



LAA TYPE ACCEPTANCE DATA SHEET
TADS P14
HOFFMANN

Issue 1	Initial issue	Dated 17/03/21	JP
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This TADS is intended as a summary of available information about the propeller type and should be used during the overhaul, operation and permit revalidation phases to help owners and inspectors. Although it is hoped that this document is as complete a summary as possible, other sources contain more complete information, e.g. the manufacturer's website.

Section 1 contains general information about the propeller type and its variants.

Section 2 contains information about the propeller type that the LAA considers **mandatory** and must be complied with.

Section 3 contains advisory information that owners and inspectors should review to help them maintain the propeller in an airworthy condition. If due consideration and circumstances suggest that compliance with the requirements in this section can safely be deferred, is not required or not applicable, then this is a permitted judgement call. This section also provides a useful repository for advisory information gathered through defect reports and experience.

Section 1 Introduction

1.1 Contact Information

UK Contact: Skycraft Services Ltd

Address: Albany House at Brown's Yard
12 Silver Street
Litlington
Near Royston
Hertfordshire
SG8 0QE

Tel: 01763 852 150
Email: customerservices@skycraft.uk.net
Website: skycraftpropellers.com

Manufacturer contact information:

Address: Hoffmann Propeller GmbH & Co.KG
Kuepferlingstr. 9
83022 Rosenheim
Germany

Tel: +49 803 118 780
Email: info@hoffmann-prop.com
Website: www.hoffmann-prop.com

1.2 Description

Hoffmann Propeller, of Germany, began manufacturing propellers in 1955. They now employ 50 people and design, manufacture, maintain and overhaul propellers with blades in wood and composite construction for every imaginable purpose, mainly for the General Aviation, hovercraft and various special applications such as blades for wind tunnels in the automotive industries.



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The company has manufactured over 15,000 propeller blades and is in a position to design or copy most blade patterns since no moulds or castings are required for the blade design in wooden composite construction.

Their propellers are 2- to 5-bladed with a wood core and composite covering construction with fixed pitch, ground adjustable but mostly variable pitch, hydraulically or mechanically controlled with optional provisions for reverse thrust and feathering, up to an engine power of over 500 hp and a maximum diameter of 4 m. Great importance is attached to low noise operation.

In the LAA fleet, Hoffmann propellers are installed on a wide variety of aircraft and include both amateur built and ex-certified aircraft, including many vintage types.

Section 2 Mandatory information for owners, operators and inspectors

At all times, responsibility for the maintenance and airworthiness of an aircraft (including the propeller) rests with the owner. A condition stated on a Permit to Fly requires that: *"the aircraft shall be maintained in an airworthy condition"*.

2.1 Lifed Items

Check the Hoffmann website [Service Documents](#) Owner's Manuals section for the relevant Operation and Maintenance Manual which should give details of relevant overhaul periods.

2.2 Operator's Manuals

Where possible, the manuals describing setup, operation and maintenance procedures for the propeller should be obtained from the manufacturer or importer and retained with the aircraft's records.

Check the Hoffmann website [Service Documents](#) Owner's Manuals section for the relevant Operation and Maintenance Manual for further information.

2.3 Maintenance Schedule

Check the Hoffmann website for the [Service Documents](#) Owner's Manuals section for the relevant Operation and Maintenance Manual for further information.

Refer to specific manufacturer's information whenever possible.

Propellers fitted to LAA administered aircraft that are maintained either in accordance with the manufacturer's maintenance schedule, the CAA Light Aircraft Maintenance Schedule (LAMS) [CAP 411](#) or the LAA Generic Maintenance Schedule, further details of which can be found in LAA Technical Leaflet [TL 2.19: The LAA Generic Maintenance Schedule](#). Note: The CAA and LAA produced maintenance schedules were originally written around the maintenance requirements of aircraft fitted with traditional aircraft engines and propellers.

Some aircraft may have mandated maintenance requirements and/or schedules which are stated on the aircraft's Operating Limitations document and these must be followed.

More information on maintenance schedules can be found in the [Aircraft Maintenance](#) section of the LAA website.

Variable pitch propellers require a dedicated log book. Log books can be purchased from the



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[LAA Online Shop.](#)

2.4 Airworthiness Directives

Certified versions may have EASA issued Airworthiness Directives which can be found via the [EASA AD Safety Publishing Tool](#).

2.5 Mandatory Permit Directives

No type-specific MPDs at this time.

Check CAA [CAP 661](#) which lists MPDs issued before 31 January 2012 and is no longer being updated.

The CAA now provides links to MPDs issued after 31 January 2012 on the [CAA MPD Listing](#) page of their website.

The LAA website should be checked for MPDs that are non-type specific in LAA Technical Leaflet [TL 2.22: Non-Type Specific MPDs](#).

2.6 CAA Mandatory Requirements for Airworthiness CAP747 and Civil Aircraft Airworthiness Information and Procedures (CAAIP) CAP562

No type-specific requirements or information at this time.

CAA publications [CAP 747](#) and [CAP 562](#) contain information that may be relevant to LAA administered aircraft and should be checked for applicability.

In particular, refer to [CAP 747](#) Generic Requirement GR No. 17 which concerns the maintenance requirements for variable pitch propellers installed on aircraft holding a UK Certificate of Airworthiness but may also be pertinent to LAA administered aircraft.

2.7 LAA Required Modifications (including LAA issued AILs, SBs, etc)

No type-specific required modifications at this time.

2.8 Operating Limitations to be Placarded or Shown by Instrument Markings

The Operating Limitations document for the aircraft will specify aircraft and powerplant limitations for that particular aircraft. Where a propeller is being fitted in accordance with a Propeller Type List ([PTL/1](#)), any limitations proscribed by the relevant [PTL/1](#) document must be adhered to.

Notes:

- Refer to the propeller manufacturer's latest documentation for the definitive parameter values and recommended placards.
- Data stated on the aircraft's Operating Limitations document must be displayed by means of cockpit placards or instrument markings.



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Section 3 Advice to owners, operators and inspectors

3.1 General

Where possible, the manuals describing setup, operation and maintenance procedures for the propeller should be obtained from the manufacturer or importer and retained with the aircraft's records.

3.2 Standard Options

There are no Standard Options for any propellers fitted to LAA administered aircraft at this time.

3.3 Manufacturer's Information (including Service Bulletins, Service Letters, etc)

In the absence of any over-riding LAA classification, inspections and modifications published in the manufacturer's continuing airworthiness data should be satisfied according to the recommendations therein. It is the owner's responsibility to be aware of and supply such information to their inspector.

Check the Hoffmann website [Service Documents](#) section for Service Bulletins, Service Instructions and Service Letters for a specific propeller type. Other useful sources of information (Owner's Manuals etc) are also available in that section.

3.4 Special Inspection Points

None

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Please report any errors or omissions to LAA Engineering: engineering@laa.uk.com