TYPE-CERTIFICATE
DATA SHEET

No. EASA.P.065

for
HO-V62 series propellers

Type Certificate Holder
Hoffmann Propeller GmbH & Co. KG

Küpferlingstraße 9
83022 Rosenheim
Germany

For Models:
HO-V62

TE.CERT.00050-001 © European Aviation Safety Agency, 2018. All rights reserved. ISO9001 Certified.

Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

An agency of the European Union

Intentionally left blank

TE.CERT.00050-001 © European Aviation Safety Agency, 2018. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

An agency of the European Union

TABLE OF CONTENTS

I. General

1. Type / Model

HO-V62 / HO-V62

2. Type Certificate Holder

Hoffmann Propeller GmbH & Co. KG
Küpferlingstraße 9
83022 Rosenheim
Germany

Design Organisation Approval No.: EASA.21J.083.

3. Manufacturer

Hoffmann Propeller GmbH & Co. KG
(Formerly Hoffmann GmbH & Co. KG, formerly Hoffmann)

4. Date of Application

HO-V62 06 April 1970

Note: Application was made to LBA before EASA has been established

5. EASA Type Certification Date

HO-V62 20 September 1972

Note: HO-V 62 had been certified by LBA Germany (TC/TCDS 32.130/13).
This TCDS replaces LBA TCDS No 32.130/13.
Transfer date to EASA Type Certificate: 15 November 2018

II. Certification Basis

1. Reference Date for determining the applicable airworthiness requirements

HO-V62: 06 April 1970

TE.CERT.00050-001 © European Aviation Safety Agency, 2018. All rights reserved. ISO9001 Certified.

Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

An agency of the European Union

2. EASA Certification Basis

2.1. Airworthiness Standards

14 CFR Part 35 with Amendments 1 through 2 effective 03 April 1967.

2.2. Special Conditions (SC)

None

2.3. Equivalent Safety Findings (ESF)

None

2.4. Deviations

None

III. Technical Characteristics

1. Type Design Definition

The HO-V62 series propellers are defined by the main assembly drawing and associated parts list (or later approved revisions)

HO-V62( )( )-(R):	Drawing VP20-512, Rev. l (lower case L), dated 30.06.2010
HO-V62( )( )-A:	Drawing VP20-1036, Rev. b, dated 16.05.1989
HO-V62( )( )-H(S)	Drawing VP20-1265, Rev. a, dated 24.06.2003
HO-V62( )( )-C(S)	Drawing VP20-1202, Rev. initial, dated 30.01.1992

2. Description

The HO-V62 series propellers are two bladed variable pitch propellers with mechanical or hydro mechanical pitch change mechanism. The hub is made of forged aluminium alloy. The blades have a wood composite structure and are covered by a composite fibre laminate. The blades are equipped with a leading edge protection device.
Optional equipment includes spinner and blade de-icing.

3. Equipment

Spinner: All spinner must be approved as part of the aircraft installation regardless of manufacturer.
Governor: All governors must be approved as part of the aircraft installation regardless of manufacturer.
De-icing: All blade de-icing equipment must be approved as part of the aircraft installation regardless of manufacturer.

4. Dimensions

Propeller diameter from 145 cm to 170 cm. (See table of section III. 6.)

5. Weight

Propeller weight from 8.5 kg to 9 kg. (See table of section III. 6.)

6. Hub/ Blade Combinations

Hub Model	Wooden Blades	Maximum Continuous Power	Speed	Take Off Power	Speed	Diameter Limits	Approx. Max.Weight *) (For Ref. Only)
		[kW]	[RPM]	[kW]	[RPM]	[cm]	[kg]
HO-V62	150A	42.6	3200	50	3600	150 ± 5	8.5
	160G	42.6	3200	50	3600	160 ± 5	8.5
	160T	48.5	3200	53	3600	160 ± 5	8.5
		53	3000	59	3400	160 + 5 –10	
	160BT	48.5	3200	53	3600	160 ± 5	8.5
		66	3000	71	3400		
	170Y	75	2750	75	2750	170 –10	9
	170DX	66	2540	71	2875	170 –10	9
	170FA	75	2700	75	2700	170 –10	9

Notes:
*) Weight differences to basic design:
HO-V62( )( )-R-( ): +1 kg
HO-V62( )( )-A-( ): +1 kg

7. Control System

HO-V62( )( )-(R): Pitch can be changed mechanically by a slip-ring. The static part of the slip-ring system is part of the aircraft certification.
HO-V62( )( )-A: Propeller governed by an internal governing system.
HO-V62( )( )-H(S) Standard hydraulic propeller Governor with a maximum pressure of 23 bar can be used. All governor must be approved as part of the aircraft installation. Feathering is controlled mechanically by a slip ring.
HO-V62( )( )-C(S) Pitch can be adjusted manual by an hydro-mechanic control system.

8. Adaptation to Engine

Hub flanges as identified by a letter code in the propeller designation (see VI.2).

9. Direction of Rotation

Direction of rotation (viewed in flight direction) as identified by a letter code in the propeller designation (see VI.2).

IV. Operating Limitations

1. Approved Installations

The general suitability of a propeller for a given aircraft/engine combination must be demonstrated within the scope of the type certification of the aircraft.

2. Maximum Take Off Power and Speed

Details are mentioned within Table of Section III.6.

2. Maximum Continuous Power and Speed

Details are mentioned within Table of Section III.6.

3. Propeller Pitch Angle

The HO-V62 propeller models have variable pitch capability. Pitch control is provided as mentioned in Section III.7.

Measured at 75% radius station:
HO-V62 without feathering: From +5° up to +40°
HO-V62 with feathering: From 5° up to 85°

V. Operating and Service Instructions

Manuals	
Operation and Maintenance Manual	E 0107.72 (*)
Composite Propeller Blade Instruction Manual	E573 (*)

(*): or later approved revision

Instructions for Continued Airworthiness (ICA)	
Operation and Maintenance Manual	E 0107.72 (*)
Component Maintenance Manual	157 (*)
Service Bulletins, Service Letters, Service Advisories and Service Instructions	

(*): or later approved revision

VI. Notes

1. The EASA approved Airworthiness Limitations Section of the Instructions for Continued Airworthiness is published in the applicable "Operation and Maintenance Manual" document. This ALS section is empty because no life limit is necessary for these models.

2. Propeller Designation System
   Example:

					Hub											
HO	-	V	6	2	-	( )	-	( )	-	( )	/	( )	160	BT	( )	-	( )	( )	±	( )
1		2	3	4	5	6		7		8		9	10	11	12		13	14		15

Hub:
- 1 Hoffmann Propeller GmbH & Co.KG
- 2 V: Variable pitch propeller
- 3 Identification of basic propeller model
- 4 Number of blades
- 5 Letter code of propeller flange
  - Blank: Basic model of flange
- 6 Number for hub extension from blade axis to flange
  - Blank: 104 mm
- 7 Letter code of the pitch change method
  - Blank:: Two position propeller
  - R: Additional mechanical cruise position
  - A: Automatic pitch change system
  - H: Hydro mechanical pitch change mechanism
  - HS: Hydro mechanical pitch change mechanism with feathering position
  - C: Hydro mechanical pitch change mechanism Model “C”
  - HSC : Hydro mechanical pitch change mechanism with feathering position Model “C”
- 8 Minor changes with no effect on airworthiness/interchangeability

Blade:
- 9 Letter code for direction of rotation
  - Blank: Right-hand tractor
  - D: Right-hand pusher
  - L: Left-hand tractor
  - LD: Left-hand pusher
  - V: Changed position of the pitch change pin
- 10 Propeller diameter in cm
- 11 Identification of blade design
- 12 Identification of blade twist
- 13 Special equipment
  - B: Electrical de-icing
- 14 Material of blade:
  - Blank: Compreg beech and spruce
  - P: Compreg
- 15 Decrease (-) or increase (+) of basic diameter in cm

3. The CMI (TCM/RR) O-200 engine installation must use spacer VP 20-580 for Model HO-V62. (See Operation and Maintenance Manual).

TE.CERT.00050-001 © European Aviation Safety Agency, 2018. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

An agency of the European Union

4. The suitability of a propeller for a certain aircraft/engine combination must be demonstrated within the scope of the type certification of the aircraft.
   Propeller models listed herein consist of basic hub and blade models. Most propeller models include additional characters to denote minor changes and specific features as explained in Note 2.

5. The overhaul intervals recommended by the manufacturer are listed in Hoffmann Propeller Service Bulletin SB E1().

6. EASA Type Certificate and Type Certificate Data Sheet No. P.065 replace LBA-Germany Type Certificate and Type Certificate Data Sheet No. 32.130/13.

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

8. For propellers with hydro mechanical pitch change mechanism model “C” (HO-V62 ()()-C-(); HO-V62()()-CS-()) Amendment No. 2 to the 8th edition of Operation and Maintenance Manual E 0107.72 is required.

9. The HO-V62R was deleted as separate model from LBA TC/TCDS 32.130/13 on request by the TC-Holder on 04 April 1989 but is still an approved version of the HO-V62 model.

TE.CERT.00050-001 © European Aviation Safety Agency, 2018. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

An agency of the European Union

SECTION: ADMINISTRATIVE

I. Acronyms and Abbreviations

N/A

II. Type Certificate Holder Record

Hoffmann Propeller GmbH & Co. KG

III. Change Record

Issue	Date	Changes	TC issue
Issue 01	15 November 2018	Initial Issue of the EASA TCDS P.065 to replace the LBA-Germany TCDS 32.130/13.	15 November 2018

-END-