

Jabiru Service Bulletin: Alternate Propeller Mount System			JABIRU AIRCRAFT PTY LTD P.O. Box 5792 Bundaberg West Queensland, Australia. Phone: +61 7 4155 1778 Fax: +61 7 4155 2669 Web: www.jabiru.net.au Email: info@jabiru.net.au		
Alternate Propeller Mount System	Release Date: 22nd June 2015	Effective Date: 29th June 2015	Affected Models: See Applicability	S/No. Range: See Applicability	Page 1 of 2

SERVICE BULLETIN: JSB 009-2

Issue: 2

Release Date: 22nd June 2015

Effective Date: 29th June 2015

Subject: Alternate Propeller Mount System

Affected Models: All Jabiru Wooden Propellers.

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1 Applicability:

- Aircraft equipped with a Jabiru wooden Propeller as detailed below.
 - i. Jabiru Model LSA, SP and UL up to airframe S/No. 642.
 - ii. Jabiru 3-Door Fuselage Family up to airframe S/No. 240.
 - iii. Jabiru Model J160 and J170 Family up to airframe S/No. 32.
 - iv. Any Jabiru engine / wooden propeller installation produced before 4th April 2005.
- Note that for Jabiru wooden propeller installations produced after 4th April 2005 (the date of Issue 1 of this bulletin) the configuration described is standard and mandatory.

2 Background:

- Issue 1 of this Bulletin was released in 2005 and introduced a revised system of propeller retention. Specifically, this included the use of heavy duty Belleville (spring) washers on the propeller retention bolts to allow the wood to expand and contract with changes in ambient conditions without detrimentally effecting the propeller attachment.
- Issue 1 also introduced extended inspection intervals.
- Issue 2 has been prepared to align Jabiru documentation to the requirements of CASA AD/PFP/1 (Amdt 3 at the time of writing).

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- Issue 1 of this Bulletin has been cancelled and must not be referenced for maintenance.

3 Recommendations:

- It is recommended that owners who have not already done so upgrade to the new system as it provides a more tolerant system of maintaining propeller bolt tensions.
- Inspection intervals and ongoing maintenance for installations upgraded in accordance with this bulletin are specified in the Jabiru Aircraft Technical Manual, Document JTM001 (Issue 6 current at the time of writing).
- For aircraft which have already been upgraded or were equipped with the system described at manufacture no additional work is required.

4 Compliance:

- For the aircraft detailed in the Applicability section this modification is optional, though strongly recommended.
- Refer to Section 6 for guidance on who may complete the work detailed herein.

5 Procedure:

- Refer to the Installation details provided in Section 9, "Propeller Service Manual" of the Jabiru Aircraft Technical Manual, Document JTM001 (Issue 6 current at the time of writing).

6 Airworthiness Note:

- All work called for by this Bulletin must be carried out by authorised personnel. For the aircraft detailed herein this may mean the owner, an RA-Aus Level 2 holder, a Licensed Aircraft Maintenance Engineer (LAME) or equivalent – as appropriate to the aircraft's registration and use (Private or Flight training operations).
- On completion of the work, the authorised person must note the completion of any actions required by this bulletin in the aircraft's maintenance logbook. This note should include the date of the work and the identity (including licence number where appropriate) of the person carrying out the work.
- All work must be carried out strictly in accordance with the Jabiru guidance material referenced above. All Jabiru guidance material is available free of charge from the Jabiru Australia Web Page (www.jabiru.net.au).

WARNING

DEVIATING FROM THE DATA PROVIDED MAY RESULT IN SEVERE DAMAGE TO PROPELLER AND ENGINE, RESULTING IN FAILURE.