**SERVICE BULLETIN**

SB No. 024

Issue No. 1

TITLE

T67M200 PROPELLER FITTING

CLASSIFICATION

This S.B. is classified as Mandatory by the U.K. C.A.A.

COMPLIANCE

Within the next 50 flying hours.

INTRODUCTION

Isolated cases have been found of incorrect fitting of the propeller (Hoffmann HO-V123K-V180R) to the spinner backplate/engine crankshaft.

APPLICABILITY

T67M200 aircraft with Construction Numbers prior to 2058.

ACTION

1. Turn off aircraft master switch and magneto switch: remove keys.
 - 1.2 Remove engine upper cowling.
 - 1.3 With the aid of a torch examine the crankshaft propeller bolt bushings at the back of the crankshaft flange. All 6 bushes should have their shoulders hard up against the back of the crankshaft flange. If no fault is revealed, this S.B. is satisfied.
2. If it is found that one bushing has been pushed back (about 3mm) then proceed as follows:
 - 2.1 Position the engine with No.1 piston at Top Centre.
 - 2.2 Remove the propeller in accordance with the T67M200 Maintenance Manual Section 8.1.1.
 - 2.3 One hole only on the propeller is a plain hole - all the others are counterbored on the mating face.

Position the plain hole 30° clockwise when facing engine from the front (lagging). (This will ensure that the plain hole lines up with a flush bushing).

ISSUED BY:

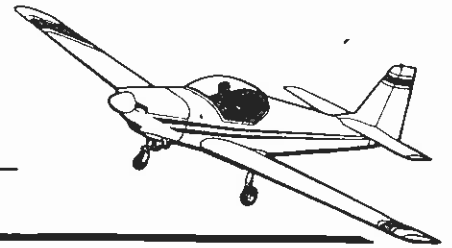


Date 4.7.88

for and on behalf of SLINGSBY AVIATION PLC
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CONTINUED

2.4 Refit the propeller in accordance with T67M200 Maintenance Manual Section 8.1.1. The correct torque loading for the propeller bolts is 80-90 Nm (765-780 in lb) - these values are for dry threads.

3.1 Record in logbook that S.B.24 is satisfied.

Approved:



Date: 4.7.88

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