



AVIA PROPELLER Ltd.

Beranových 666, 199 00 Praha 9 - Letňany, Czech Republic

MADATORY BULLETIN

Number: V 500A/ 6a

Refers to: Oil distributor flange on the V 500A propeller, distributor drawing No. P 7900-6111. The propeller is installed on the Z 142 and Z 43 aircrafts.

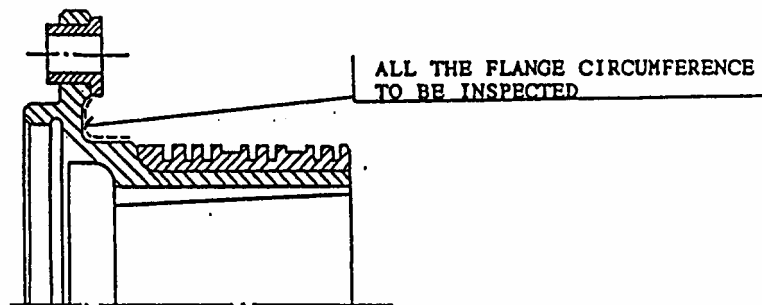
Reason: The oil distributor flange, distributor drawing No. P 7900-6111, applies for the V 500A propeller mounting on the M 337A or M 337AK engine. On some flanges, cracks were found during their inspection.

Notice:

(1) This Bulletin supersedes the V 500A/5a Bulletin in its entirety, at the CAI's request.

(2) It is essential that operational limitations be observed as specified in the Z 142 and Z 43 Aircraft Flight Manuals.

Action: Flange for the propeller mounting to be inspected. The flange outside surface from the reducing towards cylindrical portion to be checked all around the flange circumference, in the blade center line specifically (see Figure below), by using an appropriate detection method.



Remove the V 500A propeller so that the crack inspection may be performed. For propeller removing, see para. 2-2 "Disassembly of Propeller", 1991 issue of the "V 500A Propeller Operation Manual" p.15, or, as appropriate, Part "Disassembly of propeller Unit" in 1973 issue of the "V 500A Technical Description and Operation Instructions" p. 45.

In addition, the distributor drawing No. P 7900.01 shall be removed in accordance with para. 2-3 "Disassembly of Distributor" 1991 issue of the "V 500A Propeller Operation Manual" p. 19, or, as appropriate, 1973 issue of the "V 500A Technical Description and Operation Instructions" p. 45.

During inspection, special attention shall be given to the flange areas located in blade longitudinal axes. (In a hub. propeller blades are put to "O" markings on flange circumference).

Following inspection methods may be used:

- (a) Magnetic particle inspection (MAGNAFLUX)
- (b) Dye penetrant inspection
- (c) Eddy-current inspection
- (d) Other method of the same or higher inspection level than those mentioned in (a), (b), or (c).

Inspection having been completed with no cracks found, the distributor and the propeller will be reinstalled on aircraft in accordance with instructions contained in para. 2-6 and 2-7, 1991 issue of the "V 500A Operation Manual" pp. 23, 24 and 25, or, as appropriate. Part "Propeller Unit Installation on Aircraft" in 1973 issue of the "V 500A Technical Description and Operation instruction" pp. 26, 27, 28 and 29.

The flanges having cracks shall be replaced.

Flange inspection shall be carried out immediately upon receiving the Bulletin, and subsequently every 500±10 flight hours since installing in flight operation.

The inspection shall be recorded in the Distributor logbook.

Effectivity: Straight after the Bulletin receipt.

To be accomplished by: A user, if equipped with appropriate personnel and technical means, and holds the license for repair performing, or through the propeller manufacturer's service.

Expenses responsibility: Expenses to be paid by a user.

Materials: Materials required for the flange replacement will be provided on a commercial basis by:

AVIA – HAMILTON STANDARD
AVIATION, Ltd.
250 02 – Stará Boleslav
P. O. BOX 22
Czech republic

Date of approval: April 15. 1994

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Sviták
Propeller Manufacturer Representative

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Propeller Construction Supervisor

Original version in Czech signed by the
civil aviation inspectorate representative.

Jan Beneš
Civil Aviation Inspectorate