

Whirl Wind Aviation
Propeller Pre-Flight Checklist

1. Inspect the propeller system blades and spinner for any nicks, cracks, or chips.
2. Flex Blade forward and aft to inspect the aluminum blade ferrule and blade intersection (located at the root end of blade where the silicone sealant is visible) for movement and/or signs of chafing. There should be no movement between aluminum ferrule and blade. Notify Whirl Wind Aviation immediately if movement is detected.
3. Gently shake each propeller blade to feel for blade movement in the hub – blade shake movement is allowed up to 1/8 inch, measured from the tip – radial play of up to 2 degrees is acceptable. If the check shows values above these tolerances, contact Whirl Wind Aviation immediately. Movement is only allowed between the aluminum blade ferrule and the propeller hub – and not as described in item #2 above.
4. Inspect the nickel erosion sheet. The nickel erosion sheet may not be loose or have any cracks. Small cracks parallel along the nickel leading edge are acceptable.
5. Check spinner dome and the aft & forward bulkheads for cracks of any kind or any looseness.
6. No grease or oil should be detected. NOTE: A small amount of grease leakage may occur in new propellers (first 2 to 5 hours) or in hot climates with high RPM conditions.
7. Before every flight, the prop-control should be cycled at least twice to circulate the engine oil. In cruise flight any number of RPM settings are possible within engine and propeller limitations. The RPM restrictions from the engine and propeller manufacturers must be strictly observed.