

Title: IVO Propeller - Lubrication of Shaft		
AG-SIL-2018-04-B-EN		Compliance Category:
Applicability		A – MANDATORY
Aircraft type & model: All aircraft fitted with an IVO propeller	Affected aircraft serial numbers: All aircraft fitted with an IVO propeller	B – RECOMMENDED
		C – OPTIONAL
The maintenance manual to be referenced is this stated or subsequent issue.		As per AutoGyro website
<p>This form is the response from AutoGyro GmbH either against a problem found in the product in service requiring a containment or rectification action, or as service information for aircraft modification incorporation. For help, contact AutoGyro on 49(0)5121 88056-00, or email airworthiness@auto-gyro.com.</p>		

Documentation (Service Information Letter Completion action)

The accomplishment of this Service Information Letter, or the decision of its rejection, must be properly documented, if such procedure is required by the relevant authority

Category Codes

- A – Mandatory – failure to comply result in a significant reduction of flight safety, injury or death
- B – Recommended – failure to comply may result in reduced safety margin, injury and/or equipment damage
- C - Optional – improves operating behavior, reliability and/or maintainability

Chief Certification Officer	Chief Technical Officer
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Contact & Info: airworthiness@auto-gyro.com www.auto-gyro.com	AutoGyro GmbH Dornierstr. 14 31137 Hildesheim
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Reason and overview of the Service Information Letter (cause of problem if known)

In aircraft fitted with IVO propellers the pitch adjustment mechanism has been found to fail after non-specific usage hours. This has now been further experienced in propellers that have had SB-2017-05-B-EN carried out on them.

Positive results have been achieved by the application of a suitable lubricant being introduced at the pitch change rod bushings and worm gear in the blade root.

The below instruction introduces regular maintenance/lubrication at the site of the bush.

It is recommended that this servicing be carried out every 5 flying hours, and noted in the aircraft records.

Manpower estimates

Nil

Tooling required

Nil

Weight and Balance Effects

No effect

Manuals affected

This SIL information will be embodied in the relevant POH and AMM at next issue

Previous Modifications that affect the SIL

None

Accomplishment instructions (Action required to implement this service information letter):

Effective date of this SIL is 30th October 2018

To maintain warranty, this SIL is to be implemented within the next 5 flight hours

Instructions

1. Gain access to the gap between the propeller blades. Where a spinner is fitted, and if required, remove upper engine cowlings to gain access to the forward face of the spinner plate.
2. Ensure that the gap between one pair of blades is uppermost (two blades are in ten-to-two position)
3. Using a suitable implement, liberally introduce the lubricant into the gap between the blade roots (accessing through the holes in the spinner plate if fitted). Ensure no lubricant contaminates the brush slip ring contact plates of the IVO propeller – thoroughly clean if contaminated.
4. Turn the prop 120° and repeat steps 2 and 3. Repeat this step one final time
5. Ensure the area around the propeller is clear, turn on the aircraft power supply and operate the coarse/fine rocker switch (connect an external power source to the aircraft if required)
6. Repeat as necessary until the IVO adjusts freely and smoothly
7. Re-fit any previously removed cowlings
8. It is likely that some of the lubricant will spill out of the propeller, be prepared for this and mop up with suitable towels.



Position without spinner



Position with spinner



***Position with spinner (spinner removed for visual purposes)
These photos demonstrate two alternative methods of introducing lubricant, either with Ballistol via a syringe or HHS2000 as a pressurised spray.***

List of components (with purchasable part nos)

Consumables used:
Recommended lubricants as follows:
Ballistol Universal 5L (88-00-00-S-40495)
HHS2000 spray lubricant
Or local equivalent low viscosity lubricant.

Interchangeability

Not affected

Parts disposition

- a) Disposal requirements – None
- b) Environmental hazards of parts containing hazardous materials - None
- c) Scrap requirements (e.g. mutilate scrapped items beyond use) – Not applicable