EASA	AIRWORTHINESS DIRECTIVE
	AD No: 2006 - 0110 **Date: 04 May 2006**

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.

Type Approval Holder's Name :	**Type/Model designation(s) :**
Hoffmann GmbH&Co. KG	HO-V343

TCDS Number : LBA Germany 32.130/90

Foreign AD : N/A

Supersedure : LBA Germany AD D-2004-352R4 (EASA Approval-No. 2005-2514)

ATA 61	**Propellers - Possible Hub Failure**
Manufacturer(s):	Hoffmann GmbH&Co. KG
Applicability:	HO-V343K all serial numbers, except propeller with blade modifications A to E, installed on GROB G115E
Reason:	An occurrence of propeller blade separation due to a possible hub failure has been reported. The actions specified by this Airworthiness Directive are of precautionary nature and intended to prevent possible further hub failures. This AD supersedes LBA AD D-2004-352R4.
Effective Date:	12 May 2006
Compliance:	The following actions are required by this Airworthiness Directive: 1. Examination of the blade retention nut preload torque. 2. Ultrasonic inspection of the propeller hub. 3. Eddy current inspection of the propeller hub, if ultrasonic inspection shows any signs of damages. 4. Exchange or repair of the propeller if any blade shake or signs of cracks or damages of the propeller hub outside serviceable limits have been detected during the inspection. All necessary actions must be performed on the basis of the referenced manufacturer Service Bulletin and Service Instruction.

	For the actions mentioned above the following compliance times have been laid down from the effective date of this AD: Action 1: In the following steps: - after 50 flight hours TIS (Time in Service) - after 150 flight hours TIS - the inspection has to be then repeated in an interval of 150 flight hours Action 2: For propeller hubs exceeding 500 flight hours TSN (time since new): - prior to the next flight, if ultrasonic or eddy current inspection has not be performed up to now. - the inspection has to be repeated in an interval of 150 flight hours TIS - the inspection has to be also performed prior to the next flight if the inspection (action 1) shows a loss of blade retention nut preload torque below the allowable limits Action 3: - prior to the next flight Action 4: - prior to the next flight
Ref. Publications:	Hoffmann Propeller Service Bulletin 61-12-03 E17 of 24 April 2006 and Service Instruction 61-10-05 E4E of 24 April 2006 or later approved revisions.
Remarks :	1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Method of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-114 for consultation on 24 April 2006 with a comment period until 02 May 2006. The Comment Response Document can be found at http://www.easa.eu.int/home/aw_dir_en_html 3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point – Certification Directorate, EASA. E-mail: ADs@easa.eu.int 4. For any questions concerning the technical content of the requirements in this AD, please contact: Hoffmann Propeller GmbH&Co. KG - Customer Service, Küpferlingstraße 9, 83022 - Rosenheim - GERMANY Tel +49 (0) 8031-1878-0 Fax +49 (0) 8031-1878-78 E-mail: info@hoffmann-prop.com