
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll av propellerbladens infästning

GÄLLER: MTV-9 modellerna MTV-9-B version MTV-9-B-C med propellerblad CL250-27 eller CL260-27. Installerade i t ex RC 114, Zlin, Pitts, Extra, SU 26M, Cessna 182Q, 182R och F182Q

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av LBA AD 1999-081/2

TID FÖR ÅTGÄRD: Enligt "Compliance" i LBA AD 1999-081/2

UNDERLAG: LBA AD 1999-081
MT Propeller Service Bulletin No. 17A daterad den 5 mars 1999

REFERENS: LBA AD 1999-081/2

BESLUTSDATUM: 1999-03-11

LFS 1999:45

Åtgärder enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11.
Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senast gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

Postadress	Gatuadress	Telefonnummer	Telegram Civilair	Telex
601 79 NORRKÖPING	Vikboplan 11	011-192000	Norrköping	62450



**Airworthiness
Directive
1999-081/2**

Luftfahrt-Bundesamt
Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
Federal Republic of Germany

MT-Propeller

Effective Date: 25 March 1999

Affected:

Kind of aeronautical product:	Propeller
Manufacturer:	MT-Propeller, Airport Straubing Wallmühle, 94348 Atting, Germany
Type:	MTV-9
Models affected:	MTV-9-B version MTV-9-B-C equipped with propeller blades CL250-27 or CL260-27
Serial numbers affected:	All propellers with serial numbers up to 98XXX or replacement blades produced until 31 December 1998.
German Type Certificate No.:	32.130/65

Subject:

Propeller blades, inspection of the torque and if applicable, replacement of the blade root lag screws.

Reason:

Because of the extremely high loads during some aerobatic manoeuvres on the affected propellers in combination with insufficient torque of the lag screws it is possible, that blade root lag screws fail. Broken lag screws were found occasionally during tear down inspections of the above mentioned propellers.

The actions specified by this AD are intended to prevent a blade separation in flight, which can result in loss of control of the aircraft.

Action:

The following actions are required by this Airworthiness Directive:

1. The torque of the lag screws must be checked on the affected blades per overhaul manual E-220. A minimum torque of 88Nm (64 ftlb) has to be applied.
2. If lag screws with insufficient torque or broken lag screws are found, all lag screws must be replaced with new lag screws according the Service Bulletin of the manufacturer.
3. If no lag screws with insufficient torque or no broken lag screws are found, the inspection must be repeated every 100 flying hours or every 12 month. This inspections is no longer required if new lag screws are installed.

Notes:

- a. All necessary actions must be performed on the basis of the mentioned Service Bulletin of the manufacturer.
- b. The inspection must be performed by an approved repair station or the manufacturer. An entry in the propeller log book is required.
- c. Replacement of lag screws must be performed by the manufacturer or a repair station, authorized by the manufacturer.
- d. New lag screws MT-Propeller P/N A-983-85 can easily be identified by a hexagonal head.

Compliance:

Before the next flight, if unusual vibrations appear which can not be eliminated by dynamic balancing, or if cracks are visible in the transition area blade ferrule to blade shank or if shrinking marks are visible in the blade shank area.

Otherwise within the next 50 flying hours or until May 31, 1999.

Technical publication of the manufacturer:

MT-Propeller Service Bulletin No. 17A dated 05 March 1999. This Service Bulletin becomes herewith part of this AD and can be obtained from:

MT-Propeller
Airport Straubing Wallmühle
D-94348 Atting / Germany