



ÚŘAD PRO CIVILNÍ LETECTVÍ
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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-079/2003

Datum vydání: 24. září 2003

MT-PROPELLER STRAUBING
MTV-1, MTV-2, ++

VRTULE - LISTY VRTULE - KOVÁNÍ NÁBĚŽNÉ HRANY LISTU - KONTROLA/VÝMĚNA

Týká se: vrtulí vyrobených firmou MT-Propeller, Straubing, Germany:

- pevných vrtulí MT všech typů, modelů, verzí a výrobních čísel nižších než 95000, které neprošly generální opravou od dubna 1994

- stavitelných vrtulí MT typů MTV-1, MTV-2, MTV-3, MTV-5, MTV-6, MTV-7, MTV-9, MTV-10, MTV-11, MTV-12, MTV-14, MTV-15, MTV-17, MTV-18, MTV-20, MTV-21, MTV-22 a MTV-24, všech modelů, verzí a výrobních čísel.

Důvod vydání: zabránit náhlé ztrátě kování náběžné hrany listu vrtule za letu.

Datum účinnosti: 30. října 2003

Provést v termínech:

Jak je popsáno v LBA AD 1994-098/2 od data účinnosti tohoto PZZ.

Postup provedení prací:

Dle LBA AD 1994-098/2 (příloha tohoto PZZ).

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do vrtulové knihy.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická – Ing. Kulovaný.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.
- Tento PZZ byl vypracován na základě LBA AD 1994-098/2.

Ing. Pavel MATOUŠEK
ředitel

Luftfahrt-Bundesamt

Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
G E R M A N Y

Airworthiness Directive 1994-098/2

This Airworthiness Directive supersedes the Airworthiness Directives 1994-098 of 19 April 1994

Effective Date: 24 September 2003

MT-Propeller**Affected:**

Kind of aeronautical product: Aircraft Propeller

Manufacturer: MT-Propeller, Straubing, Germany

Type: Fixed Pitch Propellers MT

Variable Pitch Propellers

MTV-1, MTV-2, MTV-3, MTV-5, MTV-6, MTV-7, MTV-9, MTV-10, MTV-11, MTV-12, MTV-14, MTV-15, MTV-17, MTV-18, MTV-20, MTV-21, MTV-22, and MTV-24

Models affected: All models and variants of the mentioned propeller types

Serial numbers affected: All MT- variable pitch propeller and MT - fixed pitch propellers with serial numbers below 95000 which have not been overhauled since April 1994

German Type Certificate No.: 32.110/12, 32.130/53, 32.130/54, 32.130/55, 32.130/57, 32.130/65, 32.130/67, 32.130/68, 32.130/70, 32.130/73, 32.130/74, 32.130/75, 32.130/77, 32.130/78, 32.130/82, 32.130/83, 32.130/84, 32.130/86 and 32.130/103

Subject:

Avoidance of sudden loss of propeller blade metal erosion sheath. Use of updated Installation and Operation Manuals. Installation of Polyurethane erosion protection strip

Reason:

To avoid sudden loss of the metal erosion sheet in flight, preflight- and 100-hour-inspections are to be performed more properly. In older Operation- and Installation Manuals, the necessary inspections are not sufficiently described. It is known that with normal and regular inspections, damage of the bonding indicated by cracks, can be detected in time. Propellers with the erosion sheet being partially loose, must be removed from service immediately. The blade shank leading edge area of the blades must be protected by a Polyurethane erosion protection strip. Therefore only Installation and Operation Manuals with issue date as listed in the mentioned manufacturer Service Bulletin or newer ones may be used.

Action:

The following actions are required by this Airworthiness Directive:

1. Inspection of the propeller blade metal erosion sheath for tightness and error free bonding.
2. Exchange of propeller blades on which a defective bonding or a separation of the propeller blade metal erosion sheath has been determined.
3. Examination of the propeller blades concerned whether a Polyurethane erosion protection strip is installed.
4. Installation of missing Polyurethane erosion protection strips.

All necessary actions must be performed on the basis of mentioned manufacturer Service Bulletin.

Note: All owners/operators of affected propellers are advised to follow the instructions of the updated Operation and Installation Manual of the appropriate propeller.

Compliance:

For the mentioned actions the following compliance times have been laid down:

Action 1: With each preflight- and 100-hour-inspection.

Action 2: Before next flight after establishment of the damages.

Action 3: With the next pre-flight inspection.

Action 4: Within 10 flying hours after establishment of the missing Polyurethane erosion protection strip.

Technical publication of the manufacturer:

MT-Propeller Service Bulletin No. 8A dated July 4, 2003. This Service Bulletin becomes herewith part of this AD can be obtained from:

MT – Propeller Entwicklung GmbH
Flugplatzstr. 1
D – 94348 Atting,
GERMANY
Phone: ++49 (0)9429 – 9409-0
Fax: ++49 (0)9429 – 8432
www.mt-propeller.com

or

MT – Propeller USA, Inc.
1180 Airport Terminal Drive
DeLand, FL 32724
U.S.A..
Phone: 386-736-7762
Fax: 386-736-7696

Enquiries regarding this Airworthiness Directive should be referred to Mr. Martin Borsum, Airworthiness Directive Section at the above address, fax-no. 0049 531/2355-720. Please note, that in case of any difficulty, reference should be made to the German issue!