

OPERATION BULLETIN No.:

M 4-III/24 M 6-III/22
M332/49 M 337/39
V 410 V 506

To be performed!

CONCERNING: Checking of tightening of the propeller hub, possibly of oil distributor on the crankshaft.

REASON: In several cases in operation it was revealed that the determined checking of tightening of the propeller hub, possibly of oil distributor is not being kept.

ACTIONS: See the text on page 2.

Actions to be accomplished at the latest: According to the text on page 2.

Actions to be performed by: The customer.

Costs to be covered by: No costs will be incurred.

Necessary material to be delivered by: -

The list of material and the work procedure is shown on page 2 which create the integral part of this Bulletin.

Annexes: -

The Bulletin becomes effective on: 27.3.1964

Franc, signed

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Manufacturer's representative

mjr. Havlas, signed

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Customer's representative

Approved by the State Aviation Administration
(Aviation Authority) under No. 2558 ??
dated 27.3.1964

Ing. Skočdopole, signed

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Omnipol

Ing. V. Vlasák, signed

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Based on experience from operation we consider it necessary to draw the attention to the necessity of correct tightening of the propeller hub, possibly of the oil distributor on the engine crankshaft, this by the prescribed torque 30 – 35 kgm. In case the operator failed to tighten it properly caused impressions on the propeller hub, possibly on the oil distributor as well as on the engine crankshaft which resulted in discarding of both parts. In case of longer operation with the insufficiently tightened propeller hub or the oil distributor, the serious failure of the hub, possibly of the oil distributor or the crankshaft could occur.

Therefore it is necessary to follow the further mentioned instructions:

1) New engine and the new propeller:

- a) To check the tightening after the first installation after 10 operation hours according to the description and instructions for the propeller (as shown in the issued documentation).
- b) To check tightening during the periodic inspections of an engine.

2) Re-installation of the propeller from operation to the new engine:

Clean carefully the cone of the propeller hub (V410) or of the oil distributor at the V 506. Clean off any unevenness or the stuck graphite and check the seating on the crankshaft, this by means of the scraping colour applied very gently into the cone slot. Tighten the propeller or the distributor (using approximately the half moment) and check the imprint of the colour on the shaft. The minimum seating 75% of the mating surface of the distribution must be regular around the whole perimeter. At the V 410, the hub is lightened in its middle part. In case the seating does not meet these conditions, we recommend to call the service workers of the propeller factory for installation who will perform the calibration and installation.

3) Re-installation of the propeller from operation to other engine from operation:

In this case even more careful checking of the hole and the surface of the mating parts is necessary.

Check the seating of surfaces in the same manner.

When installing the propeller to the engine, always follow the operation instructions and keep the installation tightening moments.