

Service Bulletin

S.B. No: 166

Title: HOFFMANN 61-10-03 SB E1Y LISTING TBO OF HOFFMANN VARIABLE PITCH PROPELLERS

Classification: This Service Bulletin has been classified by SAL as Recommended

Compliance: On receipt of Service Bulletin 61-10-03 SB E1Y

Applicability: T67M, T67M-MkII, T67M200, T67M260 and T67M260-T3A

Attached is Hoffmann Propeller Service Bulletin 61-10-03 SB E1Y which is reprinted in its entirety.

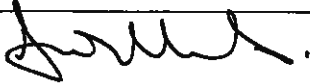
If a significant amount of aerobatic hours are being flown, then these should be recorded because it may affect the propeller TBO. All flights which include aerobatic manoeuvres should be recorded as aerobatic hours.

Any further information or components required to comply with this Bulletin should be obtained from Hoffmann Propeller.

Issue 2: Revised to include Hoffmann SB E1Y and definition of aerobatic hours.

ISSUED

10 JUN 2003

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| Approved by:  | | |
| For and on behalf of SLINGSBY AVIATION LIMITED | Date: 6 th Jun. 03 | Issue 2 |
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HOFFMANN PROPELLER
Service Bulletin E1Y

June 3, 2002

Supersedes SB No. E1 X, dated August 10, 2001

1.1 Effectivity

Propellers affected: HOFFMANN variable pitch propellers, all models.

Aircraft affected: All aircraft which are equipped with HOFFMANN variable pitch propellers.

1.2 Reason

To comply with the requirements of continued airworthiness, TBO are issued with this Service Bulletin.

1.3 Description

The purpose of S.B. No. E 1 () is to list the TBO of HOFFMANN variable pitch propellers. It will be revised as necessary and in accordance with TBO progression and experience.

1.4 Approval

The design data contained in this Service Bulletin has been **APPROVED** under the authority of LBA Design Organization Approval No. LBA. NJA.003.

1.5 Manpower

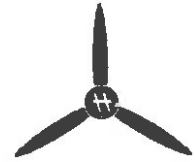
Not affected.

1.6 Material - cost and availability

Not affected.

1.7 Tooling

Not affected.



1.8 Weight and Balance

Not affected.

1.9 Electrical Load Data

Not Affected.

1.10 Software Accomplishment Summary

Not Affected

1.11 References

All HOFFMANN Manuals

1.12 Other Publications

None

1.13 Family Tree Chart of Modification Relationships

Not applicable.

1.14 Interchangeability or Intermixability of Parts

Not applicable.

2. Accomplishment Instructions

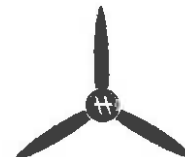
2.1 TBO - applicability

The TBO of propellers listed under 2.4 is valid only:

2.1.1 If the propeller is approved together with the aircraft and is listed in the Type Certificate Data Sheet or equivalent of the aircraft.

2.1.2 If the propeller Log Card and/or Inspection Certificate shows no other times.

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2.2 Overhaul is required prior to accumulation of service hours as listed under 2.4:

- 2.2.1 Always after ground strike, impact damage, overspeed (more than 11%) or any malfunction, leakage, corrosion, cracks in metal parts, or lightning strike. Compliance with Service Bulletins or any other serious reasons require overhaul.
- 2.2.2 Together with engine overhaul, if propeller and engine service time is the same or earlier, as listed below
- 2.2.3 After 6 years since installation on the aircraft or after expiration of the storage period. The calendar time can be extended over the 6 years to coincide with the annual inspection of the aircraft, if no other Service Bulletins or other Technical Information have been issued for the propeller model.

A total of 7 years must not be exceeded.

Refer to para 2.5 for calendar limits and long term storage.

2.2.4 ALL MODELS NOT LISTED UNDER 2.4 are limited to

max. 200 hours or per 2.2.1 through 2.2.3

whichever occurs first, if not otherwise stated in the propeller Log Card and/or inspection certificate. These propellers must be shipped to HOFFMANN for special inspection. If not practical, contact us for repair stations approved by us.

2.2.5 ALL MODELS USED IN AEROBATICS are limited to

max. 500 hours

If the specific installation listed under 2.4 shows a lower TBO, this TBO applies. TBO is as specified in para 2.4, provided less than 500 hours are aerobatic. The TBO is reached when 500 aerobatic hours have been accumulated and the total time is less than the time specified in category 2.4.

WARNING

Aerobatic maneuvers can produce excessive loads, which can result in overstress and/or abnormal wear, shorten the service life. Inspection intensity and close inspection intervals as well as overhaul periods have to be established by the a/c manufacturer.

- 2.2.6 If service time or calendar time of a propeller is unknown, it has to be overhauled prior to returning it to service.



2.3 Required Records:

2.3.1 Service hours and every repair, modification, overhaul as well as installation and removal from the aircraft are to be listed in the propeller log book or log card. Log book or log card shall be kept together with the aircraft and they shall be attached to the propeller if it is removed from the aircraft.

2.3.2 The TBO listed in this Service Bulletin shall be recorded in the aircraft log book.

2.4 Table of Propeller/Engine Combinations:

| Hub model | basic blade model | Engine model | LBA- appr. | TBO hrs. |
|--------------------|---------------------|---------------------------------|---------------|---------------|
| HO-V 12*) | | | | 250* |
| HO-V 42/48-()-() | all models | Hirth F10() | X | 300 |
| HO-V 42/48-()-()-R | all models | Hirth F10() Rectimo 4AR1200 | X X | 200 200 |
| HO-V 62() | 170 Y | TCM/RR 0-200-() | | 200 |
| HO-V 62() | all models | Limbach SL 1700-() | X | 1000 |
| HO-V 62() | L 160 BT L 160 T | Limbach L 2000-() | X X | 1000 600** |
| HO-V 62() | L 160 BT | Limbach L 2400-() | X | 1200 |
| HO-V 62() | L 160 BT | Grob 2500 () | X | 1600 |
| HO-V 62() | L 160 BT | Mikron III A,B, E | | 800 |
| HO-V 62() | L 160 BT | Sauer SS 2100 () | | 700 |
| HO-V62() | L 160 BT | Sauer SS 2500 () | X | 600 |
| HO-V 62H() | () 170 FA | Rotax 912-A(), Rotax 912-F() | X | 1500 |
| HO-V 72() | all models | Lyc. ()O-320-() | X | 750 |
| HO-V 72() | () 170 DW | Rotax 912-A(), Rotax 912-F() | X | 1500 |
| HO-V 92() | 195 C | Cont. ()O-470-() | X | 1200 |
| HO-V 113() | LD 150 +2A | Lyc. O-235 (Speed Canard) | X | 400 |
| HO-V 123() | 185 V | Franklin 6A350-C1 | X | 600 |

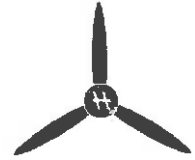
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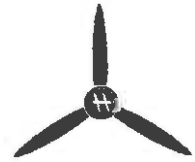
| Hub model | basic model | blade | Engine model | LBA-appr. | TBO hrs. |
|------------------|----------------------------|-------|---|-----------|---------------------|
| HO-V 123() | all models | | Avco-Lycoming,Porsche.TCM | X | 1500 |
| HO-V 123()-D()() | 220GV | | Lyc. (I)O-360() | X | 1200 |
| HO-V 155 | 137 CL 137 BC 167 EE | | Porsche 930-67 Porsche 930-03 Porsche | | 1500 1500 400 |
| HO-V 245 | LD 120 CM | | Allison | X | 500 |
| HO-V 254 | D275CS-PIA D275DE-PIA | | Deutz Diesel Deutz Diesel | | 1200 2000 |
| HO-E 292 | 292 DV | | BMW 132A3 | | 1000 |
| HO-E 315 | 122EZ | | Textr.Lyc.IO-540-V4A5D | X | 800 |
| HO-V 343 | 180 FP | | Lyc. ()O-360() | X | 1500 |
| HO-V 343 | 183 GY | | Lyc. ()O-360() | X | 1600 |
| HO-V 352() | 170 FQ+10 | | Rotax 914() | | 500 |
| HO-V 352() | 170 FQ | | Rotax 912-A(),Rotax 912-F() | X | 1500 |
| HO-V 352() | 170 FQ | | Rotax 912-S() | X | 1200 |
| HO-V 352() | 170FQ+10 | | Rotax 912-S() | X | 1200 |
| HO-V 352() | 170FQ-10 | | Sauer SM 2700 H1S | | 200 |
| HO-V373()-D()-() | ()270FU() | | Lyc. (I)O-360() | X | 1200 |
| DOWTY | (L)328 BQ | | various | | 700 |
| | L 318 DA | | various | | 700 |
| | 335 EA | | various | | 700 |
| | 328FS / DG | | various | | 700 |
| | | | | | |

ALL MODELS NOT LISTED HEREIN, SEE 2.2.4**200 hrs.**

*) This model is obsolete and is no longer overhauled.

**) Limited by S.B. No. 4C according to LTA No. 83-150/4.

2.5 Calendar limits and long term storage



The effects of exposure to the environment over a period of time create a need for propeller overhaul regardless of flight time. Therefore, a six year calendar limit between overhaul is specified in para 2.2.3.

Calendar time starts when a propeller is installed to an engine the first time and it is not interrupted by subsequent removal and/or storage.

NOTE

The beginning of calendar limit should not be confused with the beginning of the warranty (which, with certain exceptions, is normally the date of sale to the first retail customer).

Experience has shown that special care, such as keeping an aircraft hangared, is not sufficient to allow extension of the six year calendar limit.

Prior to initial installation propellers are occasionally stored for long periods.

CAUTION

Propellers should be stored in the original packing, in a dry room with no extreme temperature changes. Do **NOT** store the propeller standing on the tips.

The following storage procedures apply to propellers prior to installation, with 0 hours since new or overhaul

2.5.1 If the storage period is less than two (2) years:

- 2.5.1.1 Carry out a general visual inspection of its condition. As necessary, investigate and correct any questionable conditions.
- 2.5.1.2 Check current LBA LTA's, Hoffmann Service Bulletins and Hoffmann Technical Information. Documents may have been issued since manufacture or overhaul, which require compliance.

2.5.2 If storage exceeds two (2) years comply with above requirements and in addition:

- 2.5.2.1 Inspect for internal/external damage or corrosion. Paint and plating has not to be removed. Total disassembly is not necessary unless corrosion or damage was found. Replace parts as necessary.

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- 2.5.2.2 Replace all seals and gaskets.
- 2.5.2.3 Replace lubricant according to the applicable overhaul manual.
- 2.5.2.4 If applicable, test de-ice system including boots. Ensure that boots are still well bonded, with no sign of blistering or peeling.
- 2.5.2.5 Repaint and/or replace components as required.
- 2.5.2.6 After accomplishing required procedures the propeller may be released for full TBO and calendar live.

NOTE

Above procedure must be accomplished by a HOFFMANN approved propeller repair station in accordance with the applicable HOFFMANN overhaul manual.

HOFFMANN PROPELLER ROSENHEIM
