

DATE: 08 NOV 2012

SUBJECT: REQUIRED OVERHAUL AND MEDUIM REPAIR INTERVALS OF WOODCOMP PROPELLERS

PROPELLER MODEL AFFECTED: KW-20, KW-21, KW-30UL, VAR 2, VAR 3, VAR 2P, SR 116, SR 200, SR 200 J, SR 2000, SR 2000D, SR 2000DN, SR 3000/2, SR 3000/3, SR 3000/2J, SR 3000/3J, SR 3000/2N, SR 3000/3N, VARIA, KLASSIC, WINGLET, EFFIC, PROPULS, SPEEDY, Fixed pitch wooden propellers KR and SR series.

SERIAL NUMBERS AFFECTED: All serial numbers

SERVICE MANUAL AFFECTED:

Users Manuals of the propellers type:

UM-04 ((KW-2(x)), UM-05 (VAR, ser.), UM-08 (KW-30UL), SR 116, SR 200, SR 200 J, SR 2000, SR 2000D, SR 2000DN, SR 3000/2, SR 3000/3, SR 3000/2J, SR 3000/3J, SR 3000/2N, SR 3000/3N, VARIA, KLASSIC, WINGLET, EFFIC, PROPULS, SPEEDY

REASONS:

The propeller is subject to centrifugal and aerodynamic forces throughout the time the aircraft is operated; it is also subject to vibration load, both caused by propeller's own vibration, and vibration induced by the engine. The propeller is primary design element of an aircraft and its failure may cause strong and dangerous vibrations which can in turn damage the aircraft and/or lead to forced landing.

Although each propeller type is thoroughly tested during its design process, both in laboratory and in practical operation - and although its properties and characteristics must always be proven to aviation authorities before issue of the type certificate - it is always necessary to pay due attention to the condition of specific propeller during its operation. Propeller operation is always demanding and sometimes also includes extreme loads, be it caused by pilot input, weather conditions, and combination thereof. For this reason, the propeller always deserves due care and service, defined in its accompanying documentation and instructions issued by its manufacturer. These also define mandatory checks and inspections.

We can say that current flight operations of microlight aircraft are much more demanding than a few years ago - as far as propeller loads are concerned - both due to increasing numbers of flight hours accumulated during calendar year, and also due to increasing speed and agility of the aircraft. Our statistics show that certain propellers made by WOODCOMP are reaching 10 – 15 years of continuous use with 2000 and even more operating hours.

Our findings during service checks show that sometimes, maintenance prescribed by the manufacturer was not always performed during operations. Based on this experience, we think it is necessary to subject all our propellers to rigorous testing including new types of checks during service inspections performed by us; this should discover any problems before they manifest during operation. WOODCOMP has its own testing facility, with certified testing machinery and methodologies, which are capable of determining (with high probability) whether the propeller can be released into subsequent (safe) operation.

Because aviation authorities require us to define and publish the intervals for overhauling the propellers, a Service bulletin is issued to define these intervals. These are defined primarily to facilitate increased safety and satisfaction of users of WOODCOMP propellers.

The intervals defined of this Service bulletin can be changed based on progress of technology and evolving operational experience; the intervals specified in the most current edition of this Service bulletin always apply see www.woodcomp.cz. Any deviations from the requirements of this Service bulletin are subject to authorization by the respective aviation authority.

DETERMINED TIME BETWEEN OVERHAULS (TBO):

PROPELLER TYPE	TIME TO MEDIUM REPAIR		TIME BETWEEN OVERHAULS (TBO)	
	Operating. hours	Calendar months	Operating. hours	Calendar months
FIXED PITCH WOODEN PROPELLERS				
KR, ser., SR, ser.	---	---	3000	120
ON GROUND ADJUSTABLE PROPELLERS				
Effic	500	36	1000	72
Klassic	500	36	1000	72
Propuls	500	36	1000	72
Speedy	500	36	1000	72
Winglet	500	36	1000	72
SR 116	---	---	300	60
SR 200	---	---	300	60
SR 200 J	---	---	150	36
VARIABLE PITCH PROPELLERS				
KW-20, KW-21	700	36	1400	72
KW-30UL*	Maintenance with Medium Repair			
	700	36	1400	72
	Maintenance without Medium Repair			
	---	---	2000	60
SR 2000, SR 2000D	---	---	300	60
SR 2000DN	700	36	1400	72
SR 3000/2, SR 3000/3	---	---	300	60
SR 3000/2J, SR 3000/3J	---	---	150	36
SR 3000/2N, SR 3000/3N	700	36	1400	72
VAR 2, VAR 2P, VAR 3	---	---	500	36
Varia	---	---	150	36

*/Maintenance system is optional. Its change is possible after overhaul only.



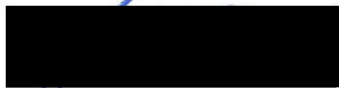
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IMPLEMENTATION INSTRUCTION

1. Defined overhaul intervals (TBO -Time Between Overhauls) and medium repair intervals are based on operating hours and/or calendar months, whichever occurs first. The calendar interval begins with date of first installation on an aircraft after manufacture or overhaul. Once installed on an aircraft, the propeller calendar limit is not interrupted by subsequent removal and/or storage.
2. Operating hours TBO is maximum allowed number of operating hours before next overhaul.
3. Calendar months TBO is maximum allowed number of calendar months before next overhaul.
4. Overhaul or medium repair must be performed as soon as the limit of operating hours and/or calendar months stated.
5. An overhaul or medium repair must be performed according to the respective manual. Overhaul or medium repair of any WOODCOMP propeller may be performed only by manufacturer and/or his authorized service center.
6. Some parts of selected propeller types may have their own service life, i.e. on reaching the defined TSN (Time Since New), such part(s) must be replaced. Parts with limited service life are always changed during overhaul.
7. In case that the manufacturer or his authorized service replaces propeller blades before reaching TBO, all operations stated in the respective Overhaul manual must be performed as well, and both operating TBO and calendar TBO are reset to zero.
8. Propeller must be sent to manufacturer or his authorized service center also in the following cases:
 - The propeller has contacted the ground and/or foreign object;
 - The propeller has been overspeed (see max operating rpm stated in User manual);
 - The propeller has been overtorque (see max driving torque stated in User manual);
 - The propeller has been damaged and the damage cannot be repaired by maintenance operations listed in operating manual;
 - The propeller has no record of operating hours and/or calendar months.

Based on damage found, manufacturer or authorized service center will decide on scope of necessary repairs or propeller decommission.

Manager Accountable Name: Aleš Křemen	Sign: 	Date: 08 JAN 2025
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