

### **Propeller inspections on gyroplanes with Rotax 915 and Rotax 916 engines**

This Service Bulletin is issued in line with the procedures subject to EASA AP250 Authorization.

Compliance Category	<b>MANDATORY</b>	- failure to comply result in a significant reduction of flight safety, injury or death
	<b>RECOMMENDED</b>	- failure to comply may result in reduced safety margin, injury and/or equipment damage
	<b>OPTIONAL</b>	- improves operating behavior, reliability and/or maintainability

Type / Model: PROPELLER TYPE KW-3(X), MODEL **KW-30, KW-31**

Type certificate holder:	<b>Aleš KŘEMEN</b>	<b>Vodolská 4, 250 70 Odolena Voda, Czech Republic</b>
Type certificate number:	<b>EASA.P.177</b>	

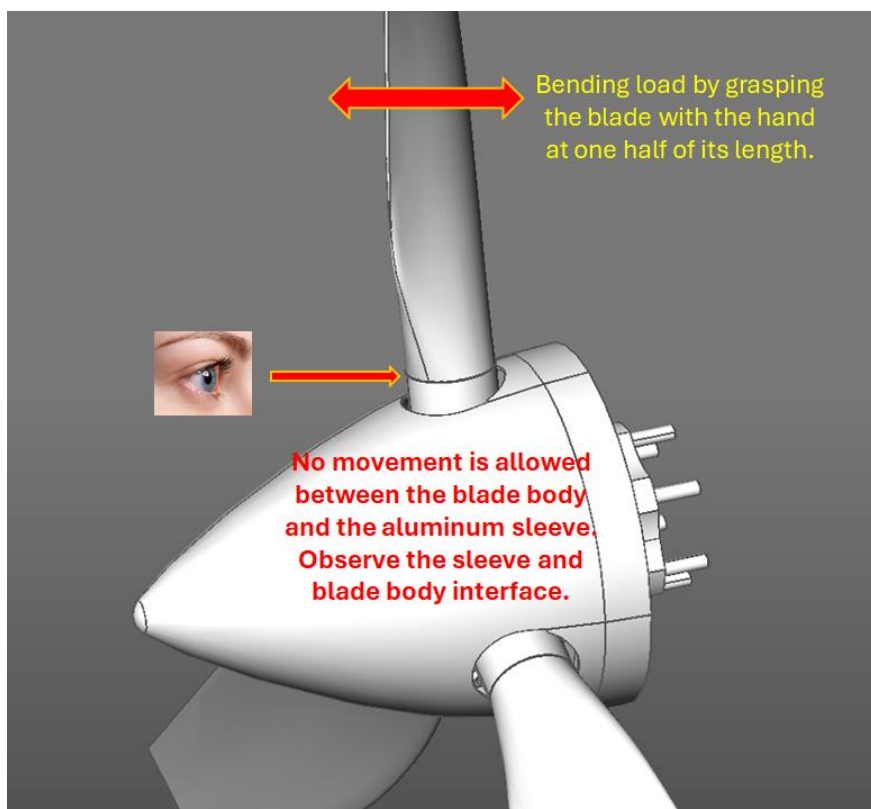
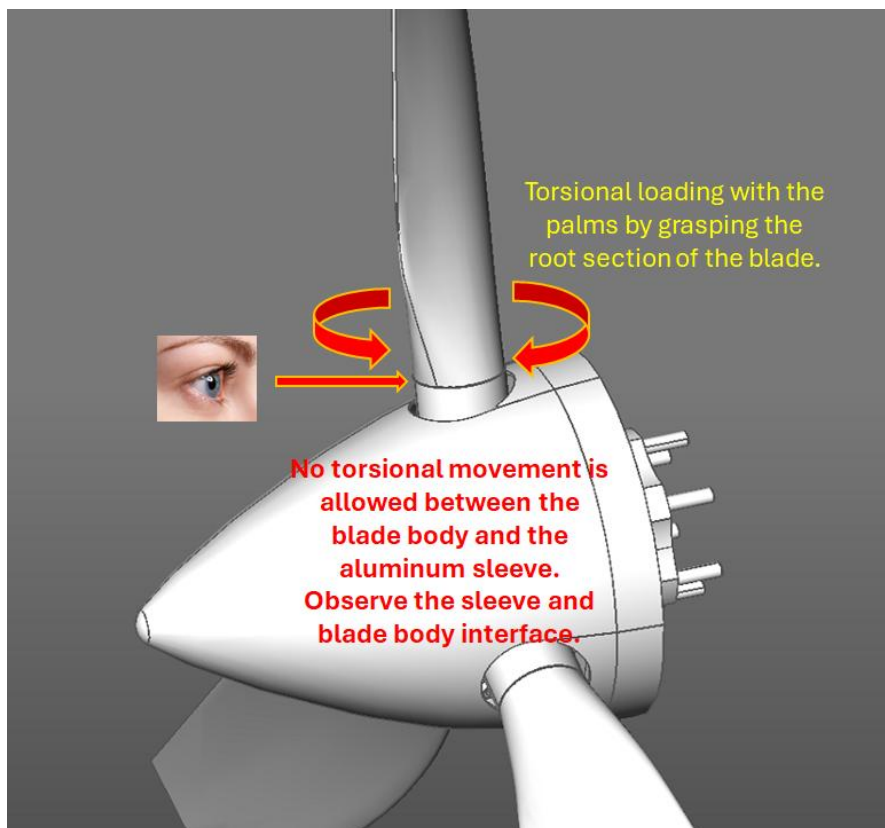
Manufacturer: **Woodcomp Propellers s.r.o.**

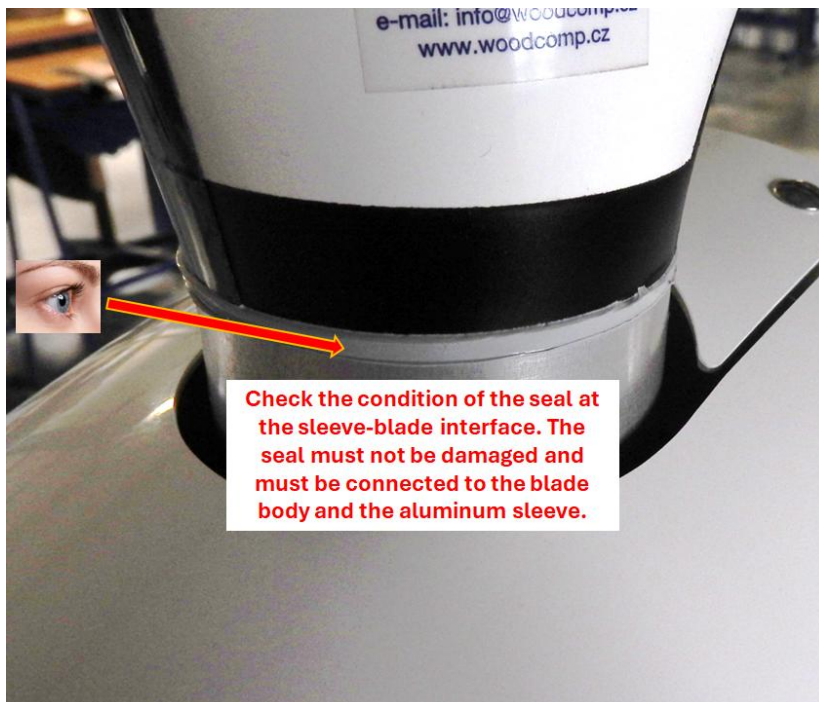
Applies to:	<b>KW-30 and KW-31 propellers installed in a pusher configuration on gyroplanes with Rotax 915 and Rotax 916 engines.</b>
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Reason	A propeller blade loss in flight from a pusher-propeller operated on a gyroplane with a Rotax 916 engine has been reported. The propeller installed in this power unit configuration is systematically affected by the air flow off the axis of rotation. This fact can cause increased dynamic stress and, together with other influences of operating conditions, cause clearances in the blade mounting.
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Preventive measures	<p>To prevent the occurrence and further development of fatigue damage, the following checks must be carried out:</p> <ol style="list-style-type: none"> <li>The operator/owner shall keep the terms of inspections listed in the propeller User Manual UM-05 (KW-31) or UM-06 (KW-30), Chap. 16. This includes: <ul style="list-style-type: none"> <li>Pre-flight Inspection</li> <li>After first 25 flight hours or after each new installation (done only once, after the first 25 hours)</li> <li>Inspection after 100 flight hours or 1 year, whatever occurs first</li> <li>Medium Repair (if used according to the SB 01/07)</li> <li>Overhaul</li> </ul> </li> <li>Arbitrary failure to perform inspections and prescribed work denies the basic principles of maintaining the airworthiness of the product and ultimately leads to its loss.</li> <li>After each flight, compare the condition of the propeller with that found during the pre-flight inspection. Focus on newly discovered damage to the blade surface, which could indicate a bird or other foreign object strike at some stage in flight, or during propeller operation on the ground (engine test, taxiing, etc.).</li> </ol>
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4. Check the condition of each propeller blade body fastening in the aluminum sleeve according to the following:





5. Keep records about performed maintenance in the propeller log-book.
6. If you find damage that exceeds the scope of permitted repairs described in the User Manual, remove the propeller from service and send it to an authorized service center for repair.
7. If you notice any signs of loosening of the blade body attachment in the aluminum sleeve, remove the propeller from service and immediately inform the propeller manufacturer at [service@woodcomp.cz](mailto:service@woodcomp.cz) and also the aircraft manufacturer according to his contact details. Send the propeller to an authorized service center for repair.

### Documentation:

- KW-31 Propeller User Manual UM-05, Rev. 5
- KW-30 Propeller User Manual UM-06, Rev. 6
- Technical Manual TN-30 "KW-30 Propeller. Performing 100-hour inspection", Rev. 4.
- Technical Manual TN-31 "KW-31 Propeller. Performing 100-hour inspection", Rev. 1.

The documents are free available to download from the following address:  
<https://www.woodcomp.cz/casa-propellers/>

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<https://www.woodcomp.cz/casa-bulletins/>

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