

AVIA PROPELLER Ltd Beranových 65/666 199 00 Praha 9 Czech Republic	<b>SERVICE BULLETIN SB-9A</b>	DOA No. EASA.21J.072
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**AV-725-1-E-C-F-R(W)**

## **INSPECTION OF BETA FEEDBACK MECHANISM**

### 1. Planning Information

#### A. Effectivity

- (1) All AV-725-( )-R(W) installations with P-W( ) series governor.

#### B. Reason

- (1) In service events of damaged slip ring caused by excessive wearing of the carbon block exceeding the limits prescribed in Avia Manual No.EN-1320. See figure 1.
- (2) It appears that carbon block is not regularly inspected for excessive wear as prescribed in Avia Manual No.EN-1320.

#### C. Compliance

- (1) Perform this inspection before the next flight.
- (2) Excessively worn carbon block must be replaced before the next flight.
- (3) Make an entry in the Propeller Logbook documenting the inspection in accordance with this Service Bulletin.
- (4) Regularly inspect the beta feedback mechanism as required in Avia Manual No.EN-1320. Refer to Pre-flight Inspection and 300-hour/Annual Inspection, which include the inspection of beta feedback components.

#### D. References

- (1) Operation and Installation Manual No.EN-1320 (covering AV-725 series propeller). Available at [www.aviapropeller.com](http://www.aviapropeller.com).
- (2) Operation and Installation Manual No.E-1707 (covering P-W series governors). Available at [www.aviapropeller.com](http://www.aviapropeller.com).

This Service Bulletin was issued according the procedures established for the EASA certified design organisation No. EASA.21J.072.

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Replaces edition of December 09, 2015 (SB-9) ; Change R-25/16

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## 2. Inspection Procedure

- A. Inspect the carbon block for excessive wear. Refer to Installation and Operation Instruction Chapter of Avia Manual No.EN-1320 for side clearance limits between the carbon block and the beta ring.

**CAUTION:**

**OPERATING THE PROPELLER WITH EXCESSIVELY WORN CARBON BLOCK RESULTS IN DAMAGE TO THE SLIP RING AND BETA FEEDBACK COMPONENTS.**

- B. Inspect the slip ring, beta ring, carbon block assembly, feedback lever and support pin for damage, excessive wear, and cracks. Pay special attention to the inspection if excessive damage of the carbon block is found.

**CAUTION:**

**ALL DAMAGED PARTS MUST BE REPLACED BEFORE THE NEXT FLIGHT. CONTACT THE AVIA PROPELLER.**

- C. Inspect the carbon block, beta ring and slip ring for traces of oil, grease and any foreign particles. All parts must be clean and dry.
- D. Check the distance of feedback lever from the slip ring. The visible clearance must exist between the feedback lever and the slip ring throughout 360 degrees of slip ring rotation.
- E. Check the clearance between the feedback lever and the support pin installed on engine gearbox. Refer to Installation and Operation Instruction Chapter of Avia Manual No.E-1707 for procedure and clearance limits. Establish the correct clearance, if required. See figure 2.

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FIGURE 1: Excessive wearing of the carbon block

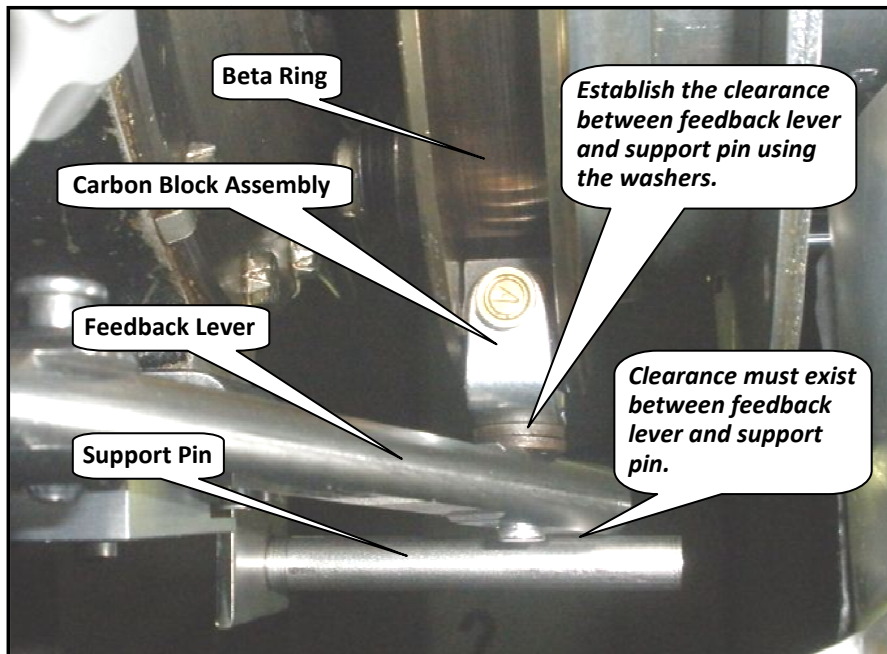


FIGURE 2: Beta feedback components

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