

WOODCOMP propellers

CONGRATULATIONS on your purchase of the finest composite propeller made! The WOODCOMP are high performance and long lasting propellers. Please, read these instructions thoroughly so you can get the best use of one of most important part of your airplane.

Constructions:

The propeller blades are a composite sandwich, made of a shell filled with a special new generation micro-porous foam. Both halves of the precision milled aircraft grade aluminum alloy hub strongly constrict blades end make impossible their spontaneous rotation or vibration after bolts are tightened. Propellers past a series of challenging tests which verified the highest level of safety during operation.

Operational limits :

WOODCOMP propellers are designed to be used on engines with reductions drives (except type Direct) such as : Rotax, Hirth, SVS, Subaru, Suzuki, 2 Si, etc. We do not recommend hand propping engines of these types for its inherited danger.

Especially engines with more than 600ccm and reduction higher then 1 : 2.

When operating the prop under extremely aggressive conditions such as frekvent rain, loose gravel or rocks on unimproved runways, it is necessary to protect the leading edge of the prop with a special tape.

Folowing operational limits are effective for these individual prop types :

Max. engine output : 100HP (75kW) – Type Winglet and Klassic

75HP (52kW) - Type Direct and Para

Max.prop.revolutions : Winglet 136 (54''),Klassic 160 (63'')2700RPM

Winglet 165 (65''),Klassic 172 (68'')2600RPM

Direct 136 (54'')3300RPM

WARNING !

Exceeding these operational limits may result in a severe damage of the prop, engine or reduction drive. Damaging the prop may further lead to impairment of its balance and in a critical moment also to deformation of the engine mount.

Prop assembly :

Each propeller was factory assembled from blades with the same weight and center of gravity, than carefully balanced. Make sure, that you insert each blade to the appropriate opening in the center hub, blades and openings are numbered and **MUST NOT** be mixed under any circumstances! Use the supplied M6 bolts without washers (inside 5mm Allan type bit) and lightly tighten the four M6 bolts on each blade root only so much that the blades can still be rotated. Mount the prop on your engine with the supplied M8 bolts (inside 6mm Allan type bit, this time use the supplied washers). Your prop is now ready to have the pitch set.

Setting the pitch :

Before you do that, pull out each blade to it's outer limit-away from the hub as there is an 1/16'' movement range in its lock for expansion. Adjustment is easily achieved by using of a protractor (digital with an alternative zero or ordinary bubble type) placed 5cm (2'') from the

tip of each blade. You can also use wedges and set the pitch on a flat level table before mounting the propeller on engine. At first you can start with 11 – 13 degrees. When finished, tighten the bolts in this sequence : first tighten the M6 in crisscross torque to 10Nm (7.4ft/lb), then M8 torque to 22Nm (16.2ft/lb).

Block the airplane and when the engine is running within the operating temperature, watch the odometer and gradually increase the throttle setting all the way to full setting. The RPM must be 6% less than the maximum engine allowed RPM. beware of not exceeding max prop RPM ! Let the engine cool down and turn off. Adjust blades in 0.5 degrees increments up or down to achieve the appropriate RPM. Plug the center hub opening with the supplied plastic plug. After 10 minutes of running re-tighten bolts and secure at least every other M8 bolt with a safety wire. Nuts can also be used on the underside for additional safety if desired. Before each flight check the propeller hub and each blade for any damage and / or unusual play.

WARNING !

Inaccuracy in the pitch setting results in a impairment of the aerodynamic blade balance.

Preflight inspection :

- Inspect tightening of all bolts – safety wire
- Inspect firm seating of all blades – blades must not show any signs of movement or play in the hub
- Visually inspect any damage on the blades – blades must not show damage due to a direct strike (rock, bolt, etc.) or damage that would show cracks in the surface of the blades due to strike of a stationary propeller while manipulating airplane on field or in the hangar etc.
- Visual inspection of the hub must be without cracks.

If the inspection doesn't bring satisfactory results, stop using the propeller immediately and have the prop inspected or if needed repaired by the manufacturer / importer.

WARNING !

Damaged propeller is more dangerous than damaged engine.

Maintenance – Inspection :

Clean your prop after each use! It will allow you a better visual inspection and will prevent bugs and grass to get baked into the blades (which dramatically decreases performance). Use a regular non – abrasive cleaner or mild soap and a soft cloth or sponge.

For heavily soiled blades use a high quality non – abrasive new car polish.

Recommended throughout inspections :

- 1) After 50 flight hours
- 2) After 150 flight hours
- 3) Then after every 150 hours

WOODCOMP limited 24 month warranty :

Each WOODCOMP propeller is thoroughly inspected and tested before leaving factory. It is warranted to the original purchaser to be free of defects from workmanship and materials for the period of 24 MONTHS from the date of original purchase.

Should any trouble develop during this six months period, return the COMPLETE propeller in original box, freight prepaid, to the sellers address below. If inspection shows the trouble is caused by defective workmanship or material, WOODCOMP company will repair (or at our option, replace with comparable reconditioned model) without charge.

This warranty does not apply where : products has been damaged by accident, unreasonable use, neglect, abuse, misuse or improper service or installation or other causes not arising out of defect

or when alternation have been made to the propeller.

Any implied warranties arising out this sale, including but not limited to the implied warranties of merchantability and fitness for a particular purpose, are limited in duration to the above 6 months period. Distributor / Importer shall not be liable for lose of use of the product or other incidental or consequential costs, expenses or damages incurred by the consumer or any other user. The repaired or replacement product will be under warranty for the remainder of the original warranty period or six months, whichever is longer. Inasmuch as distributor / importer has no opportunity to participate in design, manufacture, installation or maintenance of the product is supplied by it, purchaser by placing his order and accepting said merchandise from distributor / importer, agrees that all materials and product purchased will be used solely at purchaser's risk and that purchaser or any other user will indemnify and hold distributor / importer, its owners and employees, free and harmless from all loss, liability or damage resulting from claim brought by reasons of any alleged failure or defect of any part or parts supplied by distributor / importer.

Propeller type :
Propeller diameter :
Propeller rotation direction : R (CW) L (CCW)
Serial number :
Manufacturing date :
Max. revolutions limit :
Blades serial number : 1) - 1
 2) - 2
 3) - 3
 4) - 4
Hub serial numbers : 1).....
 2).....

Inspection – Producer : Stamp and signature

Airplane type :
Owner / pilot :
Engine used :
Max. engine revolutions :
Reduction ratio :
Propeller blades pitch used :
Notes :