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## ALERT SERVICE BULLETIN

SB #: GA-01-2505

Effective Date: May 6, 2025

Revision: 0 Date: May 6, 2025

### 1. Effectivity

- a. The Catto Propellers Ground Adjustable models listed in Table 1 are affected by this Alert Service Bulletin when the propeller is used on high performance STOL aircraft. A high-performance STOL aircraft refers to STOL aircraft with the following engines: 340, 360, 370, 390, 409 or an engine with 160hp or greater and/or engines with non-counterweighted cranks.

Product Description	Product Model Number
Ground Adjustable Hub	Hub Supplied for 320/340 Engines Top Hub: GAH2-2-R1-I1-T Bottom Hub: GAH2-2-R1-B
Ground Adjustable Hub	Hub Supplied for 360+ Engines Top Hub: GAH2-6-R1-I1-T Bottom Hub: GAH2-6-R1-B
86" Ground Adjustable Model Number. With or without Nickel Leading Edges	GAC101-86-I1-R3-SCT GAC101-86-I1-R2-SCT
84" Ground Adjustable Model Number. With or without Nickel Leading Edges	GAC101-84-I1-R3-SCT GAC101-84-I1-R2-SCT

82" Ground Adjustable Model Number. With or without Nickel Leading Edges	GAC101-82-I1-R3-SCT GAC101-82-I1-R2-SCT
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*Table 1 Affected Propeller Models*

**WARNING:** DO NOT USE OBSOLETE OR OUTDATED INFORMATION. PERFORM ALL INSPECTIONS OR WORK IN ACCORDANCE WITH THE MOST RECENT REVISION OF THIS ALERT SERVICE BULLETIN. INFORMATION CONTAINED IN THIS ALERT SERVICE BULLETIN MAY BE SIGNIFICANTLY CHANGED FROM EARLIER REVISIONS. FAILURE TO COMPLY WITH THIS ALERT SERVICE BULLETIN OR THE USE OF OBSOLETE INFORMATION MAY CREATE AN UNSAFE CONDITION THAT MAY RESULT IN DEATH, SERIOUS BODILY INJURY, AND/OR SUBSTANTIAL PROPERTY DAMAGE. REFER TO THE ALERT SERVICE BULLETIN INDEX FOR THE MOST RECENT REVISION LEVEL OF THIS ALERT SERVICE BULLETIN.

## 2. Reason

- a. Catto Propellers has received a single report of one bottom half of hub that experienced a crack.
- b. Catto Propellers has received a single report of one instance of two broken bolts.
- c. The following accessory equipment or operational scenarios with high vibratory installations can increase the likelihood of potential failure of the hubs models identified in Table 1:
  - i. Accessory Equipment
    1. High Compression Pistons – greater than 9:1
    2. Electronic Ignition
    3. Engines with Known High Peak Power Pulses: O-340, IO-340, O-360, IO-360, O-370, IO-370, O-390, IO-390, O-409, IO-409
    4. Engines with non-counterweighted crankshafts
  - ii. Operational Scenarios
    1. Operating greater than 2700RPM both in transient and continuous Overspeed RPM conditions
    2. Use of Nitrous

### 3. Required Action of Owner/Operator

- a. Do not fly models referenced in Table 1 until assembly has been inspected.
- b. Disassemble propeller/hub assembly to fully inspect propeller bolts and all top and bottom surfaces of hub, specifically on bottom hub around bolt holes. Owners/Operators are required to email confirmation of this inspection to: [engineering@cattoprops.com](mailto:engineering@cattoprops.com).
  - i. Remove spinner dome
  - ii. Remove hub clamping/mounting hardware, hub-to-hub bolts.
  - iii. Remove forward hub half
  - iv. Remove blade assemblies
  - v. Remove pitch change block and shims
  - vi. Remove hub-to-engine bolts
  - vii. Remove rear hub from mounting interface.
  - viii. Examine bolts, washers and hub surfaces and specifically around bolt holes on hub for cracks, fretting, blade movement or other signs of damage.
    1. The one report of a cracked hub contained a crack on the bottom hub around the outermost bolt hole.
    2. If no cracks, fretting or other damage continue to Step c.
    3. If cracks, fretting or other damage is found, remove damaged hub and hardware from service and contact Catto Propellers.
- c. Prior to each flight, the owner/operator of the specific propeller models listed in Table 1, must perform a preflight inspection of the propeller to include: remove spinner and inspect bolt condition and torque.
- d. Prior to each flight, the owner/operator of the specific propeller models listed in Table 1, must perform a preflight inspection of the propeller to include: remove spinner and inspect bottom hub and top hub for cracks, fretting or other damage on surfaces and specifically around bolt holes.
- e. Reassemble and reinstall using provided Owner's Manual.
- f. Owner/Operator must limit the RPM to no greater than 2700RPM and not exceed redline of corresponding engine model.
- g. Owner/Operator must not use nitrous for the propeller models identified in Table 1.
- h. If any indications from above inspections are identified, contact Catto Propellers.

4. Ongoing Investigation

a. Current Investigation regarding GA012505

- i. Catto Propellers is currently conducting an engineering investigation into the referenced two reports and will determine course of action upon resolution of engineering analysis. Once determined this bulletin will be updated with corrective action applicable to models referenced in Table 1. Known customers who have purchased specific models referenced in Table 1 will be notified.

b. Contact Information:

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info@cattoprops.com