



GA300L Propeller

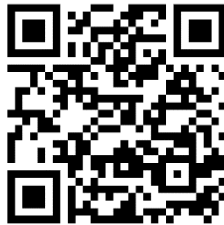
Installation and Operation Instructions

Lycoming Engines (Models: 816)



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CAUTION: EXPERIMENTAL PROPELLER

WhirlWind Propellers are experimental and as such carry additional risk of serious injury, death, and/or significant property damage. The operator acknowledges that these are experimental propellers, that the operator is conducting an experiment by operating the propeller, and agrees to assume all risk in operating the propeller on an experimental aircraft or any other machine. Any and all information in the owner's manual, service letters, and other documentation may not mitigate the aforementioned risks, and may not apply to an operator's specific application.

ATTENTION: Failure to follow these instructions will void all warranties, expressed or implied. Mounting difficulties, vibration, and or failure can result from improper assembly of the propeller blades and hub components.

CAUTION: Rotating propellers are particularly dangerous. Extreme caution must be exercised to prevent severe bodily injury or death.

Contents

Contents

Checklist.....	iii	Continued Airworthiness Requirements	13
Quick Reference Sheet.....	iv	Pitch and Propeller Performance	14
GA300L Propeller Models.....	1	Propeller Performance.....	14
Required Drive Lug Dimensions- Typical Lycoming Engine Flange	3	Standard Pitch/Normal Flying.....	14
Overview & Installation Guidelines	4	Cruise Pitch	14
Guidelines	4	Climb Pitch/High Altitude Operation.....	14
Required Tools.....	5	Pitch Notes and Limitations	14
Torque Instructions and Broom Trick.....	5	Limited Warranty	15
Propeller Installation	6		
Inspections.....	9		
Dynamic Balance Inspection	9		
Tachometer Inspection.....	9		
Pre-Flight Inspection	9		
50-Hour/Annual Inspection	10		
2000-Hour Major Periodic Inspection.....	11		
Suspected Impact	12		
Lightning Strike	12		
Paint Wear On Blade.....	12		
Propeller Removal.....	12		

Checklist

Read through all instructions first, then use this checklist to check off items as you read through a second time and perform the installation.

Checklist

- ☐ Read through this entire instructions manual
- ☐ Ignition off; wheels chocked; parts inventoried; engine flange cleaned (WD-40)
- ☐ Verify drive lug dimensions (page 3)
- ☐ Spinner Back Plate:
 - ☐ Sand lug holes if lugs don't fit through them
- ☐ Aft Hub Half:
 - ☐ Ensure flush fit against mounting surface
 - ☐ Torque mounting bolts with Broom Trick (use Loctite for 816 Hub with flat washers)
- ☐ Blades and Forward Hub Half:
 - ☐ Leading edges should face clockwise from the plane's perspective
 - ☐ Lightly secure hub over blades
 - ☐ Set approximate blade pitch (Table 5) and SLOWLY tighten and torque bolts (clamping bolts may have different torque value than mounting bolts!)
 - ☐ Re-check blade angles (should be within about 0.3° of each other)
- ☐ Check static RPM (page 8) and adjust pitch as necessary. Lock washers click loudly when loosened and can be reused up to 6 times
- ☐ Run engine for 5 min.. at 50% RPM and re-check all mounting and clamping bolt torques
- ☐ Install Spinner Dome with #8 screws
- ☐ 5 Hr Inspection
- ☐ Dynamically balance propeller
- ☐ Follow all inspections (page 9)

Quick Reference

Overall Installation Procedure

- Install Propeller (Do not install spinner dome yet)
- Perform Static RPM Check
- Re-Pitch Propeller as necessary (100 RPM/1°)
- Run 50% of Max RPM for 5 min.
- Check Bolt Torques
- Install Spinner Dome
- Fly aircraft and note max rpm in level flight, wide open throttle (DO NOT EXCEED MAX ENGINE RPM!).
- Re-Pitch Propeller as necessary (see Pitch and Propeller Performance).
- Perform all inspections and recommended dynamic balancing

Hub	Bolt Type	Size	Socket
816	Clamping	7/16"	5/8"-6pt
	Mounting	1/2"	3/4"-12pt

Torque Values	
7/16" Bolts	480 in-lbs
1/2" Bolts	600 in-lbs

! To torque bolts, tighten in the following increments: 50%, 75%, then Full Torque.

Inspection Intervals	Inspection Type
Any Pitch Change	Check Bolt Torque
First 5 Hours	
Every 25 Hours	
Every 50 Hours	50 Hr Per Page 10
Repeat intervals every 25 and 50 Hrs until 2000 hours is reached and a major periodic inspection is necessary	

Broom Trick: Temporarily install forward hub's mounting bolts and place a broom stick between them while you torque desired mounting bolts.



Propeller	Example Aircraft	Engine	Blade Pitch	Static RPM
STOL 78"	CUB	Lycoming IO-370	15°	2300 to 2450
STOL 82"	CUB	Lycoming IO-540	17.5°	

! **NOTE:** Blade pitch angles will typically need to be adjusted until the target static RPM is achieved. See **Pitch and Propeller Performance** on page 14 for more info on selecting pitch.

GA300L Propeller

These instructions apply to the following propellers:

Propeller	Hub Models	Diameters	Weight (lb)
GA300L STOL	816	76"-78"	28.4

Table 1

GA300L Packing List (with 12" Spinner-Optional)

Item	Description	Qty
1	Spinner Dome	1
2	Fwd Hub Mounting Bolt (5.5" Lg)*	3
3	Fwd Hub Wedge Lock Washers*	3
4	Clamping Bolts 7/16" x 2.25" (GRADE 9)	6
5	Clamping Wedge Lock Washers 7/16"	6
6	Forward Hub Half	1

Item	Description	Qty
7	Aft Hub Mounting Bolts (1.5" Lg)*	3
8	AN960-816 Flat Washer	3
9	Aft Hub Half	1
10	Spinner Backing Plate	1

*1/2" Hardware

Table 2

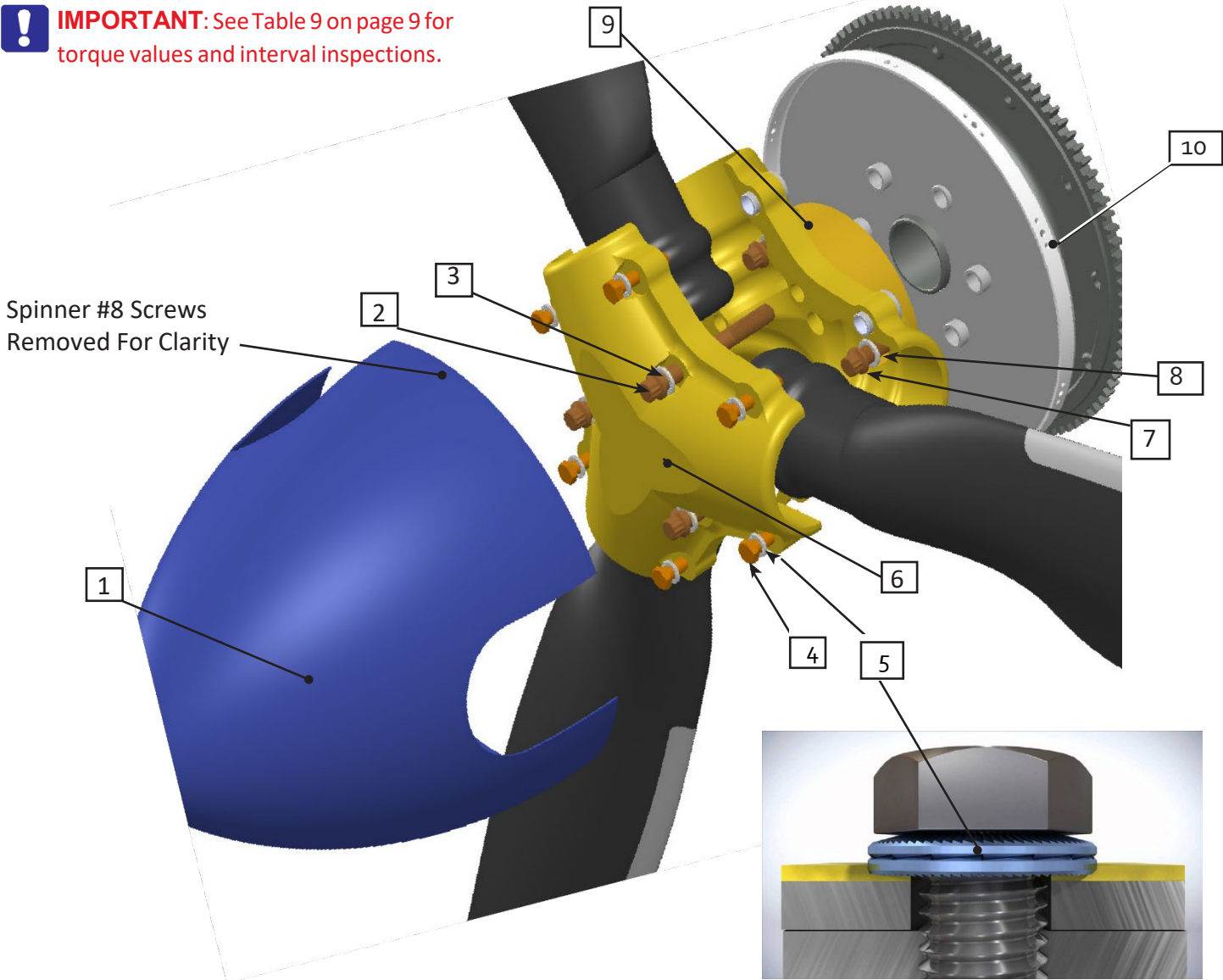


Figure 1- Assembly Drawing with 12" Spinner

Required Drive Lug Dimensions- Typical Lycoming Engine

DRIVE LUGS MUST EXTEND A MINIMUM OF 0.275" BUT NOT MORE THAN 0.375" FROM THE MOUNTING SURFACE.

Note: These dimensions do not include the thickness of the spinner backing plate.



NOTE: If using any other prop extension verify drive lug dimensions.

At Least 4-6 DRIVE LUGS PROTRUDE 0.275" - 0.375"

IMPORTANT: MEASURE THE COUNTER-BORE DEPTH OF YOUR HUB. IT SHOULD BE 0.400" DEEP WHERE THE PROTRUDING LUGS WILL NEST. OTHERWISE CONTACT THE MANUFACTURER; YOU MAY HAVE AN OLDER VERSION OF THE HUB WITH DIFFERENT LUG REQUIREMENTS.

***GA300L HUB - MOUNTING BOLT MINIMUM
THREAD ENGAGEMENT IS 0.600" INTO
THREADS OF DRIVE LUG***

NOTE: THE BOLT MIGHT NOT EXTEND COMPLETELY THROUGH THE DRIVE LUG

NOTE: TAKE CARE THAT THE MOUNTING BOLTS DO NOT SHANK OUT IN THE DRIVE LUG

Overview & Installation

Overview

The GA300L propeller by WhirlWind Propellers Corp is a composite ground-adjustable propeller system. Each GA300L propeller is proudly made in USA.

Composite Blades

The composite blades of the GA300L are manufactured from advanced proprietary thermoset epoxy/graphite composite matrix. This advanced composite structure ensures high-strength and blade accuracy in all flight environments. The blades are finished with a high quality gloss finish and are equipped with an electroformed Nickel leading-edge shield.

Electro-formed Nickel Leading Edge Shield

Each GA300L blade is equipped with an electro-formed Nickel leading edge shield for abrasion and wear protection. The shield is made to the exact shape of the blade and offers unsurpassed durability.

Aluminum Hub

The GA300L hub is CNC machined from Aerospace Aluminum.



WARNING! Exceeding the noted RPM limitation for an extended period of time may lead to **CATASTROPHIC FAILURE.**

Guidelines

Read and follow these guidelines to ensure a safe, successful propeller installation.

CAUTION: Failure to follow these instructions will void all warranties, expressed or implied and may cause mounting difficulties. Improper assembly of the propeller blades and hub parts will lead to vibration issues, bodily injury, or death.

1. Verify the magneto (ignition) switch is "OFF" and that both magnetos are grounded.
2. Chock the aircraft wheels to prevent movement.
3. Clean all dirt and oil residue from the engine flange.



NOTE: WD-40 (or equivalent) is recommended to clean the prop flange before installation.

4. Always use a calibrated torque wrench when tightening mounting or clamping bolts, and torque to the listed value for your propeller.
5. Take inventory of hardware and tools. Ensure that you have the correct number of pieces with the appropriate sizes and lengths.
6. Slide washers onto their corresponding bolts so they are ready for installation.
7. Never modify the propeller hub.

Required Tools

You will need the following tools to assemble your propeller:

- a. 12pt Sockets and Ratchet (see Table 3)
- b. Calibrated Torque Wrench
- c. Digital Protractor
- d. Loctite 242 or 262
- e. WD-40
- f. Sand Paper
- g. Mallet
- h. Broomstick or Piece of Wood

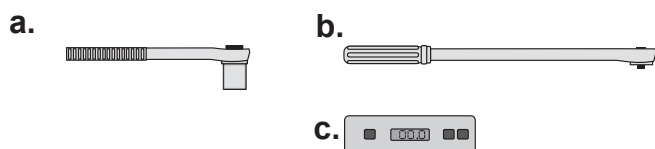


Figure 6- GA300L Required Tools

Hub	Bolt Type	Size	Socket
816	Clamping	7/16"	5/8"-6pt
	Mounting	1/2"	3/4"-12pt

Table 3

Torque Instructions and Broom Trick

Torque Values	
7/16" Bolts	480 in-lbs
1/2" Bolts	600 in-lbs

Table 4

! To torque bolts, tighten in the following increments: 50%, 75%, then Full Torque.

Broom Trick: Temporarily install forward hub's mounting bolts and place a broom stick between them (Figure 7) while you torque desired mounting bolts per Table 4.

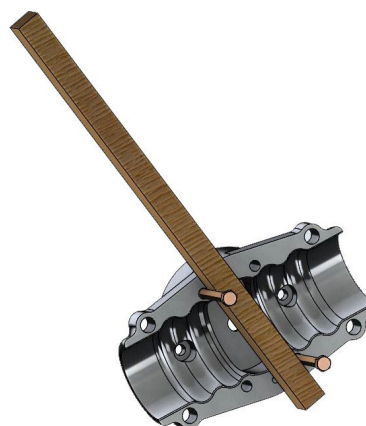



Figure 7- Counter Torque Diagram

Installation

Propeller Installation

- 1 Use sandpaper to bore the holes wider if needed to fit over protruding drive lugs. Ensure the protruding drive lugs stand out at least 0.275" beyond the spinner back-plate.

- 2 Aft Hub: Place the GA300L aft hub-half on the engine flange. Make sure the hub is flush with the engine flange or spinner back-plate.


 **Note:** Bolt breakage **WILL** occur if there is a gap between the propeller hub, and the engine flange.

- 3 Install the three short mounting bolts with flat washers and Loctite 242/262. Then torque using the Broom Trick.


- 4 Forward Hub Half and Blades:

Tip: This should be done with two people.


1. Place the GA300L blades, hub hardware (put washers on bolts) and tools within arm's reach of the mounted aft hub.
2. One person should have a blade and the forward hub while the other person has the remaining two blades.

 **NOTE:** Leading edges should be facing clockwise from plane's perspective.


3. Insert all three blades and press forward hub firmly over them while you install the bolts. Do not torque yet. NOTE: Loctite will not be needed wherever you use lock washers.


 **CAUTION:** Make sure there is an even gap around the two hub halves. The blades should be secure but easily rotated.


5 Setting Blade Pitch Angle

 **NOTE:** If the Clamping Bolts have already been torqued, loosen the bolts so the blades can rotate smoothly in the hub. The wedge-lock washers will click loudly when loosened.

1. Rotate the propeller so that the left blade is parallel with the ground.
2. Zero your digital protractor on an exposed flat portion of the forward hub-half (or spinnerback plate).
3. Slide the pitch paddle and protractor on the **left** blade as shown in Figure 8. Make sure the pitch paddle is parallel with the blade's cord-line and rotate the blade to the suggest starting pitch angle in Table 5.

 **NOTE:** The pitch paddle is not meant to be perfectly accurate; it is meant to be precise. The important thing is that you can get the same repeated angle measurement even though if you wanted to, you could hold it slightly different to change it half a degree.

 **NOTE:** Blade pitch angles will typically need to be adjusted until the target static RPM is achieved. **See Pitch and Propeller Performance** on page 14 for more info on selecting pitch.

 **NOTE:** Certain aircraft manufacturers limit the total pitch range to comply with aircraft design regulations.

4. Rotate the GA300L propeller and repeat Steps 1-4 for the other blades.

Installation

Propeller	Example Aircraft	Engine	Blade Pitch	Static RPM
STOL 78"	CUB	IO-370	15°	2300 to 2450
STOL 82"	CUB	IO-540	17.5°	

Table 5

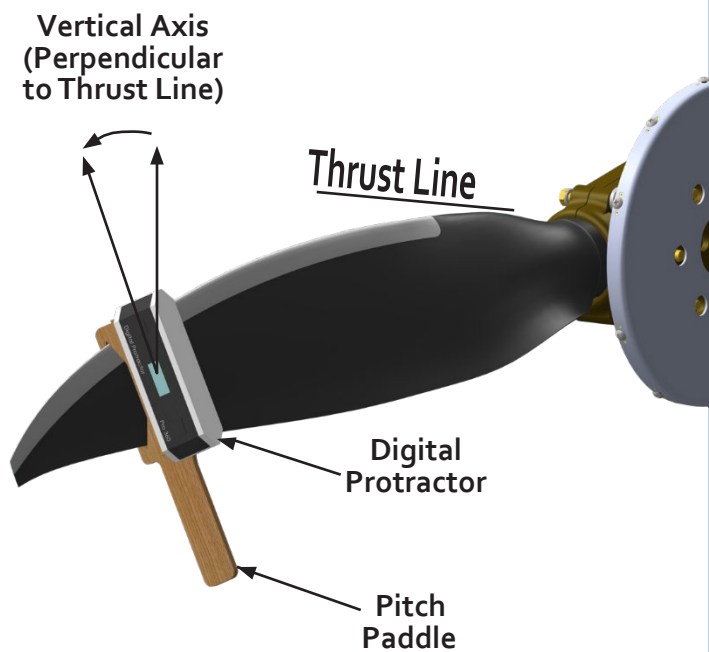


Figure 8- GA300L Pitch Paddle Diagram

5. After the blade pitch angles have been set on all blades within 0.3° of each other, torque bolts with a calibrated torque wrench to the appropriate value (Table 4).

Tighten each bolt 1/8 to 1/4 turn at a time. Checking blade angles after each of the following increments: 50%, 75% and full torque.

NOTE: It is important to maintain an even gap around the hub-half to prevent a change in pitch angle.

NOTE: After all mounting and clamping bolts have been properly tightened, check the blade angles again to make sure they have not changed.


IMPORTANT: After first installation run the propeller for 5 min. at 50% RPM. Then check all mounting and clamping bolt torque values with Table 4.

IMPORTANT: After the first 5 hours of operation, or any blade angle (pitch) change, re-check all hub mounting bolt and blade clamping bolt torque values from Table 4.

- 6 Recommended you skip to Verify Static RPM step before installing spinner.
1. Install the Spinner Dome over the back plate using #8 screws.

Verifying Static

Before operation, **Verify Static RPM**


 **WARNING:** Exceeding a Limitation for an extended period of time may lead to a **CATASTROPHIC FAILURE, BODILY INJURY OR DEATH.**

Inspection Intervals	Inspection Type
Any Pitch Change	Check Bolt Torque
First 5 Hours	
Every 25 Hours	
Every 50 Hours	50 Hr Per Page 10
Repeat intervals every 25 and 50 Hrs until 2000 hours is reached and a major periodic inspection is necessary	

Table 6

Torque Values	
7/16" Bolts	480 in-lbs
1/2" Bolts	580-600 in-lbs

Table 7

 **NOTE:** Have your tachometer calibrated by a professional before performing this next operation.


1. With the brakes on, run the engine at full throttle and note the static RPM on the tachometer.

The Static RPM for a STOL propeller should be between 2300-2450 RPM.


If your measured RPM does not fall within the appropriate range, use the following guide lines to re-pitch the blades.

- Typically 1 degree of pitch changes the static engine RPM by about 100 RPM

- If the static RPM is too low, decrease the blade pitch angle to increase RPM.
- If the static RPM is too high, increase the blade pitch angle to reduce RPM.

 **WARNING: NEVER EXCEED THE MAXIMUM RPM RATING FOR YOUR ENGINE.** If you are not seeing your correct static RPM, be certain the tachometer was properly calibrated and verify blade pitch angles.

2. After the desired static RPM is achieved, re-check all bolt torque values. The ideal pitch setting will allow the propeller to reach (without exceeding) maximum RPM at full throttle in level flight.

 **WARNING:** Do not operate your propeller above the recommended propeller RPM. If your propeller has been subjected to an overspeed condition of 10% over the maximum propeller RPM (example $2700 \times 1.1 = 2970$) for more than 2 minutes, you must land and perform a 100 hour inspection. **After a suspected impact or an overspeed condition of 20% or higher, the propeller must be removed from service and returned to the manufacturer for inspection.**

 **IMPORTANT:** After first installation run the propeller for 5 min. at 50% RPM. Then check all mounting and clamping bolt torque values with Table 4.

Inspection

Dynamic Balance Inspection

Any time an engine is paired with a different propeller or different propeller orientation relative to the flywheel (such as switching left and right blades) it should be dynamically balanced. It is not necessary to balance the propeller after re-pitching as long as blade angles are within 0.3° of each other.

Tachometer Inspection

An improperly operating tachometer can lead to propeller failure, excessive vibration or cause an engine to exceed maximum RPM limits established by manufacturers.

Proper tachometer operation and accuracy should always be checked (using the manufacturer's procedure, if available) during normal maintenance intervals.

Inspection Intervals	Inspection Type
Any Pitch Change	Check Bolt Torque
First 5 Hours	
Every 25 Hours	
Every 50 Hours	50 Hr Per Page 10
Repeat intervals every 25 and 50 Hrs until 2000 hours is reached and a major periodic inspection is necessary	

Table 8

Torque Values	
7/16" Bolts	480 in-lbs
1/2" Bolts	580-600 in-lbs

Table 9

Pre-Flight Inspection

Perform this inspection before every flight.

! IMPORTANT: After first installation run the propeller for 5 min. at 50% RPM. Then check all mounting and clamping bolt torque values with Table 9 below.

! IMPORTANT: After the first 5 hours of operation, or any blade angle (pitch) change, re-check all hub mounting bolt and blade clamping bolt torque values from Table 9 below.

Before each flight, carefully examine the propeller blades and hub for looseness, any signs of damage, excessive wear or any other condition that would make the propeller unsafe to operate.

The pre-flight walk-around is an important element of the process of airworthiness maintenance. It should not be merely a superficial look, but a studied review of the condition of everything that might give trouble during the forthcoming flight.

1. Carefully examine the propeller assembly for looseness, any signs of damage, excessive wear or any other condition that would make the propeller unsafe to operate.
2. Check the leading edge of blades for cracks and debonding.
3. Check the spinner and bulkhead for security, missing screws, damage and cracks. Cracks typically originate from the attachment screws.
4. Check for looseness of the bulkhead. This could be an indication that the mounting bolts are loose and need to be retightened. **After every 25 hours of operation all bolt torques must be checked.**
5. Note any indications in the logbook for future reference to determine whether an acceptable condition is getting worse.

Inspection

50-Hour/Annual Inspection

In addition to the recommendations for the Pre-Flight Inspection, the propeller and spinner should be visually examined in detail after every 50 hours or 12 calendar months. This will require the removal of the spinner for a detailed examination.

50-Hour or 12 calendar months inspection:

1. Remove Spinner Dome and examine it for damage, and cracks. If necessary, replace the Spinner Dome.
2. Remove Clamping Bolts and dimensionally check against one another. Any bolts that exhibit stretching, corrosion or damage are to be replaced.
3. Remove the Forward Hub-Half and set aside.
4. Remove each blade and inspect blade shanks for any wear (keeping track of which blade goes where can prevent you needing to rebalance the prop). A thorough visual inspection is recommended together with a coin tap inspection of each composite blade, including the nickel erosion shield on the leading edge (see AC 43-5).
 - No dents in the metal erosion shield should be deeper than 1/8".
 - No dents should puncture the metal erosion shield.
 - No excessive wear on the leading edge. (If further inspection is required, return the blades to the factory or an approved propeller shop for further examination.)
5. Conditions requiring blade replacement:
 - Any hole in hollow blade shell (doesn't apply if a replacement metal erosion shield will cover hole).
 - Any crack deeper than .025".
 - Any solid tip damage that can't be trimmed off completely
6. Remove Mounting Bolts and dimensionally check against one another. Any bolts that exhibit stretching, corrosion or damage such as cracks or nicks are to be replaced.
7. Remove the Hub Mount Half. Inspect both hub-halves for corrosion.
8. Remove the rear spinner bulkhead and examine for missing fasteners, damage, and cracks. If damaged, replace the spinner bulkhead.
9. It is recommended to replace the Hub hardware during the 12 month condition inspection. The special wedge-lock washers should also be replaced.
10. Reinstall the assembly per the above installation instructions.

Inspection

2000-Hour Major Periodic Inspection Must be accomplished by an A&P or IA.

1. Remove Spinner Dome and examine it for damage, and cracks. If necessary, replace the Spinner Dome.
2. Remove Clamping Bolts and washers and retire both sets from service.
3. Remove the Hub Clamp Half and set aside.
4. Remove Mounting Bolts and washers and retire both sets from service.
5. Remove the Hub Mount Half .
6. Remove the rear spinner bulkhead and examine for missing fasteners, damage, and cracks. If damaged, replace the spinner bulkhead.
7. Send both hub halves and both blades to an **Approved Propeller Repair Center** for the remaining 2000 hour inspection.



NOTE: These blades do not have life limitation. There is no specified overhaul time. The propeller parts are removed from service when they can no longer meet the Continued Airworthiness Requirements.

Propeller Removal

1. Before working on the propeller disconnect the battery and make sure the ignition switch is turned off.
2. Perform installation procedure as illustrated on page 2 in reverse order of operation.

Inspection

Suspected Impact

Propellers that have been involved in a known or suspected static or rotating impact with relatively solid objects (e.g., ground, maintenance stands, runway lights, birds, etc.) or relatively yielding objects (e.g., snow banks, puddles of water, heavy accumulation of slush, etc.) should be inspected for damage before further flight.

If the inspection reveals one or more of the following listed indications, the propeller should be removed and sent to WhirlWind Propellers for evaluation.

- A blade that tracks out of limits or out of edge alignment.
- Loose blades in the hub.
- Any diameter reduction (tip damage).
- Visible major damage to the hub that cannot meet the Minor Hub Repairs criteria.
- Visible major damage to a blade that cannot meet the Minor Blade Repairs criteria.
- Operating changes, such as vibration or abnormal RPM.

! **IMPORTANT:** After any propeller strike the bolts should be replaced.

Lightning Strike

Any WhirlWind composite blade suspected of lightning strike should be inspected and may require repair or replacement.

Lightning strikes usually enter a composite blade through the metal erosion shield. If a lightning strike is present, a darkened area and possible pitting, usually in the proximity of the tip, will be noticeable.

If a lightning strike is suspected or detected, consider the blade unairworthy. Return the blade to the factory or an approved propeller repair center for further examination.

Normal Wear and Tear

The following picture shows various size paint chips on the aft (high pressure) side of a propeller blade. This is normal wear and tear, no action is needed, and there are no delaminations here. For aesthetics, you can use primer to fill chips, sand flush with a sanding block, and touch up with paint. Another option is to paint over with a clear coat.

Wear is inevitable on the metal erosion shield. The wear rate depends on several factors, including high operating RPM's in rain or sandy areas, FOD on taxiways and runways, etc.



Continued Airworthiness

The following recommendations will help you operate your propeller safely, keep it looking good and help it to last.



NOTE: There is no specified overhaul time. The propeller parts are removed from service when they can no longer meet the Continued Airworthiness Requirements.

- Never install a propeller unless it is a model approved for the aircraft/engine. The service history must be properly documented, and the propeller must pass a pre-installation inspection.
- A thorough visual inspection should catch a dangerous flight condition. Use touch and hearing as well as visual clues. Changes in surface roughness, unusual free play, and odd sounds indicate conditions that may affect airworthiness. Feel for roughness and look for texture changes, waviness, and changes in reflection that may signal the removal of protective coatings. Some areas may require the use of a 10x magnifying glass to identify small features or find cracking.
- The pre-flight walk-around is very important, and should be a studied review of any condition that might give trouble during flight. Refer to the **Pre-Flight Inspection** section for details.
- Do not paint over areas of corrosion on hub parts.
- Do not operate any aircraft after a propeller has been subjected to an impact without a thorough inspection. Refer to the **Inspection After Suspected Impact** section for details.

- Do not use the propeller as a tow-bar to move your aircraft.
- Apply a good quality automotive paste wax to the blades at least once a year.
- Avoid running-up in areas containing loose stones, sand, and gravel, to reduce erosion and/or damage to the leading edges and blades.
- Finish loss off the leading edge is a normal wear item and is dependent on the amount of operation in rain and grit.
- Whenever there is evidence of engine roughness, check bolt torque on both the clamping and mounting bolts, and check the propeller blades for track. The blades should track within 1/8" of each other at the tip. Rotating the propeller and reinstalling may help.
- If the bolts are inadvertently over-torqued, they should be replaced immediately.
- If your propeller blade(s) or hub assemblies begin to show any of the following conditions, it must be repaired by an approved propeller shop or retired from service:
 - a. Cracks in the metal hub or bolts,
 - b. Loose metal leading edge,
 - c. Any crack across the blade,
 - d. Any crack along the blade length,
 - e. Blade impact damage with missing composite material larger than 0.5 square inches and/or deeper than 0.025"
 - f. Obvious damage or wear beyond economical repair.

PROPELLER PERFORMANCE

In selecting a propeller, keep in mind that both aircraft and engines of the same model may vary in performance, and that operators may want different performance characteristics. For instance, one person may require a high climb rate while another seeks maximum cruising efficiency.

STANDARD PITCH / NORMAL FLYING

For normal or cross country flying, a propeller that turns up to maximum continuous engine RPM at full throttle level flight will give best all-around performance. To achieve this configuration, aim for the lowest static RPM within the recommended range.

CRUISE PITCH

A cruise propeller will turn 150 to 250 static RPM less than a standard pitch propeller. While cruise pitches will provide 4-6 mph higher airspeeds at low-altitude cruise power RPM's, maximum level flight speeds are no better than climb or standard pitches, and the take-off and climb performance will noticeably suffer. Additionally, at higher altitude the cruise-power RPM increases to max engine RPM anyway, so the standard pitch configuration then becomes a better cruise pitch configuration for altitudes above about 8,000'.

CLIMB PITCH / HIGH ALTITUDE OPERATION

For improved take-off and climb performance, use a climb pitch that will turn 100 to 200 static RPM more than a standard pitch propeller (Refer to your particular aircraft operating manual for propeller limitations). Climb pitches will typically reduce flight speeds by 4-6 mph at cruise power RPM's. A climb pitch is also recommended for aircraft operating from high density altitude runways. To achieve this configuration, aim for the highest static RPM within the recommended range. Be careful not to exceed max engine RPM when flying a climb pitch configuration.

PITCH NOTES AND LIMITATIONS

The faster the airplane, the higher the pitch setting that will be required to keep the engine from overspeeding at Wide Open Throttle (WOT). While the propeller may be structurally operated at any pitch setting from +14° through +26°, the take off RPM at WOT must meet the aircraft manufacturer's recommended limits to ensure safe flight. The propeller RPM should never exceed the engine manufacturers recommended maximum RPM.



NOTE: Certain aircraft manufacturers limit the available propeller pitch range to comply with aircraft design regulations.

Limited Warranty

We hope you enjoy your new composite propeller. We have worked hard to ensure that your propeller will meet or exceed your expectations for years to come. We offer a one year limited warranty on any defect in materials and workmanship.

In the event a unit does not conform to this express warranty, WhirlWind Propellers Corporation will repair or replace the defective material at its place of business in Piqua, OH, USA. WhirlWind Propellers Corporation will decide which remedy, repair, or replacement it will provide. Any replacement of a unit or a part of a unit during the warranty period will not extend the warranty beyond the original duration. The remedy of repair or replacement is exclusive and does not include the cost of shipping, removal, or installation, all of which are the customer's responsibility.

Procedure For Obtaining Warranty Service

Units or parts that are defective must be shipped prepaid to WhirlWind Propellers Corporation at the address listed below:

WhirlWind Propellers
One Propeller Place
Piqua, OH 45356

The unit must be accompanied by a copy of the original (Distributor or Dealer) invoice, a Return Authorization Number (which can be obtained by phoning or emailing techsupport@whirlwindpropellers.com), and a brief description of the defect.

Conditions, Exclusions, and Disclaimers

This limited warranty applies only to units that have been installed, used, and maintained properly in strict accordance with our specifications, instructions, and recommendations. It does not cover units that show abuse, alterations, improper installation, improper maintenance or repair, or improper packaging for shipment; and it does not pertain to damage due to object strike, or excessive blade wear due to operation. Overspeed of any kind or use on or with engines or equipment not approved by WhirlWind Propellers Corporation automatically voids this warranty. This limited warranty is the only warranty provided with respect to covered units, and THERE ARE NO OTHER WARRANTIES, REPRESENTATIONS, CONDITIONS OR GUARANTEES, EXPRESS OR IMPLIED, WITH RESPECT TO THE COVERED UNITS OR THE MANUFACTURE THEREOF, INCLUDING, WITHOUT LIMITATION, ANY IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE.

Repair or replacement of a nonconforming unit or part is the exclusive remedy for breach of this limited warranty, and shall constitute fulfillment of all liabilities of WhirlWind Propellers to a customer or user, whether based on contract, negligence or otherwise. IN NO EVENT SHALL WHIRLWIND PROPELLERS CORPORATION BE LIABLE FOR ANY OTHER EXPENSES, CLAIMS OR DAMAGES OF ANY KIND HOWSOEVER CAUSED, INCLUDING (WITHOUT LIMITATION) ANY OTHER PRODUCT REPLACEMENT OR INSTALLATION COSTS AND/OR ANY DIRECT, INDIRECT, CONSEQUENTIAL, INCIDENTAL OR SPECIAL DAMAGES.

The purchaser of the covered units has read, understood and, by purchasing the units, agrees to be bound by the above terms and conditions. Some states do not allow the exclusion of incidental or consequential damages, so the above limitations may not apply to you. This warranty gives you specific legal rights and you may also have other rights which vary from state to state.

WhirlWind Propellers Corporation

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