



	Service Letter SL 10	EB - Nr. I - EC 34
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Planning Information

Affected Procedure:

Tear Down Inspection at 1/3 TBO for aerobatic propellers

Affected Propellers:

All hydraulic Constant Speed Propellers, which are used on unlimited competition aerobatic airplanes.

Reason:

During unlimited aerobatic flying the stresses in the propeller rise to very high levels. For safety reasons the propeller should get a tear down inspection at 1/3 of the TBO (see SB No. 1()).

The tear down inspection must contain the following items:

- **Before disassembling:** Visual inspection of the propeller hub, blades and spinner assy.
- **During disassembling:** Inspect parts for wear and damage.
(Do not remove outer ball races, studs or flange bolts)
- **After disassembling:** Cleaning of all parts
- **After cleaning:**
 - Blades: Torque test of the lag screws, refer to manual E-220.
Inspect blade surface and stainless steel erosion sheet for cracks and damages.
 - Blade Bearings: Inspect visually, in case of doubt perform a magnetic particle inspection according to ASTM-E-1444
 - Hub: Inspect the transition area to the flange by liquid penetrant method according to ASTM-E-1417
Removal of the studs or flange bolts is not required.
 - Counterweights: Visually inspect the counterweights for cracks.
- **Assembling:** Reassemble the propeller with new seals/gaskets and grease.

Required Publications:

Overhaul Manual E-220, Hydraulically Controlled Variable Pitch Propeller MTV-5-(), -6-(), -9-(), -11-()
-12-(), -14-(), -15-(), -16-(), -21-(), -22-(), -25-()

Required Material:

Tools listed in Overhaul Manual E-220.
Suitable o-rings according to parts list in Overhaul Manual E-220 for the affected propeller.
Grease according to parts list in Overhaul Manual E-220.
Every part, which has to be removed because of defects.

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