

MINISTÉRIO DA AERONÁUTICA
DEPARTAMENTO DE PESQUISAS E DESENVOLVIMENTO
CENTRO TÉCNICO AEROESPACIAL

TYPE CERTIFICATE DATA SHEET Nº EH-8401-02

Type Certificate Holder

HOFFMANN PROPELLER ROSENHEIM
Hoffmann GmbH & Co - KG Postfach 265
D 8200 - Rosenheim 2
WEST - GERMANY

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	HOFFMANN
	HO-V62
	HO-V62R
	HO-V62H(S)
	MARCH 1993

The propeller model described herein conforming with this data sheet which is part of Type Certificate nº 8401 prescribes conditions and limitations under which, the propeller for which the Type Certificate was issued, meets the minimum standards for use in certificated aircraft, in accordance with pertinent type certificate data sheets and airworthiness requirements of the applicable portions of the Brazilian Regulations for Aeronautical Certification - RBHA - provided they are installed, operated, and maintained as prescribed by the approved manufacturer's manuals and other approved instructions.

- **TYPE** Mechanically variable pitch
(see NOTES 3 and 4)
- **ENGINE SHAFT** Mounting flange 80mm (3.15") diameter
Boltcircle, 6 bolts 7/16"- 20UNF, center
bore 47mm (1.85") diameter
- **HUB MATERIAL** Aluminum alloy
- **BLADE MATERIAL** Laminated wood composite structure, epoxy
fiber glass covered, with metal leading
edge and tipping

- NUMBER OF BLADES Two

- HUB MODEL ELIGIBLE HO-V62, HO-V62-R, HO-V62H (S)

Blades Eligible (See NOTE 2)	Maximum Continuous Power kW/rpm (shp)	Takeoff kW/rpm (shp)	Diameter Limits mm(in) See NOTE 2 min max		Approx. Max. WT (For reference only) kg (lb)	
L 160 T	53/3000 (71)	59/3400 (79)	1500 (59)	1650 (65)	9,4	(21)
L160 BT	53/3000 (71)	59/3400 (79)	1550 (61)	1650 (65)	--	--
L160 BT	66/3000 (88,5)	71/3400 (95)	1550 (61)	1650 (65)	--	--
170FA	75(2700) (101)	75(2700) (101)	1600 (63)	1700 (67)	10	(22)

- CERTIFICATION BASIS

RBHA 111/01; FAR35 effective September 1968, Emendas 35-1 e 35-2
German Luftfahrt - Bundesamt approval: N^o 32.130/13 rev.12, de 20/05/92.

- APPLICATION DATE FOR TYPE CERTIFICATE:

L160T Blade : 07/07/1983
L160BT Blade ; 05/11/1984
170FA Blade : 10/08/1992

- IMPORT REQUIREMENTS

Each propeller exported separately must be accompanied by an Airworthiness Certificate for Export issued by the Luftfahrt Bundesamt attesting that the particular propeller was submitted to governmental quality control before delivery and is in conformity with the adopted certification basis.

- NOTE 3: Pitch Control

Mechanically : V62; 2 positions, with actuating mechanism
fixed to airframe
V62R; 3 positions with actuating mechanism
fixed to airframe
V62H(S); hydromechanical pitch change
mechanism with feathering position *

*Feathering position is to be carried out with the
feathering position lever only

- NOTE 4 : (1) Feathering

Incorporates a mechanical feathering device

(2) 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

(1) propeller spinner

Eligible with Hoffmann spinners, VP 30-81 (to be used on
propeller HO-V62) and VP 30-82 (to be used on propeller
HO V62R)

- NOTE 8 : Shank Fairings

Not applicable

- **NOTE 9** : Special Limits

Table of Propeller - Engine Combinations eligible Vibration wise 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 reduction below the minimum diameter listed is permissible, since this figure includes the diameter reduction allowable for repair purposes.

Hub Model	Blade Model	Engine Model	Max. Dia. mm (in)	Min. Dia. mm (in)	Placards
HO-V62	L160T	Limbach L2000 E01 EA1,EB1	1650 (65)	1500 (59)	
HO-V62R	L160Bt	Limbach L2000 E01 EA1, EB1	1650 (65)	1550 (61)	NONE
HO-V62H (S)	L160Bt	Br.ob 2500 E1	1610 (63)	1590 (62,5)	
	170 FA	ROTAX912	1700 (67)	1600 (63)	

- **NOTE 10** : Special Notes

The word "eligible" as used herein does not signify approval as part of this Type Certificate. "Eligible" accessories must be approved as part of the aircraft type certificate upon compliance with the applicable aircraft airworthiness requirements.

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Diretor do CTA

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