-93</u></u> <u>I certify that this aircraft / engine / propeller has been</u> <u>inspected in accordance with an 100hr / annual</u> <u>inspection and determined to be in airworthy /</u> <u>unairworthy condition. Details pertinent to this</u> <u>inspection are on file under work order # <u>2429</u></u> <u>Hebbs / Tach Time <u>1527.04</u> hrs. Total</u> <u>Time <u>1527.04</u> hrs.</u>	
<u>5/19/95</u>	<u>1856.6</u>	<u>ANNUAL INSPECTION - Complied with <u>John A. Hollman</u> APP2150251441A</u>	

Signed John A. Hollman For  
Freeway Airport Inc.  
3900 Church Rd.  
Mitchellville, MD 20721  
CRS# FK8R1410

## (b) Hartzell Governors

Hartzell Governors are War Surplus governors of different designs than the Woodward X210XXX Series, reworked in some instances to produce the desired results. These governors are listed in following table.

### HARTZELL GOVERNOR DESIGNATION

(X)    - (X)    - (X)    HARTZELL GOVERNOR MODEL

Minor adjustment not affecting eligibility.

Major adjustment to obtain Engine-Propeller-Governor compatibility.

Basic Body and Major parts modification.

A 1A1, 1Q12, 1M12, 1P12 modified  
(Base reworked - B-149  
Exception: A-1-1 - base not reworked)

B 1Q12, 1P12, 1M12  
(Head, body, base)

C 1A2-G5

D 1M12, 1Q12, 1P12  
(Modified to reverse sense, incorporating  
new spool)

E 1A1, 1Q12, 1M12, 1P12  
(Modified base reworked B-149, 52141  
drive gear)

F 4G8

### ENGINE DATA

Engines	Engine		Governor RPM Max.
	RPM Max.	Ratio	
Lyc. O-360	2700	.866	2340
GO-480	3400	.801	2723
O-320, O-340	2700	.866	2340
GO-435	3400	.801	2723
O-540	2575	.895	2305
R-985	2300	1.	2300
Cont. IO-470J	2600	1.	2600
IO-520	2600	1.	2600
IO-720	2550	.866	2210
T10-541	2900	.895	2600

## PROPELLER MAINTENANCE RECORD

### LEFT ENGINE

Hub Model HC-C24K-1B

Blade Design 7666 A-2

Diameter \_\_\_\_\_

Hub Ser. No. CH 5822

Blade Ser. Nos. \_\_\_\_\_

No. 1 B33270

No. 2 B33008

No. 3 \_\_\_\_\_

### PITCH RANGE

High 27°-31° Low 13°

Feather \_\_\_\_\_ Reverse \_\_\_\_\_

Governor Model \_\_\_\_\_

### ~~RIGHT ENGINE~~

Hub Model \_\_\_\_\_

Blade Design \_\_\_\_\_

Diameter \_\_\_\_\_

Hub Ser. No. \_\_\_\_\_

Blade Ser. Nos. \_\_\_\_\_

No. 1 \_\_\_\_\_

No. 2 \_\_\_\_\_

No. 3 \_\_\_\_\_

### PITCH RANGE

High \_\_\_\_\_ Low \_\_\_\_\_

Feather \_\_\_\_\_ Reverse \_\_\_\_\_

Governor Model \_\_\_\_\_