



***Airmaster Propellers Ltd***

***Variable Pitch Constant Speed Propellers for Light Aircraft***

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## **PROPELLER LOGBOOK**

## **INSTRUCTIONS FOR USE**

Entries should be made in this logbook whenever work is carried out on the propeller. This will include the following occasions:

- Whenever periodic inspection or maintenance is carried out on the propeller in accordance with the instructions contained within the Owner's Manual.
- Whenever a defect in the propeller is discovered and subsequent repair carried out.
- Whenever the propeller is modified.
- Whenever work is carried out on the propeller as a result of a Service Bulletin issued by the Manufacturer.
- Whenever work is carried out on the propeller as a result of an Airworthiness Directive issued by an Airworthiness Authority.

Entries should be made in ink or equivalent permanent fashion.

No entries should be erased from the logbook.

The logbook should be maintained in such a manner that it provides an accurate chronological history of the propeller.

The data in the Installation Record should be transferred to each new page, to enable propeller time since new to be calculated.

If the propeller is transferred to another aircraft or engine, a new page in the logbook should be started and the new installation data entered in the Installation Record.

Calculation of the Propeller Time Since New may be performed with the following calculation:

$$\text{Propeller Time Since New} = \text{Propeller Time Since New at Installation} + (\text{Engine Tacho Time} - \text{Engine Tacho Time at Installation})$$

In the Unserviceability Log of the Service Record enter details of the occasion requiring maintenance; including all defects, incidents causing damage, required inspections, required maintenance actions, service bulletins, airworthiness directives, modifications etc.

In the corresponding line in the Serviceability Log of the Maintenance Record enter details of the maintenance activities carried out to release the propeller to service. If components are replaced, include details of the component, including serial numbers if appropriate.

# KEY POINT SUMMARY OF OPERATOR'S MANUAL

The propeller operator's manual includes all the required information for correct installation, set-up, operation and maintenance of the propeller. The manual should be referred to whenever required. Failure to do so may result in poor propeller performance, unsafe propeller operation, and may also result in the warranty on the propeller becoming void.

Requirements and instructions for the following key points are detailed in the operator's manual:

- Operate the propeller within its design specifications.
- Install propeller and controller correctly, in accordance with installation instructions.
- Account for aircraft weight and balance change due to addition of propeller.
- Ensure that the propeller passes the required functional check before first flight.
- Have propeller dynamically balanced.
- Set initial settings of the propeller's adjustable pitch stops correctly by conducting ground static testing.
- Verify the propeller's adjustable pitch stop settings by conducted safety of flight tests before unrestricted flight.
- Read operator's manual and understand operation of the controller before flight.
- Include propeller in aircraft pre-flight inspection.
- Check propeller function before take-off. Consider adding checks to aircraft checklist.
- Operate propeller correctly in accordance with instructions. Consider adding instructions to aircraft flight manual.
- Inspect and lubricate propeller at 25hours, 50 hours, 100hours and then every 100hours.
- **In an emergency with the propeller system:**
  - **Select manual over-ride and operate the propeller manually if possible.**
  - **Determine whether continued safe flight is possible.**
  - **Continue flight with caution.**

## LEADING PARTICULARS

**Manufacturer:** Airmaster Propellers Ltd

**Model of Propeller:** \_\_\_\_\_

**Propeller Serial Number:** \_\_\_\_\_

**Date of Manufacture:** \_\_\_\_\_

**Number of Blades:** \_\_\_\_\_

**Propeller Diameter:** \_\_\_\_\_

**Direction of Rotation:** \_\_\_\_\_

**Direction of Thrust:** \_\_\_\_\_

**Pitch Control Configuration:** \_\_\_\_\_

**Propeller Extension:** \_\_\_\_\_

**Fit Propeller Flange:** \_\_\_\_\_

**Blade Type:** \_\_\_\_\_

**Blade Serial Numbers:** 1: \_\_\_\_\_

2: \_\_\_\_\_

3: \_\_\_\_\_

**Basic (Fixed Mechanical Stop) Pitch Settings:** Low (fine/reverse): \_\_\_\_\_

High (coarse/feath.): \_\_\_\_\_

**Spinner Diameter:** \_\_\_\_\_

## LEADING PARTICULARS (CONTROLLER)

**Manufacturer:** Airmaster Propellers Ltd

**Model of Controller:** \_\_\_\_\_

**Controller Serial Number:** \_\_\_\_\_

**Date of Manufacture:** \_\_\_\_\_

**Pitch Control Configuration:** \_\_\_\_\_

**Set-Up for Engine Type:** \_\_\_\_\_

**Controller Software Revision:** \_\_\_\_\_

<b>Programmed Controller Speed Settings (engine speed (rpm))</b>				
(Program Date:)	/	/	/	/
<b>Take-Off Pre-Set Speed</b>				
<b>Climb Pre-Set Speed</b>				
<b>Cruise Pre-Set Speed</b>				
<b>Maximum Hold Speed</b>				
<b>Minimum Hold Speed</b>				

Note: Authorise any change to programmed controller speed settings by making an entry in the propeller logbook that details the re-programming action.





# NOTES