

**Whirl Wind Aviation, Inc  
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## **SERVICE LETTER**

SL-200400200C-081905

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**TO:** ALL OWNERS / OPERATORS OF AFFECTED PROPELLERS  
**SUBJECT:** COUNTERWEIGHT FAILURES ON AEROBATIC PROPELLERS  
**DATE:** AUGUST 19, 2005

**MODELS AFFECTED:** All Whirl Wind counterweighted propellers operating on Lycoming IO-360 and O-360 engines (200/400 Series and 200C Series propellers equipped with McCauley counterweights)

**REASON:** After the introduction of the counterweight inspection according to Service Letter WWPC-SL-200C-0001 dated October 2001, there has since then again been a failure of a counterweight. This has forced us to design our own counterweight. As the reason for the counterweight failure is still not clear and could be related to material instability, we started design and production of the new counterweight, Part Number WWA20010.

**TIMELINE:** Mandatory. Within the next 10 hours of operation.

**DESCRIPTION OF REPLACEMENT:** All old style McCauley counterweights must be removed and scrapped. Installation of the new counterweight WWA20010, manufactured from solid steel alloy, is required. The old style counterweights can be easily identified, because they are forged.

**Note:** Some 200C Series propellers may already have alloy steel counterweights manufactured by Whirl Wind installed. In this case, just verify the bolt torques. No other action is required.

**DESCRIPTION OF  
REPLACEMENT –  
CONTINUED:**

Procedure:

An approved propeller shop must replace the counterweights.

3. Remove counterweights and attachment hardware and scrap. Destroy old counterweights, because they never should be used again.

4. Install new counterweights. As the blade ferrules are already drilled for the setscrew, the new counterweights shall be installed to fit these holes. The setscrews must be engaged in order to avoid slipping. Torque counterweight bolts.

5. Perform ground run and check for proper operation.