



Airmaster Propellers Ltd

Variable Pitch Constant Speed Propellers for Light Aircraft

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SERVICE BULLETIN

APL-SB-12

Date of Issue: 11 October 2002

Applicability: Propeller Models: AP308 and AP332
Serial Numbers: All

Compliance: Initial: At next Periodic Inspection and Lubrication,
or within 25 hours. Whichever is sooner.
Subsequent: At each Periodic Inspection and Lubrication.

**SUBJECT: IMPROVED PROCEDURE FOR LUBRICATION
OF BLADE ASSEMBLIES TO PROVIDE
ENHANCED PROTECTION OF BLADE
BEARINGS**

Reason

1. Some examples of Airmaster AP308 and AP332 propellers have suffered failure of the bearings in the blade assembly resulting from inadequate application of grease to the blade bearings. It has been determined that inadequate lubrication of the bearings with grease has contributed to the bearing failure through accelerated wear, and inadequate protection of the bearing from moisture and corrosion.
2. This service bulletin addresses the correct lubrication of the bearings in the blade assembly.
3. This service bulletin replaces the existing instructions in the operator's manual for Periodic Inspection and Lubrication. The amended Periodic Inspection and Lubrication procedure is designed to ensure that the bearings remain adequately lubricated.

different environments, operated more or less often, or stored in different environments may lead to different observations being made during the Periodic Inspection and Lubrication.

11. The following factors should be taken into consideration when deciding how frequently to conduct the Periodic Inspection and Lubrication:

- a. Whether the presence of moisture is observed within the propeller hub and blade assemblies.
- b. Whether the presence of corrosion is observed within the propeller hub and blade assemblies.
- c. Whether sufficient grease has remained in a position to provide protection and lubrication for the blade assembly bearings.

Note: Operators of propellers in environments of high humidity or corrosive environments due to a maritime climate should pay particular attention to the requirements for inspection and lubrication of their propeller.

12. If observations of any of the above factors indicate that an interval of 100 hours is too great between Periodic Inspection and Lubrication, then a smaller interval, such as 50 hours, should be chosen.

Recording

13. Record completion of service bulletin APL-SB-12 in propeller logbook.

ENCLOSURE: Amendment to Operator's Manual for AP332 and AP308 - Improved Procedure for Lubrication of Blade Assemblies to Provide Enhanced Protection of Blade Bearings.