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SERVICE BULLETIN SB2016-06B1
(Supersedes SB2016-06B)

EFFECTIVE DATE: 7-18-2018

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.

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06	02	2016	08	12	2024	B1

COMPLIANCE:

- Inspect hub for cracks before next flight.
- Remove spinner dome (and front bulkhead, if used). Loosen hub clamp bolts and remove the hub cover from the propeller assembly.
- The hub cracks typically start at or near the pitch marks on the sides of the central hole, and grow outwards towards the hub sides. They are hairline cracks which are very difficult to see with the naked eye. Refer to Figures 1 & 2 for crack location.
- Using very good lighting and a 10x magnifying glass, inspect the inside of the pitch cylinder hole in the hub cover next to the pitch marks.
- The hub cover must be removed from the propeller assembly for thorough inspection inside the pitch cylinder hole. Inspection of the hub exterior is not adequate.
- Notify Sensenich of any crack occurrences and return affected hub for evaluation.
- Inspect affected hub for cracks every 50 hours or annually, whichever comes first.
- Replacement hub covers with revision “D1” stamped after the serial number are not subject to this service bulletin or the 50 hour recurrent crack inspection.



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

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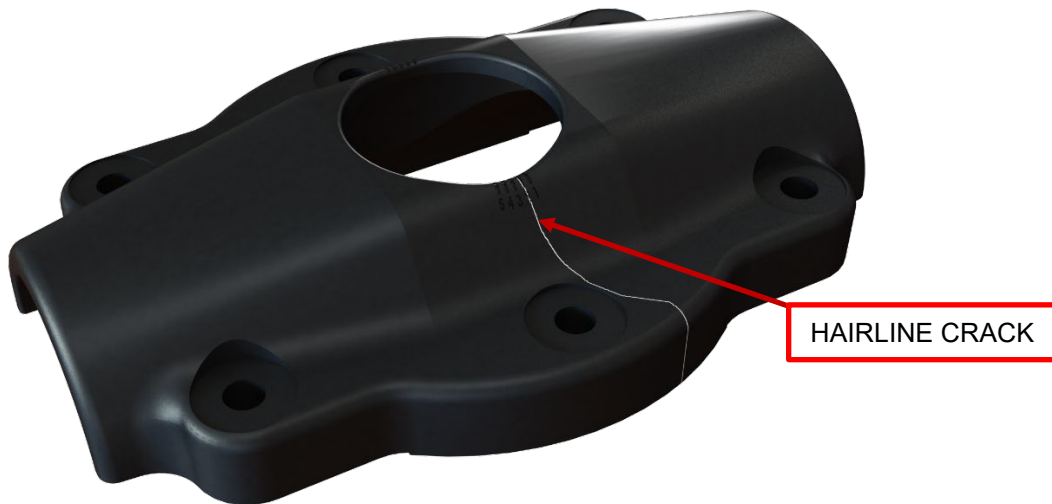


Figure 2. Unattended cracks may progress to edges of hub cover half.

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

- 2A0J5 and 2A0R5 hub cover halves with “D1” stamped after serial number
- 2A0J5 and 2A0R5 *revision E or later* (newer hub design with 3 small holes instead of the center white pitch cylinder)
- 2A1R5
- 2A2V5
- 2ASV5
- 3A0B7
- 3B0R5
- 2EK, 2EL, 2EM6, 2E0U5
- 2G0M7, 2G0M8

NOTE: only change for revision B1 was updated email address.

CONTACT INFORMATION

Notify Sensenich of any crack occurrences or with any questions regarding this service bulletin:

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