U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION TYPE CERTIFICATE DATA SHEET P9BO	TCDS NUMBER: P9BO REVISION: 1 HOFFMANN HO-V 72 March 12, 2007

Propellers of models described herein conforming with this data sheet (which is part of Type Certificate No. P9BO) 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 manuals and other approved instructions.

TYPE CERTIFICATE HOLDER	Hoffmann GmbH & Co.KG Kuepferlingstr. 9 D-83022 Rosenheim Federal Republic of Germany
TYPE	Constant speed, hydraulic
HUB MATERIAL	Aluminum alloy
BLADE MATERIAL	Laminated wood composite structure, epoxy-fibre glass cover with metal tipping
NUMBER OF BLADES	Two
HUB MODEL ELIGIBLE	HO-V 72
CERTIFICATION BASIS	FAR 21.29, FAR Part 35 of Feb. 1st, 1965, Amdt. 35-1 thru 35-2. Luftfahrt-Bundesamt (LBA) originally type certificated this propeller under its type certificate Number 32.130 / 019. The FAA validated this product under U.S. Type Certificate Number P9BO. 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. 32.130 / 019, Feb. 4th, 1975
TC APPLICATION DATE:	August 1, 1995
TC ISSUED:	January 26, 1996
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 P9BO) 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-V 72	PROPELLER BLADE	P at n MD			P at n ST			DIAMETER LIMITS		BLADE TWIST LIMITS IN DEG.*		WEIGHT	
		HP	kW]	[rpm]	HP	[kW]	[RPM]	inches	[cm]	min.	max.	lbs.	[kg]
G	170 CK	158	118	2800	158	118	2800	66.9 ± 5.9	170±15	5	45	30	13.6
	170 DW	158	118	2800	158	118	2800	66.9 - 3.9	170-10	5	45	30	13.6
L	170 U	158	118	2800	158	118	2800	66.9 ± 5.9	170±15	5	45	30	13.6
	170 DW	158	118	2800	158	118	2800	66.9 - 3.9	170-10	5	45	30	13.6
	170 CK	158	118	2800	158	118	2800	66.9 - 3.9	170-10	5	45	30	13.6
F	180 CB	158	118	2800	158	118	2800	70.9 - 3.9	180-10	5	45	30	13.6
B	170 DU	116.7	87	2800	116.7	87	2800	66.9 ± 5.9	170±15	5	45	30	13.6
	170 DW	116.7	87	2800	116.7	87	2800	66.9 - 3.9	170-10	5	45	30	13.6
	170 CK	116.7	87	2800	116.7	87	2800	66.9 - 3.9	170-10	5	45	30	13.6
	180 CB	116.7	87	2800	116.7	87	2800	70.9 - 3.9	180-10	5	45	30	13.6

P_{ST} : Max. take off power

P_{MD} : Max. continuous power

n: RPM

r: Propeller radius

*) The data of the blade twist limits is valid for a propeller radius 0.2 through 1.0 r.

**) Difference in weight to the basic model:
HO-V 72()()-A-(): +1.0 kg (+2.2 lbs)
HO-V 72()()-V-(): +2.4 kg (+5.3 lbs)

Equipment: Governor, spinner and de-icing system according to manufacturer's list.

NOTES

NOTE 1. Hub Model Designation

HO V 7 2 L () - () -()
1 2 3 4 5 6 7 8

1. Hoffman Propeller GmbH & Co. KG
2. Variable pitch propeller
3. Number of model
4. Number of blades
5. Designation of the flange
   F = ARP 502 Type I
   B = AS 127D (SAE No. 1)
   G = SAE No. 2 mod., 6 ea 3/8" - 24 UNF bolts
   L = SAE No. 2 mod., 6 ea 7/16" - 20 UNF bolts

6. Number for hub extension from blade axis to flange,
   blank = 130 mm (5.1 inches)
   1 = 160 mm (6.3 inches)
   2 = 179 mm (7.0 inches)

7. Blank = oil pressure to increase pitch
   F = oil pressure to increase pitch, with counterweights
   S = oil pressure to decrease pitch, counterweights to increase pitch until feathering
   V = oil pressure to decrease pitch, counterweights to increase pitch
   A = automatic pitch change system, counterweights to increase pitch

8. Minor changes, not affecting interchangeability

NOTE 2. Blade Model Designation

() 180 CB () - () () ± ()
— — — — — — — —
1 2 3 4 5 6 7

1. Blank = righthand tractor
   D = righthand pusher
   L = lefthand tractor
   LD = lefthand pusher
   V = changed position of the pitch change pin for oil pressure to decrease pitch
2. Basic diameter in cm
3. Designation of blade drawing
4. Designation of blade twist (small letter)
5. B = electrical de-icing
6. Material of blade
   blank = compreg - spruce
   P = compreg
7. Deviation of basic diameter in cm

NOTE 3. Pitch Control Eligible with the following governors:
Woodward model (X)210-XXX w. 2.5 lb.

NOTE 4. (a) Feathering Not applicable
(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 as listed for the right-hand model. See Notes 1 and 2.

NOTE 6: Interchangeability Not applicable

NOTE 7: Accessories

(a) Propeller anti-icing: Not applicable.
(b) Propeller spinners: According to approved Hoffman Propeller parts list;, Wt. 4.0 lbs.

NOTE 8. Shank Fairings. Not applicable

NOTE 9. Table of Propeller - Engine combinations approved vibrationwise for use on normal category single-reciprocating tractor aircraft.

Hub	Blade-Type	Diameter [inches]	[cm]	Engine	Limitations
HO-V72L	()17OU	68.9	175	LYC, O-320 E1A, E1C	NONE
	()180CB ()180DU	70.9	180	LYC, AEIO-320 D1B	NONE
HO-V72G	()170CK	66.9	170	LYC, O-320 A1A	NONE
HO-V72F	170DW	66.9	170	ROTAX 912-F3	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.

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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