

LUFTFARTSVERKET
Hovedadministrasjonen
Avd. for luftfartstilsyn
Postboks 8124 Dep., 0032 Oslo
Telefon : (02) 94 20 00
Telefax : (02) 94 23 81
Tlgr. : CIVILAIR OSLO
Telex : 71032 enfb n



LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

MT-PROPELLER - 1

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43, jfr. kgl. res. av 8. desember 1961, litra K, og Samferdselsdepartementets bemyndigelse av 23. mars 1964, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

92-073 ENDRING AV NØDPROSEDYRER FOR MOTORSEILFLY

Påbudet gjelder:

Alle motorseilfly som har MTV-propeller med elektrisk variabel "pitch" hvor den automatiske kontroll enheten P-120-A og P-120-0 er installert.

Påbudet omfatter:

På grunn av svikt eller utrygg "pitch change" årsaket av ødelagt elektrisk "pitch change" motor skal nødprosedyren for motorseilfly endres på følgende måte:

"Preflight" sjekk skal være utført og grønn lampe skal lyse, ellers er ikke avgang tillatt. Under avgang og landing skal RPM overvåkes regelmessig.

Dersom unormal RPM-økning eller RPM-jaging oppstår skal sikringen for kontroll-enheten trekkes øyeblikkelig.

Propellen oppfører seg deretter som en fixed pitch propeller, pitch forblir i den posisjonen den hadde før sikringen ble trukket. Avslutt flygingen så snart som mulig og unngå mulige propeller overspeed. Før neste flyging skal MT-Propeller foreta en kontroll av propellen.

Tid for utførelse:

Før første flyging etter 01.01.93.

Referanse:

LBA AD 92-367.

01.01.93

LUFTDYKTIGHETSPÅBUD

MERK! For at engjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

LUFTFARTSVERKET
Hovedadministrasjonen
Luftfartsinspeksjonen
Postboks 8124 Dep., 0032 Oslo
Telefon : 22 94 20 00
Telefax : 22 94 23 91
Tlgr. : CIVILAIR
Telex : 71032 enfb n

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

MT-PROPELLER-2

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets
bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

96-032 UTSKIFTING AV ELEKTROMOTOR

Påbudet gjelder:

MT-Propeller MTV-1-(), MTV-7-(), MTV-10-(), MTV-18-(), MTV-17-(), MTV-20-(),
med serienummer som listet i vedlagte kopi av LBA AD 93-088/2.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av LBA AD 93-088/2.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av LBA AD 93-088/2, med virkning fra denne
LDP's gyldighetsdato.

Referanse:

LBA AD 93-088/2.

Gyldighetsdato:

01.05.96



Luftfahrt-Bundesamt
-AD-Department-

Airworthiness Directive

*In case of any difficulty, reference should be made
to the German original issue*

93-088/2 MT-PROPELLER

Date of issue: 22. Januar 1996.

Affected airplanes:

German Type Certificate No.: 32.130/53, 32.130/84, 32.130/77,
32.130/74, 32.130/75, 32.130/68

MT-PROPELLER MTV-1-(), MTV-7-(), MTV-10-(), MTV-18-(), MTV-17-(), MTV-20-()

- Serial Numbers.: all propellers using the electric motor Escap in their pitch change mechanism:
- escap 34L11-219P5 with gear box 265:1 and no identification
 - escap 34L11-219P18 with gear box 311:1 and identification "S1"

REMARK: Propellers delivered after November 15, 1992, using the electric motor with gear box 265:1 and showing the identification "S" or "S1", and propellers using the electric motor with gear box 311:1 and showing the identification "S", as well as all propellers delivered after July 01, 1995, are not affected.

Subject:

Exchange of the electric motor in the drive of the propeller pitch change

Reason:

Unintended pitch change because of a failure in the bonding of the the magnet in the electric motor

Actions:

Installation of the modified electric motor

Until the electric motor is changed, the following placard has to be installed near the control unit of the propeller:

"IF UNUSUAL RPM-DECREASE; OR IF EXCESSIVE RPM-SURGING OCCURS, IMMEDIATELY PULL THE CIRCUIT BREAKER FOR THE PROPELLER CONTROL".

Compliance:

Unless accomplished previously:

The change of the affected electric motor with gear box 265:1 is mandatory:

- after occurrence of a malfunction, before the next flight, otherwise
- at the next maintenance, repair or overhaul of the propeller,

but not later than:

- March 31, 1993 on motorglider-installations with Rotax 912 or Limbach L 2000-() engines,
- December 31, 1993 on all other aircraft-installations

The Change of the affected electric motor with gear box 311:1 is mandatory:

- after occurrence of a malfunction, before the next flight, otherwise
- at the next maintenance, repair or overhaul of the propeller,

but not later than:

- April 30, 1996 on all installations.

Technical publication of the manufacturer:

MT-Propeller Service Bulletin 7A dated October 06, 1995

Accomplishment and log book entry:

Action to be accomplished by an approved service station and to be checked and entered in the log book by a licensed inspector.

This AD changed the AD 93-088 dated April 01, 1993.

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Postboks 8124 Dep., 0032 Oslo
Telefon : 22 94 20 00
Telefax : 22 94 23 91
Tigr. : CIVILAIR
Telex : 71032 enfb n

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

MT-PROPELLER -3

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

96-039 UTSKIFTING/REPARASJON AV «PRINTED CIRCUIT BOARD»

Påbudet gjelder:

MT-Propeller som bruker automatic control unit P-120-A.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av LBA AD 89-108.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av LBA AD 89-108, med virkning fra denne LDP's gyldighetsdato.

Referanse:

LBA AD 89-108.

Gyldighetsdato:

01.06.96

AIRWORTHINESS DIRECTIVE

89-108 MT-Propeller

Date of issue:

June 16, 1989

Affected airplanes/motorgliders:

All owners/operators of electrocal variable pitch propellers, using the automatic control unit P-120-A.

Subject:

Automatic Control Unit P-120-A with Serial nos.
86-XXXX, 87-XXXX, 88-XXXX

Reason:

Unintended pitch change into cruise/feathering position.

Action:

On the affected control units, replace or rework the printed circuit board.

Compliance:

Immediately, when a malfunction occurs, but not later than December 31, 1989.

Technical publication of the manufacturer:

mt-propeller Service Bulletin No. 3 of March 22, 1989
which becomes herewith part of this AD and may be obtained from Messrs.
MT-Propeller Gerd Mühlbauer GmbH & Co. KG, Postbox 0720,
D-8440 Straubing, Federal Republic of Germany

Accomplishment and log book entry:

Action to be accomplished by an approved service station and to be entered in the airplane's log by a licensed inspector.
The rework or replacement of the printed aircuit board has to be accomplished by the manufacturer, who will also issue on acknowledgment a certificate: Mod. according to AD 89-108 carried out on
.... (date).



ENTWICKLUNG GMBH & CO. KG ...

LBA I-C 66
I-C 34

Postfach 0720 · D-8440 Straubing
Telefon (0 94 29) 12 01 / 12 02 / 81 11
Telefax 86 699 mtpro-d
Telefax (0 94 29) 84 32

22.03.1989
GM

TECHNISCHE MITTEILUNG Nr. 3 Service Bulletin No. 3

An : Alle Halter / Betreiber von Elektrischen Verstellpropeller-
To Anlagen, die das automatische Steuergerät P-120-A verwenden.
*All Owners / Operators of electrical variable pitch propellers,
using the automatic control unit P-120-A.*

Betrifft : Selbstständiges verstellen in Reise/Segelstellung
Subject : *Unintended pitch change into cruise/feathering position*

Betroffenes Gerät : Automatisches Steuergerät P-120-A mit den
Control units affected : Werk-Nr. 86-XXXX, 87-XXXX, 88-XXXX
*Automatic Control Unit P-120-A with serial
numbers 86-XXXX, 87-XXXX, 88-XXXX*

Betroffene Flugzeuge/Motorsegler : Alle, welche P-120-A mit den ange-
Aircraft/Motorglider models affected: gegebenen Werk-Nummern verwenden.
*All, using P-120-A with affected
serial numbers.*

Vorgang : Es ist vorgekommen, daß bei einem Motorsegler, ausgerüstet
Condition : mit oben angeführtem Steuergerät, der Propeller sich selbst-
ständig in Segelstellung verstellt hat. Da dieser Zustand
die Flugsicherheit beeinträchtigen kann, muß eine Änderung
an der Leiterplatte des Steuergeräts durchgeführt werden.
*Rem.: Die Ursache ist vermutlich extreme Feuchtigkeit in
der Kabine.*

*On one motorglider, with the above mentioned control unit,
uncontrolled pitch change into feathering occurred. This can
affect air safety. Therefore, a modification on the printed
circuit board of the control unit is required.
Remark: The supposed reason was extreme humidity in the cabin.*

Maßnahmen : An den betroffenen Steuergeräten ist die Leiterplatte entweder
Correction : auszutauschen oder Nachzuarbeiten.
*On the affected control units, replace or rework the printed
circuit board.*

Termin : 1. Sofort, sobald eine Störung auftritt, spätestens aber
Compliance : 2. bis 30. September 1989.
*1. Immediately, when a malfunction occurs, but not later
2. than September 30, 1989. 31.12.1989*

Beschreibung : Vermutlich führt eingedrungenes Kondenswasser, resultierend
Description : aus hoher Luftfeuchtigkeit im inneren eines Luftfahrzeugs,
auf der Leiterplatte des Steuergeräts zu Kriechströmen bzw.
Kurzschüssen, die in der Folge eine unbeabsichtigte Ver-
stellung oder Drehzahlschwankung im Automatik-Betrieb er-
zeugen können. Durch Verwendung von Leiterplatten mit Löt-
stopplack und zusätzlicher Lackierung der Lötunkte kann
diese Störung verhindert werden. Das System arbeitet ein-
wandfrei im manuellen Betrieb, auf START oder SEGEL gerastet.

07. AUG. 1989

LTA englisch
Sub



ENTWICKLUNG GMBH & CO. KG

LBA I-C 66

I-C 34

Postfach 0720 · D-8440 Straubing
Telefon (094 29) 12 01 / 12 02 / 81 11
Telex 85 599 mtpro-d
Telefax (0 94 29) 84 32Seite - 2 - zur Technischen Mitteilung Nr. 3
Page - 2 - of Service Bulletin No. 3

20.03.1989

GM

Alle Steuergeräte mit Werk-Nummern 89-XXXX, hergestellt in 1989 und alle Steuergeräte, mit betroffenen Werk-Nummern, die in 1989 bereits geändert wurden, sind nicht betroffen.

Es gibt 4 Änderungszustände :

Werk-Nr. 86-1075 bis 87-1007 = 14 Stück = Vorserie,
Werk-Nr. 87-1020 bis 88-1017 = 48 Stück = Ohne Lötstop-Folie
Werk-Nr. 88-1018 bis 88-1076 = 42 Stück = mit Lötstopfolie, ohne Lackierung
Werk-Nr. 89-XXXX = Letzter Stand.

Steuergeräte der Werk-Nummern 86-1075 bis 88-1017 sollten baldmöglichst modifiziert werden.

It is assumed, that penetration of water as a result of high humidity in the aircraft, into the control unit is responsible for a bridge or short circuit on the printed circuit board, which results in unintended pitch change or rpm fluctuations if automatic mode is selected. A modified circuit board as well as protection painted circuits should eliminated the problem. The system works in manual mode (Start or Segel).

Not affected by this bulletin are control units with serial numbers 89-XXXX, produced in 1989 and all affected serial numbers, already modified in 1989.

There are 4 production changes :

*Serial-No. 86-1075 to 87-1007 = 14 each = Pre-Series,
Serial-No. 87-1020 to 88-1017 = 48 each = without solder stop protection,
Serial-No. 88-1018 to 88-1076 = 42 each = with solder stop but no paint,
Serial-No. 89-XXXX = current production, not affected.*

Control units, having serial-no. 86-1075 to 88-1017 should be modified as soon as possible.

Hinweise : Unter Punkt 8 , Seite 23 der Betriebs-und Einbauanweisung E-118
Remarks : sind Störungen beschrieben.

Danach ist sofort der Sicherheitsautomat auszulösen um die Verstellung zu stoppen, bzw. noch besser, sofort auf " START " zu rasten, damit Startstellung erreicht wird. Dazu Leistung und/oder Geschwindigkeit reduzieren um Überdrehzahlen zu vermeiden.

Item 8 , page 23 of the operation and installation manual E-118 containstrouble shooting.

As stated, pull circuit breaker immediately to stop pitch change or better, select immediately " START " for fine or take off pitch. Reduce at this time power and/or airspeed to avoid overrev. of the propeller.

Bescheinigung der Durchführung: Vom Hersteller des Steuergerätes wird eine Bescheinigung ausgestellt: "Modifikation gem. LTA Nr. am..... durchgeführt.

Acknowledgement of realisation: The manufacturer of the control unit will do on acknowledgement: "modification according to AD No. carried out on(date).



13. JUNI 1989

LBA - Anerkannt:

LBA - approved:

Luftfartstilsynet
Postboks 8050 Dep., 0031 Oslo
Besøksadresse:
Rådhusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 95
e-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

MT-PROPELLER - 4

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2003-076 KONTROLL/UTSKIFTING AV PROPELLBLADER

Påbudet gjelder:

MT-Propeller, alle modeller som er beskrevet i vedlagte kopi av LBA AD 1994-098/2.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av LBA AD 1994-098/2.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av LBA AD 1994-098/2.

Referanse:

LBA AD 1994-098/2.

Gyldighetsdato:

2003.10.10

Kansellert

2007-05-02

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**Airworthiness
Directive**

1994-098/2

Luftfahrt-Bundesamt

Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
GERMANY

This Airworthiness Directive supersedes the Airworthiness Directives 1994-098 of 19 April 1994

MT-Propeller

Effective Date: 24 September 2003

Affected:

Kind of aeronautical product:

Aircraft Propeller

Manufacturer:

MT-Propeller, Straubing, Germany

Type:

Fixed Pitch Propellers

MT

Variable Pitch Propellers

MTV-1, MTV-2, MTV-3, MTV-5, MTV-6, MTV-7, MTV-9, MTV-10, MTV-11,
MTV-12, MTV-14, MTV-15, MTV-17, MTV-18, MTV-20, MTV-21, MTV-22
and MTV-24

Models affected:

All models and variants of the mentioned propeller types

Serial numbers affected:

All MT- variable pitch propeller and MT - fixed pitch propellers with serial
numbers below 95000 which have not been overhauled since April 1994

German Type Certificate No.:

32.110/12, 32.130/53, 32.130/54, 32.130/55, 32.130/57, 32.130/65,
32.130/67, 32.130/68, 32.130/70, 32.130/73, 32.130/74, 32.130/75,
32.130/77, 32.130/78, 32.130/82, 32.130/83, 32.130/84, 32.130/86 and
32.130/103

Subject:

Avoidance of sudden loss of propeller blade metal erosion sheath. Use of updated Installation and Operation Manuals. Installation of Polyurethane erosion protection strip

Reason:

To avoid sudden loss of the metal erosion sheet in flight, preflight- and 100-hour-inspections are to be performed more properly. In older Operation- and Installation Manuals, the necessary inspections are not sufficiently described. It is known that with normal and regular inspections, damage of the bonding indicated by cracks, can be detected in time. Propellers with the erosion sheet being partially loose, must be removed from service immediately. The blade shank leading edge area of the blades must be protected by a Polyurethane erosion protection strip. Therefore only Installation and Operation Manuals with issue date as listed in the mentioned manufacturer Service Bulletin or newer ones may be used.

Action:

The following actions are required by this Airworthiness Directive:

1. Inspection of the propeller blade metal erosion sheath for tightness and error free bonding.
2. Exchange of propeller blades on which a defective bonding or a separation of the propeller blade metal erosion sheath has been determined.
3. Examination of the propeller blades concerned whether a Polyurethane erosion protection strip is installed.
4. Installation of missing Polyurethane erosion protection strips.

All necessary actions must be performed on the basis of mentioned manufacturer Service Bulletin.

Note: All owners/operators of affected propellers are advised to follow the instructions of the updated Operation- and Installation Manual of the appropriate propeller.

Compliance:

For the mentioned actions the following compliance times have been laid down:

- Action 1: With each preflight- and 100-hour-inspection.
Action 2: Before next flight after establishment of the damages.
Action 3: With the next pre-flight inspection.
Action 4: Within 10 flying hours after establishment of the missing Polyurethane erosion protection strip.

Enquiries regarding this Airworthiness Directive should be referred to Mr. Martin Borsum, Airworthiness Directive Section at the above address, fax-no. 0049 531/2355-720. Please note, that in case of any difficulty, reference should be made to the German issue!

Technical publication of the manufacturer:

MT-Propeller Service Bulletin No. 8A dated July 4, 2003. This Service Bulletin becomes herewith part of this AD can be obtained from:

MT – Propeller Entwicklung GmbH
Flugplatzstr. 1
D – 94348 Atting,
GERMANY
Phone: ++49 (0)9429 – 9409-0
Fax: ++49 (0)9429 – 8432
www.mt-propeller.com

or

MT – Propeller USA, Inc.
1180 Airport Terminal Drive
DeLand, FL 32724
U.S.A..
Phone: 386-736-7762
Fax: 386-736-7696

Luftfartstilsynet
Postboks 8050 Dep., 0031 Oslo
Besøksadresse:
Rådhusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 95
e-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

MT-PROPELLER - 5

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2007-002 "PROPELLER - BLADE LEADING EDGE PROTECTION - INSPECTION"

Påbudet gjelder:

MT-Propeller, alle propell modeller som er beskrevet i vedlagte kopi av EASA AD 2006-0345

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av EASA AD 2006-0345.

Tid for utførelse:

Til de tider og intervaller som er beskrevet i vedlagte kopi av EASA AD 2006-0345 med virkning fra denne LDP's gyldighetsdato.

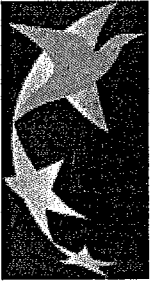
Anm.: Denne LDP erstatter og opphever LDP 2003-076 som var basert på LBA AD 1994-098/2.

Referanse:

EASA AD 2006-0345.

Gyldighetsdato:

2007-05-02.

EASA	AIRWORTHINESS DIRECTIVE
	<p style="text-align: center;">AD No.: 2006 - 0345</p> <p style="text-align: center;">Date: 14 November 2006</p>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.	
<p>Type Approval Holder:</p> <p>MT-Propeller Entwicklung GmbH</p>	<p>Type/Model Designation(s):</p> <p>Fixed Pitch Propellers MT Variable Pitch Propellers MTV-1, MTV-2, MTV-3, MTV-5, MTV-6, MTV-7, MTV-9, MTV-10, MTV-11, MTV-12, MTV-14, MTV-15, MTV-17, MTV-18, MTV-20, MTV-21, MTV-22 and MTV-24</p>
TCDS Number: LBA 32.130/53, 32.130/54, 32.130/55, 32.130/57, 32.130/65, 32.130/68, 32.130/70, 32.130/75, 32.130/77, 32.130/78, 32.130/82, 32.130/83, 32.130/84, 32.130/86 and 32.130/103; EASA P.006, EASA P.007, EASA P.008, EASA P.013	
Foreign AD Number: None	
Supersedure: LBA AD 1994-098R2	
ATA 61	Propeller – Blade Leading Edge Protection – Inspection
Manufacturer:	MT-Propeller Entwicklung GmbH
Applicability:	<p>All MT- fixed pitch propellers and MTV- variable pitch propellers MTV-1, MTV-2, MTV-3, MTV-5, MTV-6, MTV-7, MTV-9, MTV-10, MTV-11, MTV-12, MTV-14, MTV-15, MTV-17, MTV-18, MTV-21, MTV-22 and MTV-24 manufactured before 1995 and not overhauled since April 1994.</p> <p>These propellers are known to be installed on, but not limited to, the following aircraft:</p> <p>René Fournier RF4 Apex ATL Apex DR400 Extra EA-300 EADS Socata Rallye Piper PA-46</p>
Reason:	Before 1995, the inspection of the propeller blade leading edges was not sufficiently detailed in the Instructions for Continuing Airworthiness. This detailed inspection is necessary to prevent the sudden loss of the blade leading edge metallic erosion sheath which could result in person injury and damage to the aircraft. The installation of an additional polyurethane protective strip was made mandatory by LBA AD 1994-098.

	This AD supersedes LBA AD 1994-098R2 to endorse the latest revision of the TC holder relevant publication.
Effective Date:	28 November 2006
Compliance:	<ol style="list-style-type: none"> 1) During each pre-flight inspection and "100-hours" inspection, inspect the propeller blade leading edge metallic erosion sheath for proper bonding, in accordance with the publications in reference. Failure of the bond may be indicated by cracks or looseness of the metallic sheath. Any propeller blade with a de-bonded or loose metallic sheath must be replaced before next flight. 2) During each pre-flight inspection and "100-hours" inspection, inspect the propeller blade leading edge polyurethane (PU) protective strip, in accordance with the publications in reference. A damaged or missing PU protective strip must be replaced within 10 flight hours.
Ref. Publications:	<p>MT-propeller Service Bulletin No. 8B dated March 8, 2006 or later approved revisions.</p> <p>Operation and Installation Manual E-112, issue November 1993 or later; Operation and Installation Manual E-118, issue March 1994 or later; Operation and Installation Manual E-124, issue March 1994 or later; Operation and Installation Manual E-148, issue March 1994 or later; Operation and Installation Manual E-309, issue March 1994 or later.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-226 for consultation on 13 September 2006 with a comment period until 02 October 2006. The Comment Response Document can be found at http://ad.easa.europa.eu/. 3. Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any questions concerning the technical content of the requirements in this AD, please contact: MT- Propeller Entwicklung GmbH, Flugplatzstr. 1, - D-94348 Atting, Germany – Phone +49.9429.9409.0 – Fax +49.9429.8432 – www.mt-propeller.com or; MT-propeller USA, Inc., 1180 Airport Terminal Drive, DeLand, FL 32724, USA – Phone +1.386.736.7762 – Fax +1.386.736.7696

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