**SERVICE BULLETIN**

SB No. 023

Issue No. 1

TITLE T67M200 PROPELLER DAILY INSPECTION

CLASSIFICATION This S.B. is classified as Mandatory by the U.K. C.A.A.
This S.B. is a reprint of Hoffmann S.B. No.E6, which has been made mandatory by the L.B.A.

COMPLIANCE Daily Inspection

APPLICABILITY:

All T67M200 aircraft fitted with Hoffmann HO-V123K-V/180R.
(At the date of issue all T67M200 aircraft are so fitted).

ACTION

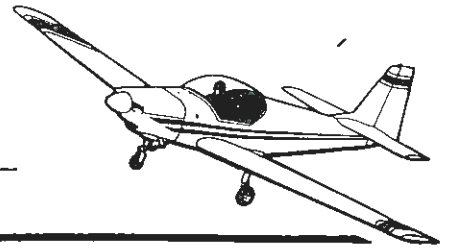
Carry out the requirements of Hoffmann S.B. No.E6, which is here reprinted.

ISSUED
24-6-88ISSUED BY: *B. Mellen*

Date 20.6.88

for and on behalf of SLINGSBY AVIATION
Kirkbymoorside York YO6 6EZ England Tel 0751 32474 Telex 57597

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T67M200 PROPELLER DAILY INSPECTION

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HOFFMANN GmbH & Co.KG	Service Bulletin Nr. E 6 (No.)	EB Nr. I-EC 2
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Gegenstand (Subject) : Hoffmann Constant-Speed-Propeller

Betroffene Geräte (Effectivity) : HO-V 123()-()/180R

Geräte-Nr. (TC-No.) : 32.130/17

Dringlichkeit (Accomplishment) : Daily inspection


Vorgang (Reason) : Cracks in the coating on the suction side near the blade shaft, according to the sketch, which are not described in the Instruction Manual E 287.

Maßnahmen (Instructions) : According to Instruction Manual E 287 the propeller blades have to be inspected for cracks on the surface during the daily inspection. Specially in the transition area of the blade shaft on the suction side according to the sketch.

Material : not applicable

Masse und Schwerpunktlage (Weight and Balance) : not applicable

Hinweise (Remarks) : If cracks are visible near the blade shaft according to the sketch, the propeller has to be sent to the manufacturer.

Freigabe MPL	Ausgabe 1	LBA anerkannt (approved)	Blatt-Nr. (Page No.) ¹
Datum 18.01.1988	vom 18.1.88	 <i>Jap</i> 25.1.88	von (of) 2

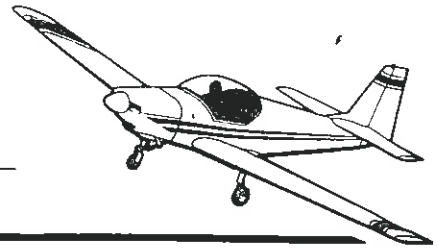
Johann Sterr
Formbl.-Nr. B4

Approved:

J. Sterr

Date: 20.6.88

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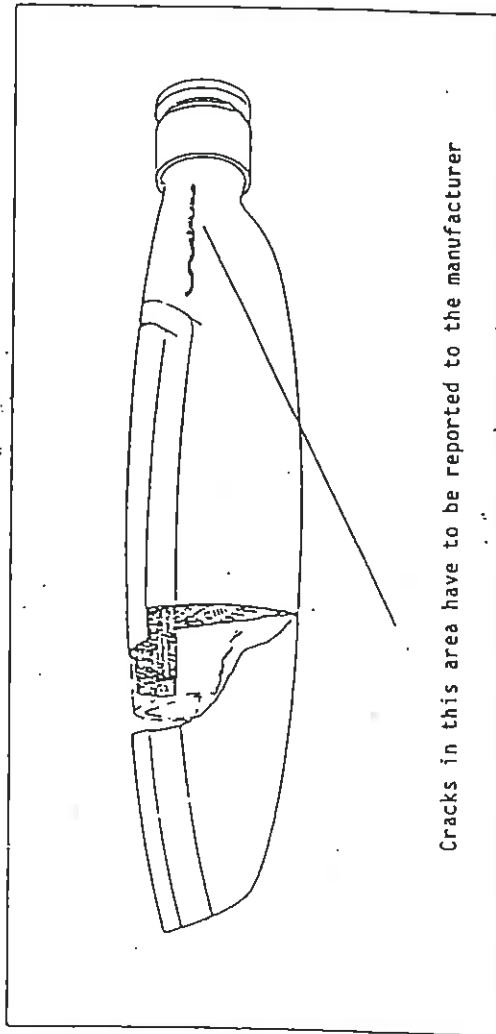
T67M200 PROPELLER DAILY INSPECTION

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Approved:

H. Mellen

Date:

20.6.88

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TECHNICAL INFORMATION NO. E 160

Affected material: All HOFFMANN propellers

Affected aircraft: All aircraft, equipped with HOFFMANN propellers

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STORAGE-CONDITIONS FOR PROPELLERS

The storage of propellers, which are not mounted on an aircraft, must ensure, that no decrease of the workability occurs.

That means, the propellers have to be protected from corrosion, moisture, rain, dust, exposure to the sun and mechanical damage.

Storage in a dry room and at a constant temperature is necessary.

The propeller axis must have a vertical position (that means the propeller lies on the flange).

Methods of packing and preserving, which ensure protection from the above mentioned harmful influences, are described in the VTL 8100-002 (Packing for storage in dry rooms).

If these storage conditions are kept, the max. storage time is 1 year.

HOFFMANN PROPELLER ROSENHEIM

LBA No. II-A 35 / FAA No. 810-3 F