



DOA No. EASA.21J.020	SUPPLEMENT 1 R1 to Service Bulletin No. 1 R5
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Subject: Time Between Overhaul of Propellers, Governors and Oil-Accumulators (TBO)



Propellers affected: All MT-Variable Pitch Propellers, Governors and Accumulators
Aircraft affected: All with these Propellers, Governors and Accumulators
Condition: For all variable pitch propellers, a time between overhaul must be established (TBO).

Attention:

All Propellers affected by SB 30, must be modified / overhauled, otherwise the limits of Service Bulletin 1 R1 are still applicable.

1. The established TBO is a result of a TBO-development-program and is expressed in flying hours and calendar months. Always the latest edition of this S.B. applies. Deviations require the approval of the manufacturer. AD's may reduce the TBO.
2. Overhaul is necessary, whenever one of the following conditions exist:
Time limit factor as per item No. 5 or storage per item No. 3, overspeed or overtorque according to "Standard Practices Manual" E-808 with approved engine, ground strike with broken blade tips, cracks and damages, where a repair is insufficient.
3. The TBO starts with the installation on the aircraft, but this must not be later than 24 months after new assembly or overhaul and proper storage.
Otherwise, the TBO begins with the date of manufacturing.
- 3.1 When installed in airplanes the calendar time can be extended to coincide with the next annual inspection of the aircraft if the propeller, governor and accumulator are in a proper condition and the limit of hours in service is not yet reached.
Calendar Limit is not interrupted by subsequent removal and / or storage.
4. Propellers, used in unlimited competition and / or airshow - aerobatic flying (auto rotation maneuvers with high engine power and high propeller speed, for examples: flat spins, snap rolls, knife edge spins, etc.), must get a tear-down inspection every 1/3 of the TBO (hours or months).
5. Remarks to the propeller designation system:
* = TBO is also valid for propellers with feathering
** = TBO is also valid for propellers with reverse and/or feathering.
The TBO is also valid for propellers with an up to 5 cm smaller diameter and with and without a small letter blade designation. A small letter indicates modifications which do not affecting interchangeability of blade sets.

This Service Bulletin was issued according the procedures established for the EASA certified DOA No.: EASA.21J.020.

<p>Checked by Office of Airworthiness:</p>  <p>Martin Albrecht Date: December 17, 2020</p>	<p>Page 1 of 2</p>	<p>Prepared by:</p>  <p>Daniel Böber Date: December 17, 2020</p>
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5.1 Approved time limits propeller:

<i>Propeller</i>	<i>Engine</i>	<i>Hours</i>	<i>Months</i>
MTV-6-A-(**)/(**)170-51	Rotax 912 (), 914 () or 915	2400	72
MTV-6-A-(**)/(**)175-51	Rotax 912 (), 914 () or 915iS	2400	72
MTV-12-B-(**)/(**)188-59	Lycoming (T)(AE)(I)O-360/390/540 Series, Titan IOX-340(-)	1800	72
MTV-14-D-(**)/(**)185-59	TCM (L)(TS)IO-520-Series	2400	72
MTV-15-AA-(**)/(**)210-20	TCM E-225 Series	1800	72
MTV-17-D-(**)/(**)188-59	TCM C-145	1000	72
MTV-20-AA-(**)/(**)210-20	TCM E-225 Series	1800	72
MTV-34-1-(**)/(**)156-203	Rotax 912 (), 914 () or 915iS	1500	72
MTV-47-N-(**)/(**)260-361	PT6A-67()	2000	72
5404/11C1-9	Conti W-670-Series	1000	72

NOTE: ALL PROPELLERS WHICH ARE LISTED IN CONJUNCTION WITH LYCOMING IO-360-SERIES OR O-360-SERIES ENGINES ARE ALSO VALID FOR THE SUPERIOR AIR PARTS, INC. O-360 AND IO-360 ENGINE MODELS (FAA TCDS No. E00001SC). THE SAME TBO AS FOR THE LYCOMING ENGINES APPLY.