



AVIA PROPELLER Ltd.

Beranových 666, 199 00 Praha - Letňany, Czech Republic

INFORMATION BULLETIN

No.: V 506-1-I/62

Concerns: Untightness of the pressure oil distributor of V 506 propellers.

Reason: Supplement of service instructions.

It is hereby recommended to do:

Untightness of the pressure oil distributor of V 506 propellers and the pressure oil leakage resulting from this mentioned fault becomes evident by leakage oil spraying onto the inner and outer surface of the engine cowl. Such a fault has, of course, no influence upon the operation and service reliability of the propeller. As far as this fault is not evidently revealed in the close space of engine cylinders and exhaust, it is not necessary to be remedied or anyhow repaired. However, in any case of a larger leakage oil spray onto the engine cowl outer surface when the leakage oil spray reaches as far as to the airplane wing (during a flight time about 45 minutes), it would be necessary to inspect and examine duly the pressure oil distributor. At the inspection should be checked also the position arrangement of gap (slit) of the individual piston rings which should be correctly adjusted or turned through an angle of 180° each to other.

At the same time should be inspected also the peripheral surface of piston rings whether these are not anyhow damaged by some scratches, by some shelling off the surface lead plating, by some material surface inclusions or by any other mechanical surface injure.

Letňany near Prague, 2nd May 1962

Hadrava m. p.
Manufacturer

Sedláček m. p.
Customer's Representative

Should there be found no defect, rinse the oil distributor with some pure petrol and fit it then duly on again. If there on the propeller is not fitted the indispensable dustproof felt packing ring, part No. V 506-005, fit it immediately on.

Should there be revealed an excess untightness of the oil distributor even after having introduced the above stated improvement through additional fitting-in of the silon intermediate ring – in spite of the fact that the above mentioned fault may be to the detriment of the external appearance of the engine cowl only – the commercial user should send such a faulty oil distributor over to the propeller manufacturing works for repair.