



Propeller Craftmen for over 25 years

## PRE FLIGHT & INSPECTIONS

### Before the first flight

- Run up the engine to check and assure that all is well. Take the engine through the full range of throttle settings etc. Re check bolt / nut torque levels.

### Daily (before the first flight of the day). < *Make sure the ignition is not active.* >

- Check (visually) for any signs of wear, cracks or corrosion in the hub components or blades. Take note of any sharp nicks, cuts or scratches as these are stress points from which further problems may occur. Act on them if required. Replace the LE Tape if damaged.
- Check that all blades are firmly mounted. This is best done by holding 2 blades at the same time whilst pulling the tips towards each other. If any movement is detected – immediately check for a problem and rectify. Also check the overall propeller assembly is firmly attached.
- Check the 2 faces of the hub / grip **MUST** have a gap between them. The hub / grip must be in contact with the blade shank, not each other.

### At the 2<sup>nd</sup> & 10<sup>th</sup> flights

- Check the bolt & nut torque levels. If retightening is needed (rare), check the tip runout.

### Every 75 hours





- Perform all the above checks thoroughly, including the torque levels – and check that alignment tolerance levels have remained the same. If any changes are detected – investigate and correct reasons.

### At 450 hours

- Perform a full strip down and inspection.
- Replace all Nylock nuts.
- The rebuilt prop needs to go through the appropriate inspections from the first flight to 450hrs.

**A maintenance sheet / record should be kept in your aircraft log book.**

If nothing else, at least keep some records below ...

 check, date & initial	Work performed
 check, date & initial	Work performed
 check, date & initial	Work performed
 check, date & initial	Work performed