



AVIA PROPELLER Ltd.

Beranových 666, 199 00 Praha - Letňany, Czech Republic

INFORMATION BULLETIN

No.: V 503/2

Refers to: Removal of the leakage of airscrew V 503.

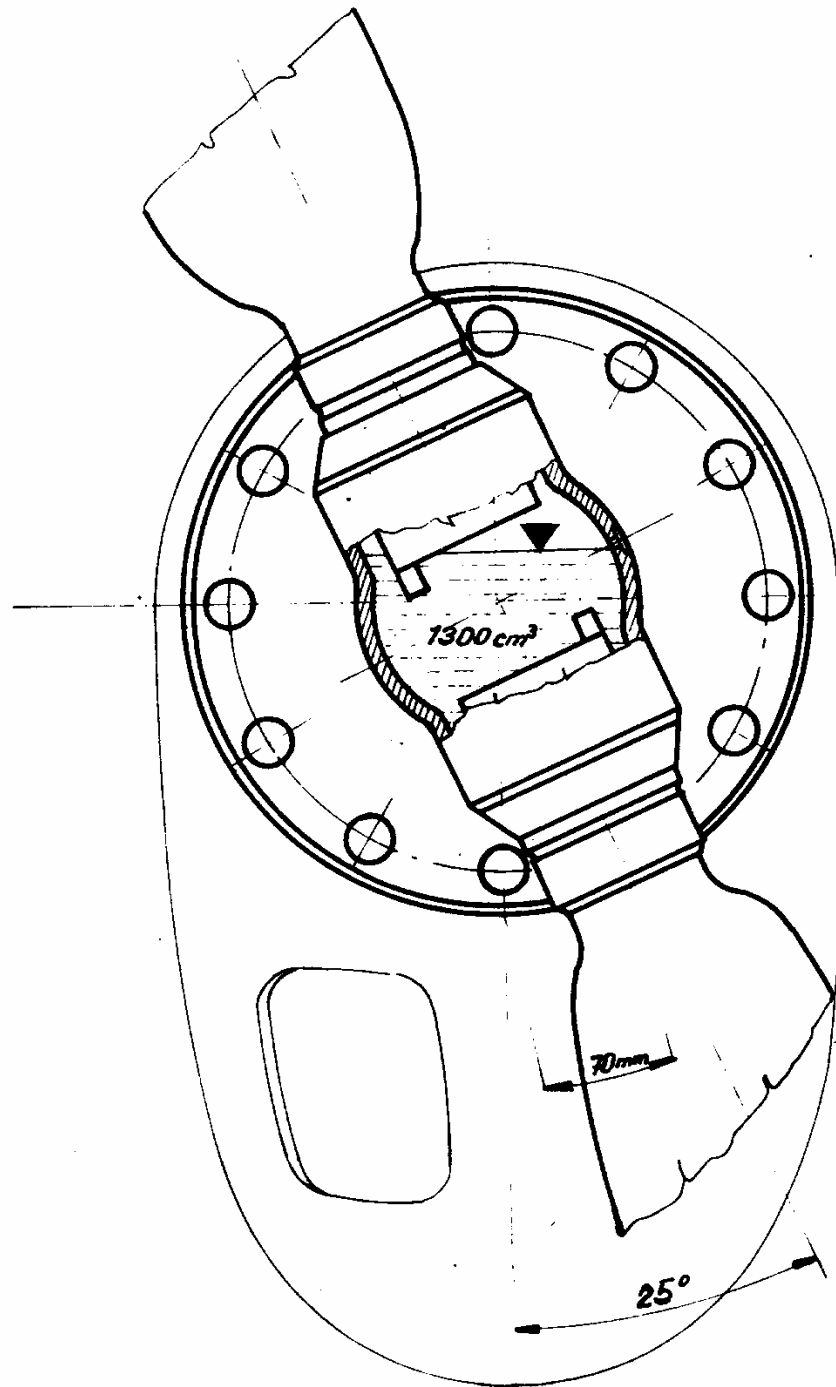
Reason: Recently, in the aircraft traffic, single cases of leakage of control shaft of the servosystem occurred.

Measures: Removal of the leakage of servosystem will be done as follows:

1. Replace the silon packing ring V 503-3003 (pos. 53, Fig. No. 1 in the Technical description of the airscrew V 503) with a new ring, which the user will receive on request by return from the manufacturing plant.
2. Check the quantity of the oil filling in the airscrew hub. In order to carry out this check correctly, it is necessary to set the airscrew in such position, in which the blade axis will include the angle of 25° in relation to the vertical axis of the engine. This position can be set easily with the help of the arch distance between these two axis, which is 70 mm on the circumference of the rear part of the air screw housing (see the Figure on the following page). For detailed description of the check see the Technical description and service instructions of the airscrew V 503; please correct the stated position of about 45° to 25°.
3. In the case, that the leakage will not be removed even after these modifications, it is admissible to reduce the quantity of oil filling in the airscrew by 100 up to 200 ccm.
4. When ascertaining the causes of the leakage, it was found, that the oil diffusion arises only when the engine is at rest by spontaneous oil leakage into the airscrew fan, which, during the flight, causes spattering of oil on the airscrew and/or on the aircraft.

Moreover, the quantity of the flown out oil is affected:

- a) by compression of the airscrew fan - shaft with the engine at rest, when oil is plainly forced out of the airscrew. To this fact attention has been drawn already in the service instructions, paragraph f/ - Assembly of the airscrew fan.



b) by uncorrect (vertical) position of the airscrew with the engine et rest, at which the compensation of the oil filling level in the airscrew hub is prevented. In a case, that the airscrew does not remain in horizontal position after the stopping of engine it is necessary to check whether the axis of any airscrew blade is pointing to the mark "0" on the flange (see Fig. 10 of the Technical description). If the assembly of the airscrew on the flange has been carried out correctly, it is necessary to dismantle the airscrew and to check whether the key of the shaft fits in the slot of the flange marked by "6".

Date: Prague August 3rd, 1968.

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Customer Representative at the Manufacturer