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SERVICE BULLETIN SB2016-06A
(Supersedes SB2016-06)

EFFECTIVE DATE: 6-18-2018

SUBJECT: Inspection of adjustable pitch hubs for cracks

AFFECTED PROPELLER HUB MODELS:

- 2A0J5 2 blade aircraft hubs with pitch cylinder for Jabiru or other direct drive engines.
- 2A0R5 2 blade aircraft hubs with pitch cylinder for Rotax or other reduction drive engines.

AFFECTED SERIAL NUMBERS: Revision "0" through D ("0", A, B, C, D).

The revision letter is stamped after the serial number, which is found on the sides of the hub.

Original revision hubs (Rev "0") do not have any letters stamped after the serial number.

- Example – Affected S/N: 1595, 21234**B** (Revisions "0" and B, respectively)

AFFECTED PUBLICATIONS: N/A

REASON: Sensenich has received reports of cracked hub covers on several tractor and pusher installations with Jabiru engines. A single occurrence on a tractor Rotax was reported in June 2018.

- The occurrence, if unattended, could result in the hub cover half cracking completely across.
- To date, there have been no inflight blade separations but the location of crack growth necessitates immediate inspection.

Issued			Revised			Revision
MO	DAY	YEAR	MO	DAY	YEAR	
06	02	2016	06	18	2018	A

COMPLIANCE:

- Inspect hub for cracks before next flight.
- Remove spinner dome (and front bulkhead, if used). Closely inspect the hub cover (clamp half) around the pitch cylinder and on the hub sides. Also examine the sides of the hub mount half. See Figures 1 and 2.
- Notify Sensenich of any crack occurrences and return hub for evaluation.
- Inspect hub for cracks every 50 hours or annually.

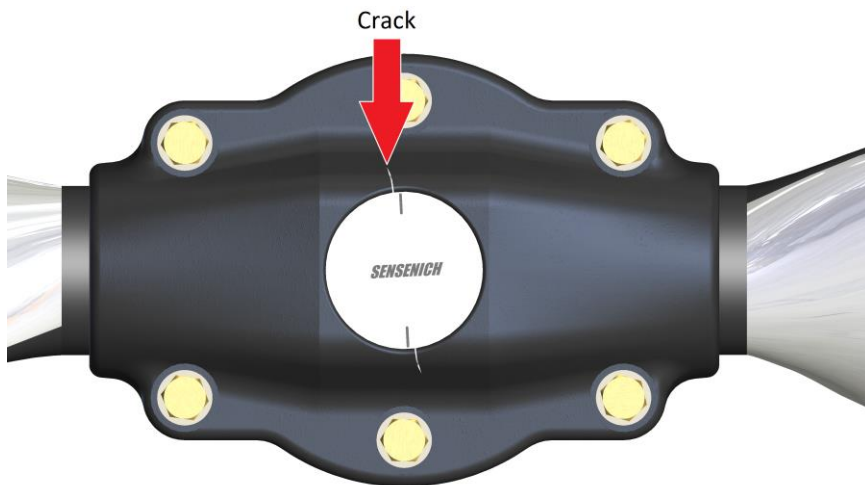


Figure 1. Cracks start near pitch marks and grow outwards.

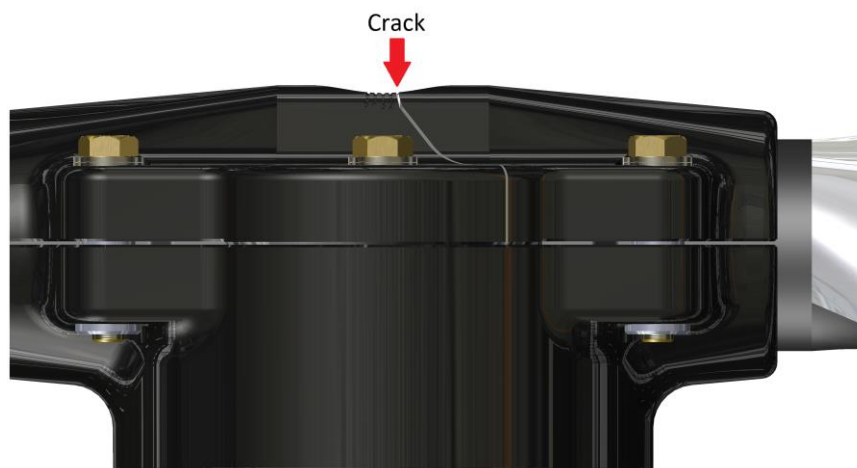


Figure 2. Unattended cracks may progress to edges of hub cover half.

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HUBS NOT AFFECTED: The following is a list of hub models **NOT** affected.

- 2A0J5 and 2A0R5 *revision E or later* (newer hub design with 3 small holes instead of the center white pitch cylinder)
- 2A1R5
- 3A0B7
- 3B0R5
- 2EK, 2EL, 2EM6, 2E0U5
- 2G0M7, 2G0M8

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