

February 4, 2011

Subject: Hartzell Propeller Model: HC-B4TN-5QL/LT10890NK (de-ice)
HC-B4TN-5NL/LT10890N (non de-ice)
Honeywell Engine Model: TPE331-12JR
Cessna Aircraft Model: 208(B)

Dear Supervan 900 Operator,

Hartzell has received reports of an unusual propeller noise during application of reverse thrust on landing on the Cessna 208(B) aircraft equipped with propeller models HC-B4TN-5QL/LT10890NK (de-ice) and HC-B4TN-5NL/LT10890N (non de-ice) with the Honeywell engine model TPE331-12JR. Subsequent testing with an instrumented propeller has identified this condition to be blade stall flutter. Repeat operation of the propeller in a flutter condition can lead to blade separation which in turn can lead to loss of control of the aircraft. This condition may result in death, serious bodily injury, and/or substantial property damage.

Stall flutter condition can be avoided for this installation if propeller reversing is selected at or below 65 knots.

Hartzell Propeller is currently working on a solution that resolves this condition. Until a solution is available, operators must be informed of the following propeller operating limitation.

WARNING: AVOID THE USE OF PROPELLER REVERSE ABOVE 65 KNOTS DURING LANDING. FAILURE TO DO SO MAY LEAD TO BLADE SEPARATION WHICH IN TURN CAN LEAD TO LOSS OF CONTROL OF THE AIRCRAFT. THIS CONDITION MAY RESULT IN DEATH, SERIOUS BODILY INJURY, AND/OR SUBSTANTIAL PROPERTY DAMAGE.

WARNING: THE SUDDEN ONSET OF UNUSUAL VIBRATION CAN BE AN INDICATION OF A FAILING HUB, PROPELLER BLADE, BLADE RETENTION, OR PITCH CHANGE COMPONENT. BLADE SEPARATION MAY RESULT IN DEATH, SERIOUS BODILY INJURY, AND/OR SUBSTANTIAL PROPERTY DAMAGE. THIS CONDITION DEMANDS IMMEDIATE INSPECTION FOR POSSIBLE CRACKED HUB, BLADE, BLADE RETENTION OR PITCH CHANGE COMPONENT.

Sincerely,



Bobby Bishop
Supervan Systems Ltd