


EASA	PROPOSED AIRWORTHINESS DIRECTIVE	
	PAD No: 06 - 114	
	Date: 24 April 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 : Hoffmann GmbH&Co. KG		Type/Model designation(s) : 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:	Proposed: 10 May 2006	
Compliance:	The following actions are required by this Airworthiness Directive: <ol style="list-style-type: none"> 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.	

	<p>For the actions mentioned above the following compliance times have been laid down from the effective date of this AD:</p> <p>Action 1:</p> <p>In the following steps:</p> <ul style="list-style-type: none"> - after 50 flight hours TIS (Time in Service) - after 150 flight hours TIS - the inspection must than repeated in an interval of 150 flight hours <p>Action 2:</p> <p>For propeller hubs exceeding 500 flight hours TSN (time since new):</p> <ul style="list-style-type: none"> - 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 <p>Action 3:</p> <ul style="list-style-type: none"> - Prior to the next flight <p>Action 4:</p> <ul style="list-style-type: none"> - Prior to the next flight
Ref. Publications:	<p>Hoffmann Propeller Service Bulletin 61-12-03 E17 of 24 April 2006 and Service Instruction 61-10-05 E4E of 24 April 2006</p> <p>or later approved revisions.</p>
Remarks :	<p>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.</p> <p>2. The closing date for comments is 02 May 2006.</p> <p>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</p> <p>4. For any questions concerning the technical content of the requirements in this AD, please contact: Hoffmann Propeller GmbH&Co. KG - Customer Service, K�pferlingstra�e 9, 83022 - Rosenheim - GERMANY Tel +49 (0) 8031-1878-0 Fax +49 (0) 8031-1878-78 E-mail: info@hoffmann-prop.com</p>