

LAA/AWA/18/05
25th July 2018

Sensenich 2 Bladed Ground Adjustable Propeller

Inspection of Propeller Hub

The LAA has recently published an Airworthiness Information Leaflet (AIL) (MOD/SEN/001 issue 1) which mandates a manufacturer's Service Bulletin (Sensenich SB2016-06B). The SB requires that the propeller assembly is disassembled so that a thorough visual inspection of the propeller hub can be completed.

Sensenich Propeller Co., Inc., the propeller manufacturer, has received reports of cracked front hubs on several tractor and pusher installations with Jabiru (direct drive) engines. In June 2018 they received a report of a failure on a tractor Rotax installation (damped gearbox). To date there have been no known in-flight blade separations, though a crack in the primary propeller attachment could lead to such an event.

This type of ground-adjustable propeller is fitted to a number of aircraft in the LAA's fleet including Van's RV-12, Groppo Trail, CZAW SportCruiser, Bristell NG5 Speed Wing, Jabiru J400 (series) and Europa aircraft.

Because the propeller will need to be dismantled to carry out this inspection and reassembled before continued operation, it is necessary for this inspection to be supervised by an LAA inspector who, on completion of the work, will issue a Permit Maintenance Release (PMR) certifying the work.

The manufacturer requires that this inspection be carried out before further flight and then each fifty hours (or annually, whichever comes first).

AIL LAA/MOD/SEN/001 issue 1 can be downloaded from [HERE](#). Sensenich SB2016-06B can be downloaded from [HERE](#). Sensenich document 'Frequently Asked Questions' can be downloaded [HERE](#).

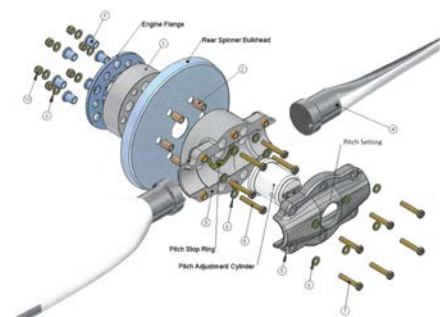


Fig 1. This sketch shows the general arrangement of parts that make up the Sensenich ground adjustable propeller assembly as fitted to a Rotax engine; but note, actual installation instructions differ between engine and airframe types.



Fig 2. This picture shows the front half of the earlier model 2A0 propeller hub (Revision 'D' and earlier). Cracks appear to be originating from the pitch setting marks impressed into the hub; it is essential to remove the hub to inspect as hairline cracks may be difficult to spot.



Fig 3. This picture shows the front half of a later model 2A0 propeller hub (Revision 'E' and later). This model hub (and the three blade equivalent) are not affected by SB2016-06B