



	ALERT SERVICE BULLETIN No. 29 R2	DOA No. EASA.21J.020
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Subject: **Splitted Retaining Ring Position Inspection
which holds the blade in the propeller hub**

Affected Propeller: MTV-33-1-A / () - TCDS EASA-P.048
MTV-34-1-A / () - TCDS EASA P.049 ,
which are manufactured before June 2014.

Reason: If the split line of the 2 piece retaining ring A-1194-() is at the pitch change pin position, a crack in the blade ferrule can occur resulting in excessive vibration.

Accomplishment: Propellers with more than 200 hrs within the next 50 hrs or
6 month since first installation!
Propellers with less than 200 hrs within the next 100 hrs but maximum
250 hrs total time or 12 month since first installation!

Propellers with a silver shiny ferrule surface (stainless steel) are not
affected!

On propellers with a dull grey ferrule surface (aerospace aluminum)
Service Bulletin 29 () must be performed!

Attention:

During Overhaul or Repair the Aluminum Blade Ferrule **MUST be replaced**
by the Stainless Steel Blade Ferrule.

Action:

Step 1:

1. Remove spinner dome.
2. Remove the safety wire and unscrew all front plate screws.

Measure and notice the distance between stop nut M14 and front
surface guide according Fig1.
3. Remove the front plate according Fig.2 by turning off the
M14 stop nut.

Warning:

Front plate is preloaded with a spring, remove carefully

4. Check for correct split position according Fig.3a (OK),
Fig.3b (incorrect)!

This Service Bulletin has been approved according the procedures established for the EASA-certified Design Organization No.:
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Checed / approved Head Office of Airworthiness  Martin Albrecht	March 08, 2017	Edition:  Josefine Hoell
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If it is possible to identify and see the split line, assemble the propeller, no further action necessary.

If there is no accessibility to identify the split line (as shown on Fig.3b) please continue with Step 2.

Step 2

5. Remove the guide rod according Fig.4 and Fig. 5 .
Loosen M8 bolts, 2 screws for MTV-33 and 3 screws for MTV-34.
6. Turn the blade until the pitch change block and the pitch change pin is in front according the Fig.6 / Fig.7.

Note:

Make sure that the black pitch change block will be not twisted or touched during this procedure otherwise the propeller must be sent back to the factory for blade pitch adjustment.

7. Check for correct split line position.
If the split line is directly in the centre line with the pitch change block and the pitch change pin (as shown on Fig.7), the propeller must be sent back to the manufacturer for repositioning.!
8. If the split line is more than +/-8mm (0,314 inch) from the pitch change pin (as shown on Fig.8), the splitted retaining ring is in correct position and the propeller can be assembled again.
9. Assemble the propeller in reverse order and secure them with safety wire.

Torque Moments:

Screw front plate	6-6,5Nm	(53-56 inlbf)
Screw piston extension M8	20-22Nm	(177-195 inlbf)

All mechanics are allowed to do this inspection

Contact:

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Fig. 1



Fig. 2

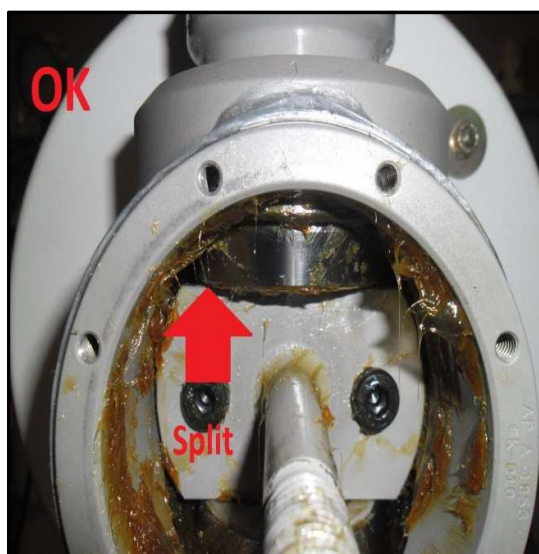


Fig. 3a
Split line can be seen after removal of
front plate and return spring at any
position after removal of the front plate.



Fig. 3b
Split line cannot be seen after removal of front
plate and return spring.

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Fig. 4



Fig. 5



Fig. 6

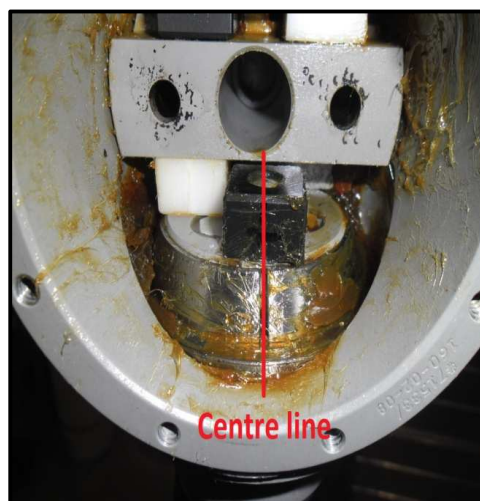


Fig. 7: Wrong!
Must be adjusted to position shown in Fig. 8!



Fig. 8: Correct ! Split line is min 8 mm (0,314 inch) from the pitch damage pin!