

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION TYPE CERTIFICATE DATA SHEET TP5BO	TCDS NUMBER: TP5BO REVISION: 1 HOFFMANN HO-V 352 March 12, 2007
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Propellers of models described herein conforming with this data sheet (which is part of Type Certificate No. TP5BO) and other approved data on file with the Federal Aviation Administration, meet the minimum standards for use in certificated aircraft in accordance with pertinent aircraft data sheets and applicable portions of the Federal Aviation Regulations provided they are installed, operated, and maintained as prescribed by the approved manufacturer's and other approved instructions.

Type Certificate Holder: Hoffmann GmbH & Co.KG
 Kuepferlingstr. 9
 D-83022 Rosenheim
 Federal Republic of Germany

Type: Constant speed; hydraulic

Engine Shaft: ARP 502 Type 1

Hub Material: Aluminum alloy

Blade Material: Laminated wood composite structure, epoxy-fibre reinforced cover with metal tipping

Number of Blades: Two

Hub Model Eligible: HO-V 352 F

Certification Basis: The U.S. certification basis determined under Section 21.29 of the FAR and Bilateral Airworthiness Agreement between the United States and the Federal Republic of Germany is FAR 35, effective February 1, 1965, Amendments 35-1 to 35-6, inclusive. Joint Airworthiness Requirements JAR-P Propellers, Change 7 inclusive

Luftfahrt-Bundesamt (LBA) originally type certificated this propeller under its type certificate Number 32.130 / 088. The FAA validated this product under U.S. Type Certificate Number TP5BO. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of the Federal Republic of Germany.

TC (Import) No: LBA-Data Sheet No. L-32.130/088, August 20, 1993

TC Application Date: October 1, 1993

TC Issued: June 24, 1994

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Import Requirements:

To be considered eligible for installation on U.S. registered aircraft, each propeller to be exported to the United States shall be accompanied by a Certificate of Airworthiness for export endorsed by the LBA on behalf of the European Community which contains the following language:

(1) This propeller conforms to its United States type design (Type Certificate Number TP5BO) and is in a condition for safe operation.

(2) This propeller has been subjected by the manufacturer to a final operational check and is in a proper state of airworthiness. Reference FAR Section 21.500 which provides for the airworthiness acceptance of aircraft engines or propellers manufactured outside the U.S. for which a U.S. type certificate has been issued. Additional guidance is contained in FAA Advisory Circular 21-23, Airworthiness Certification of Civil Aircraft, Engines, Propellers and Related Products, imported into the United States.

Operation Limits:

Hub-Blade-Combination, Measurements, Weight

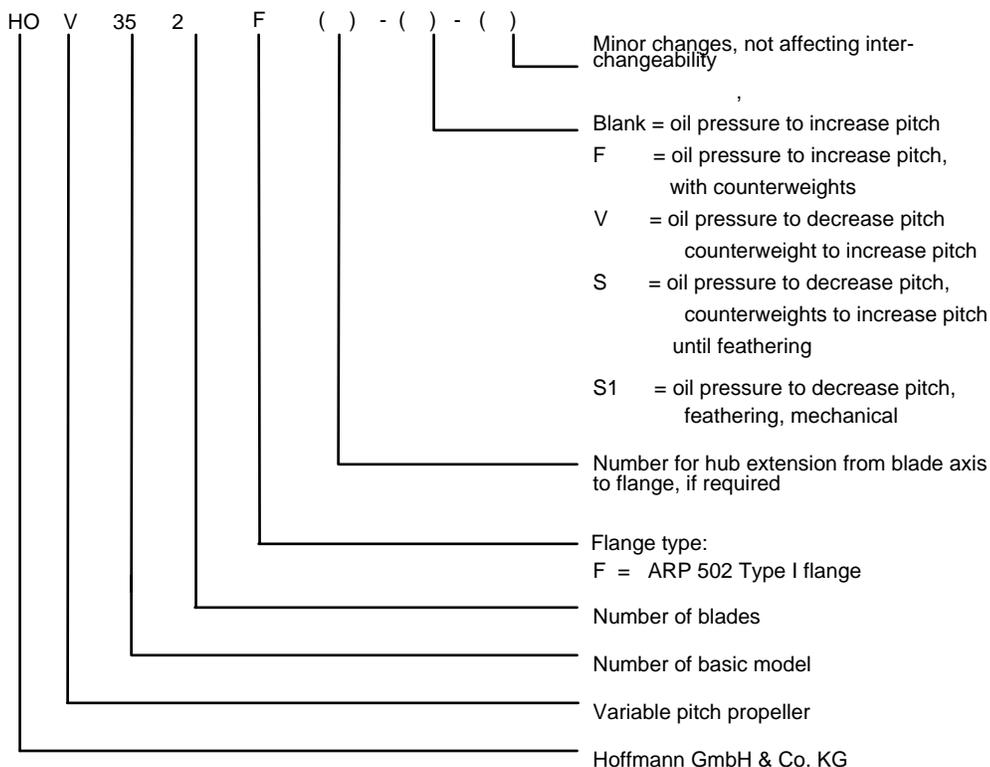
Hub (Model) HO-V352	Prop. Blade See Notes 2 & 6	Maximum Continuous HP RPM KW	<Take-Off> HP RPM KW	Nominal Diameter Inches cm	Blade Twist Limit in Degrees* Min. Max.	Approximate Weight** Lbs. kg
F	170 FQ	120 2700	120 2700	66.9	5 45	22.5
		90 2700	90 2700	170±5		10.5

*The limits of the blade twist are defined between .20 and 1.00 blade radius.

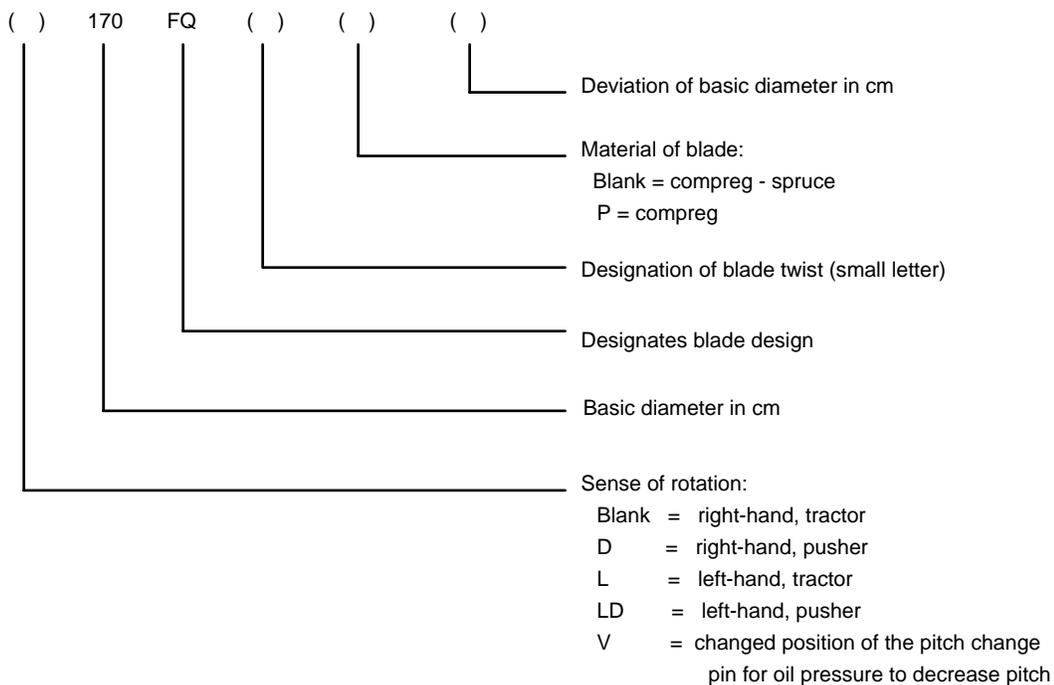
**Includes Spinner Weight

NOTES

NOTE 1. HUB MODEL DESIGNATION



NOTE 2. BLADE MODEL DESIGNATION



- NOTE 3. Pitch Control: Propeller control with the following Woodward Governor Part Numbers: (X)210(XXX). For additional models, see latest FAA-approved Hoffmann Propeller Co. parts list.
- NOTE 4. (a) Feathering. Not applicable.
(b) Reversing. Not applicable.
- NOTE 5. Right & Left-Hand Models: A version of the approved model with opposite hand rotation is approved at the same rating and diameter limitations.
- NOTE 6. Interchangeability: Not applicable.
- NOTE 7. Accessories:
(a) Propeller anti-icing: Not applicable.
(b) Propeller spinners: According to approved Hoffmann Propeller Co. parts list; weight 2.4 lbs. (1.1 kg).
- NOTE 8. Shank Fairings: Not applicable.
- NOTE 9. Deleted.
- NOTE 10. Special Notes: Compliance with the applicable engine and aircraft FAR requirements is necessary before full approval for use on aircraft can be given.
- NOTE 11: Service Information. Each of the documents listed below must state that it is approved by the European Aviation Safety Agency (EASA) or – for approvals made before September 28, 2003 – by the LBA. Any such documents are accepted by the FAA and are considered FAA approved.
- Service bulletins,
 - Structural repair manuals,
 - Vendor manuals,
 - Aircraft flight manuals, and
 - Overhaul and maintenance manuals.

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