

TC ISSUED

August, 1978, Revised January 30, 2003.

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:

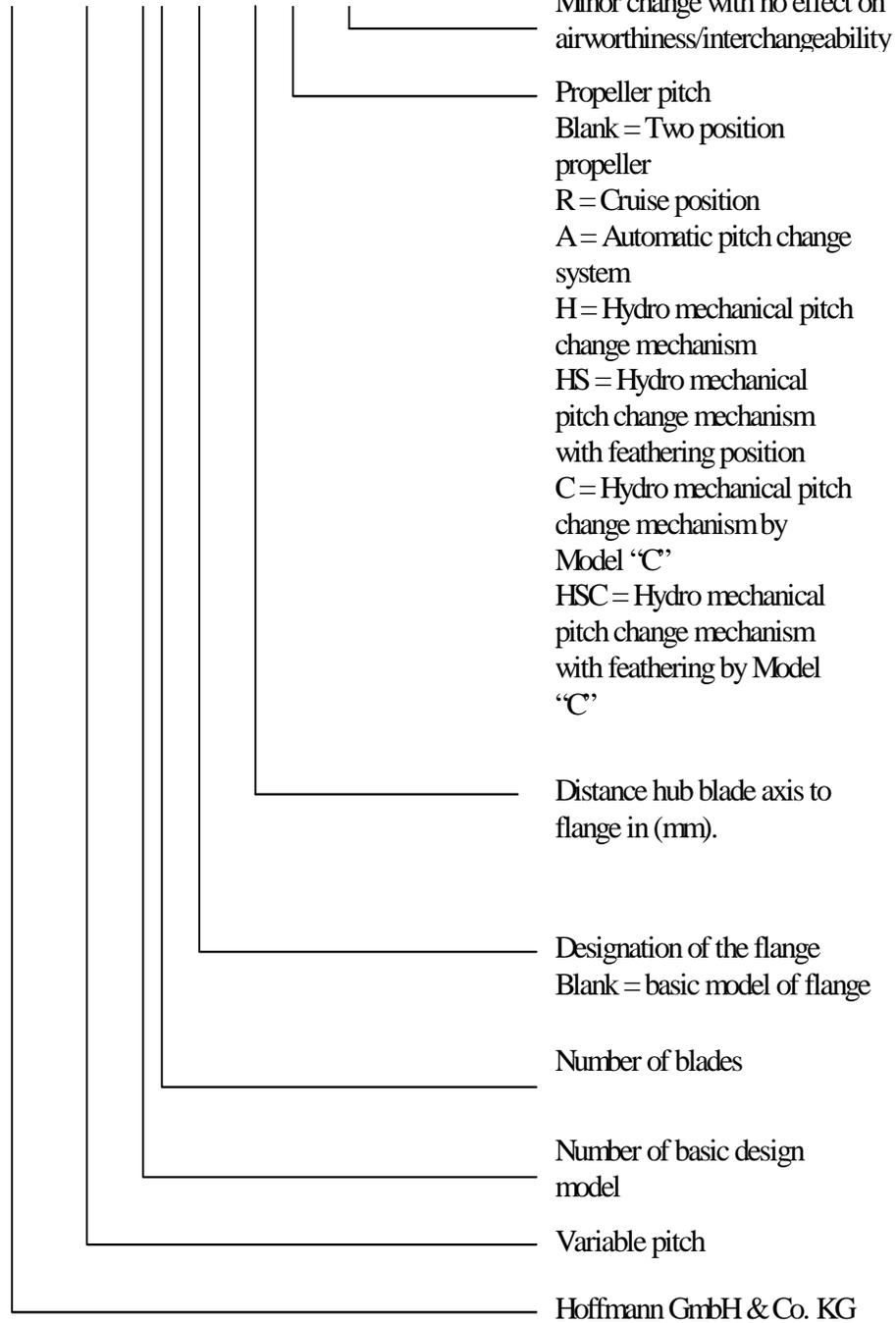
(1) This propeller conforms to its United States type design (Type Certificate Number P7EU) and is in a condition for safe operation.

(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.

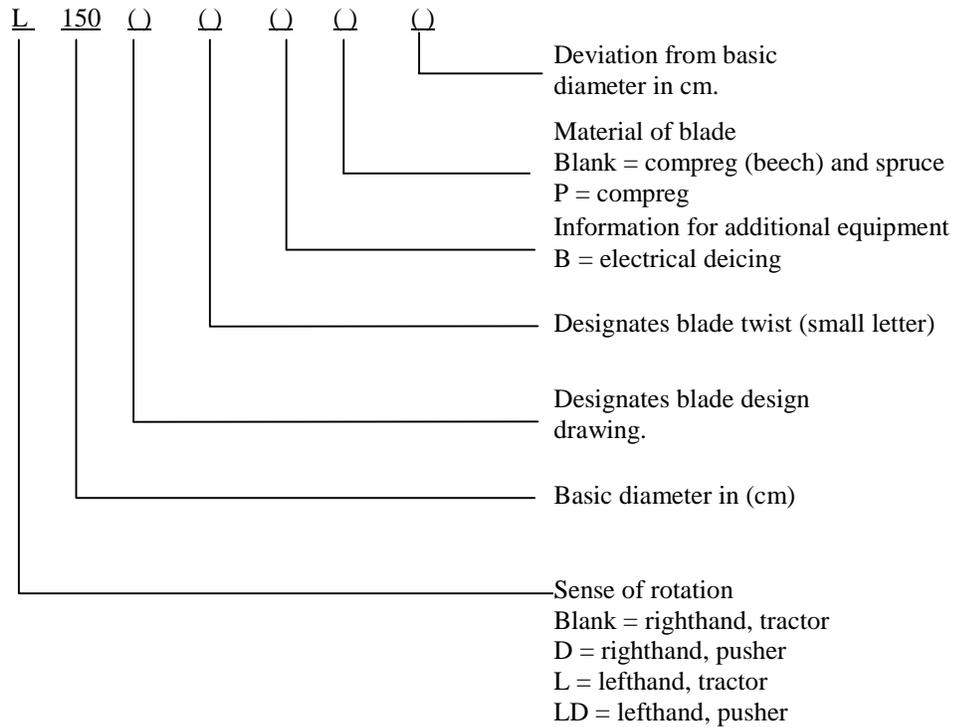
NOTE 1.

Hub Model Designation

HO - V 62 - () () ()



NOTE 2.

Blade Model Designation

NOTE 3.

Pitch Control. Mechanically HO - V 62 has 2 positions
HO - V 62-R has 3 positions
Actuating mechanism is part of the airframe.

Model HO-V 62:

For propellers with hydro mechanical pitch change mechanism (HO-V62H; HO-V62HS) Amendment No. 1 to the 8th edition of Instruction Manual No. 0107.72 is required.

For propellers with hydro mechanical pitch change mechanism model "C" (HO-V62 ()()-C-(); HO-V62()()-CS-()) Amendment No. 2 to the 8th edition of Instruction Manual No. 0107.72 is required.

NOTE 4.

- (a) Feathering. Incorporates a mechanical feathering device.
- (b) Reversing. Not applicable.

NOTE 5.

Left-Hand Models. The left-hand version of an approved model propeller is eligible at the same rating and diameter limitations as listed for the right-hand model. See NOTES 1 and 2.

NOTE 6.

Interchangeable Blades. Not applicable.

NOTE 7.

Accessories.

- (a) The TCM/RR 0-200 engine installation must use spacer VP 20-580 for Model HO-V 62. (See Instruction Manual)
- (b) Hoffmann propeller spinners; VP 30-81, VP 30-82 weighing 2.6 lbs. are eligible/acceptable.

NOTE 8.

Shank Fairings. Not applicable.

NOTE 9. Special Limits.

Table of Propeller-Engine Combinations

Eligible Vibrationwise for Use on Normal Category Single-Engine Tractor Aircraft

The maximum and minimum propeller diameters that can be used from a vibration standpoint are shown below. No reductions below the minimum diameter listed is permissible since this figure includes the diameter reduction allowable for repair purposes.

| <u>Hub Model</u> | <u>Blade Model</u> | <u>Engine Model</u> | <u>Max. Dia.</u> <u>(inches)</u> cm | <u>Min. Dia.</u> <u>(inches)</u> cm | <u>Placards</u> |
|--------------------------|--------------------|--------------------------|---|---|-----------------|
| HO-V 62 and HO-V 62 R | 170Y | TCM/RR 0-200A, -B, -C | <u>67</u> 170 | <u>63</u> 160 | None |

NOTE 10. Special Notes. The word "eligible" as used herein does not signify full installation approval. Compliance with the applicable engine and aircraft FAR requirements is necessary before full approval for use on aircraft can be given.

All Models:

The permitted time between overhaul (TBO) for these propeller models is listed in Hoffmann GmbH & Co. KG Service Bulletin No. E1().

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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