

SENSENICH PROPELLER MANUFACTURING COMPANY, INC.

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Fixed-Pitch Metal Propellers Instructions For Use And Care

4 September, 1997

Supersedes previous Use a Care Instructions

Service Bulletins and Airworthiness Directives are not affected by these instructions

Your Sensenich propeller has been manufactured under closely controlled conditions to the approved design in accordance with the applicable FAA Regulations. Stamped on the propeller hub face are the Model and Serial Number, the Type Certificate Number, and the Production Certificate Number (Sensenich Corp. PC. No. 1NE).

DO:

1. Have your propeller installed by an A&P mechanic. For convenience, the proper installation bolt torque is shown on the blade decal near the hub. Always have blade track checked after the hub bolts are tightened. **Note:** Every propeller is accurately balanced at the factory. If the propeller-engine combination feels rough in flight, ask your mechanic to remove the propeller, rotate it 180 degrees on the engine crankshaft flange, and re-install. Again check blade track. This provides a means to verify that the crankshaft flange is true.
2. Inspect the blades of your propeller before each flight for nicks, cuts, and stone bruises. Have minor repairs promptly performed by an A&P mechanic. If a crack is discovered, **THE PROPELLER MUST BE IMMEDIATELY REMOVED FROM SERVICE.**
3. Have major repairs performed by an FAA Certificated Propeller Repair Station.
4. Conform to applicable RPM limitations and periodically have your tachometer checked for accuracy.

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5. Frequently wipe the propeller blades clean with an oily rag. This oily wipe will remove corrosive substances, and the oily residue will repel water and corrosives.

6. The recommended flight-time between reconditioning for your Sensenich fixed-pitch metal propeller is **Two Thousand hours PROVIDED IT HAS NOT RECEIVED PRIOR DAMAGE REQUIRING IMMEDIATE ATTENTION.** This accomplishes the removal of fatigued surface metal and the accumulation of small nicks and cuts too numerous to be repaired individually.

DO NOT...

permit installation of a propeller unless it is the model approved under the Aircraft Type Certificate or STC and has been obtained from a reliable source.

Beware of a propeller of unknown service history.

DO NOT...

push or pull on the propeller when moving an aircraft by hand.

DO NOT...

run up your engine/propeller over loose stones or gravel.

DO NOT...

paint over corroded or damaged blades. This hides the defect and may deter needed repair.

DO NOT...

permit repair of blade damage by peening or welding. These practices will lead to early blade failure.

DO NOT...

fly your aircraft under any circumstance before a thorough inspection by qualified personnel if the propeller has been subjected to impact.

DO NOT...

have your propeller straightened except by an FAA Certificated Propeller Repair Station. Even partial straightening of blades for convenience of shipping to a repair station may cause hidden damage which, if not detected, could result in the return to service of a non-airworthy propeller. Report anything of this nature before repair is initiated.

MINOR REPAIR:

Rounding out a shallow nick or cut shall be considered a minor repair provided that the strength, weight, and stiffness of the blade is not materially affected.

MAJOR REPAIR:

Major repairs to aluminum alloy propellers include diameter reduction (when permissible) to repair tip damage, repairs to deep cuts or nicks, and straightening of bent blades.