



Memo

It is becoming more apparent to us that mechanics in the field are checking model numbers against the airframe data sheet before installing propellers. This is a very positive development and Sensenich will continue to encourage it. However, with this practice, there arises an interpretation problem when a propeller shop reduces the diameter of a propeller for repairs and changes the model number accordingly.

For example, The Piper PA-38 Tomahawk allows for a 2 inch diameter reduction. That could be a 72CK-2-56 propeller, but the Piper TC data sheet shows a 72CK-0-56 model propeller, max diameter 72 and min diameter 70. Not the same propeller, some would say.

We would recommend keeping the hub stamping consistent with the airframe and make note of the diameter on the return to service tag.