



Airworthiness Directive

D-2004-352R4

Luffahrt-Bundesamt

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

This Airworthiness Directive supersedes the Airworthiness Directive D-2004-352R3 of 18 August 2004

Hoffmann

Effective Date: 10 April 2005

Affected:

Kind of aeronautical product: Aircraft Propeller
Manufacturer: Hoffmann Propeller GmbH&Co. KG, Rosenheim, Germany
Type: HO-V343
Models affected: HO-V343K
Serial Numbers affected: All
German Type Certificate No.: 32.130/90

Subject:

Possible hub failure due to unknown reasons.

Reason:

An occurrence of propeller blade separation due to a possible hub failure has been reported. The cracked propeller hub is still under investigation and therefore no detailed information about the kind of failure is known at present time. The actions specified by this Airworthiness Directive are of precautionary nature and intended to prevent possible further hub failures.

Action:

The following actions are required by this Airworthiness Directive:

1. Examination of the propeller blade shake.
2. Examination of the blade retention nut preload torque.
3. Ultrasonic inspection of the propeller hub.
4. Eddy current inspection of the propeller hub if ultrasonic inspection shows any signs of damages.
5. 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.

Compliance:

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

- Action 1: Within every pre-flight inspection
Action 2: In the following steps:
- prior to the next flight
- after 50 flight hours TIS (Time in Service)
- after 100 flight hours TIS
- the inspection must then be repeated in an interval of 100 flight hours
Action 3: For propeller hubs exceeding 500 flight hours TSN (time since new):
- prior to the next flight, if ultrasonic or eddy current inspection has not been performed up to now.
- the inspection has to be repeated in an interval of 100 flight hours TIS
The inspection has to be also performed prior to the next flight if the inspection (action 2) shows a loss of blade retention nut preload torque below the allowable limits
Action 4: Prior to the next flight
Action 5: Prior to the next flight

Technical publication of the manufacturer:

Hoffmann Propeller Service Bulletin 61-10-03 E 15B of 13 July 2004 and Service Instruction 61-10-05 SI E 4D of 16 March 2005 or later approved revision. These manufacturer publications become herewith part of this AD and can be obtained from:

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EASA-Approval

Approved by EASA under Approval-No. 2005-2514 on 21 March 2005.

SUPERSEDED