

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**CAA-AD-099/1999**

Datum vydání: 30. září 1999

## **VRTULE - UCHYCENÍ LISTŮ VRTULE - KONTROLA/VÝMĚNA**

**Týká se:** vrtulí vyrobených firmou MT-Propeller typu MTV-9, model MTV-9-B, verze MTV-9-B-C, výrobních čísel do 98XXX vybavených vrtulovými listy CL250-27 nebo CL260-27, nebo vrtulovými listy vyrobenými do 31. prosince 1998.

**Důvod vydání:** zabránit utržení vrtulových listů za letu v důsledku prasknutí uchycujících šroubů.

**Datum účinnosti:** 4. listopadu 1999.

**Provést v termínech:** Jak je popsáno v LBA AD 1999-081/2 (příloha tohoto PZZ).

**Postup provedení prací:** Dle LBA AD 1999-081/2.

*Poznámky: Provedení tohoto PZZ musí být zapsáno do vrtulové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - Ing. Beneš. Pokud to vyžaduje povaha tohoto PZZ musí být zapracováno do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě LBA AD 1999-081/2.*

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**Ředitel technického inspektorátu**  
**Úřad pro civilní letectví**

**LBA AD No.: 1999-081/2**

**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

Tel. ++49 9429 9409-0; Fax++49 9429 8432

Email: sales@mt-propeller.com