

SERVICE

BULLETIN

STINSON DIVISION
Consolidated Vultee Aircraft Corporation
Wayne, Michigan

TITLE: Adjustment of Aeromatic Propeller Model
F200/00-76B Assembly No. 4320 and No.
4320-1 To Limit RPM to Never Exceed 2650.

BULLETIN NO. 262

MODELS AFFECTED: 108-2 and 108-3 Equipped with
Aeromatic Propellers.

DATE: October 15, 1948

Gentlemen:

Koppers Company, Service Bulletin No. 22 covering modifications on the subject propeller has just been released. For your convenience we are quoting it below:

"An extensive vibration survey has been made, in which it has been discovered that the 6A-165-B3 Model Franklin engine in combination with the Aeromatic propeller model F200/00-76B produces a fatiguing stress in the range of 2700-2800 RPM. This would eventually result in either propeller or crankshaft failure. In order to reduce exposure to this condition, a never exceed 2650 RPM placard is to be installed in all Aeromatic equipped Stinson Model 108-2 and -3 airplanes and the tachometer is also to be red-lined at 2650 RPM.

"With full throttle regulated at 2650 RPM, the net propulsive thrust is not reduced, as the blade efficiency is increased by a reduction in the tip speed loss. The airplane performance should, therefore, not be changed. A recommended cruising engine speed is 2400-2500 RPM.

"The R.P.M. to be reduced as follows:

1. Remove two (2) low pitch adjustment shims - Part No. 2674-16 (total thickness .032") from under the synchronizer cover plate.
2. (a) Add one (1) weight each No. 2721-1 and 2721-2 to each counterweight arm.

(b) Or add one (1) weight No. 2721-3 and remove one (1) 2721-1 to each counterweight arm.

"Counterweights and shims may be procured at any Authorized Aeromatic Service Station, Seal and Bearing Kit Facility or the Factory."

Please note that the required parts are to be obtained through your nearest Aeromatic Service Station. Parts are not available through Stinson.

We would recommend that the propeller be given a thorough visual inspection at the time this modification is made.

Yours very truly,

George Martin, Service Manager

GM/ds