

Australian Ultralight Federation Inc

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19 September 2001

GSC PROPELLER TBO LIFE 5 YEARS/500HOURS

Attached is a document from Zenair on the matter of Overhaul Lives for GSC ground adjustable hardwood propellers. This has been passed to the AUF by a Zenair owner.

Note that it gives an overhaul life of 5 years or 500 hours whichever occurs first and that the propellers must be forwarded to GSC at that time for airworthiness inspection.

The AUF is advising of this document and recommends that the requirements be met.

However, the document is dated May 1999 and GSC has been approached to determine whether the figures given remain current.

In the meantime, all operators are to be aware of the attached requirements which retire the propellers from service for GSC determined airworthiness treatment after 5 years or 500 hours whichever occurs first

A handwritten signature in black ink, appearing to read 'RHC', is positioned above the typed name of the signatory.

R Hewitt-Cook
Technical Manager

The following was received from GSC Systems (on May 17, 1999), manufacturer of the two and three blade wood ground adjustable propellers used as the standard prop with Rotax engines supplied by Zenith Aircraft Company.

TBO TIME

ATTENTION: All owners of the GSC ground adjustable hardwood propellers, we, the manufacturer of the GSC propeller are imposing a TBO time on all our wooden ground adjustable propellers of either 5 years or 500 hours, whichever comes first.

We recommend that when this time has been reached, your propeller be returned to our factory for airworthiness inspection. Please contact our warehouse to get necessary information on shipping method required to return goods to us.

GSC SYSTEMS
6255 OKANAGAN LANDING ROAD
VERNON, BC V1H 1M5 CANADA
(250) 549-3772 PH
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OPERATING TIPS

ATTENTION: THESE TIPS MUST BE READ BEFORE OPERATION YOUR GSC PROPELLER

1. Ensure that installation instructions are followed precisely and that prop attachment bolts are not torqued more than 100 in/lbs and a visible gap between hub halves is necessary.
2. An initial visual inspection for cracks, nicks or any missing finish on the prop and subsequent inspections before each flight are recommended.
3. On an annual basis or every 50 hours, inspect and check propeller attaching bolts for tightness as well check that tracking and pitch are being maintained.
4. Do not use the propeller as a tow-bar to move your aircraft.
5. Avoid running-up in areas containing loose stones and gravel.
6. Place the propeller in a horizontal position when stored for lengthy periods. Propellers should be rotated periodically when parked.
7. If your wooden propeller is stored in the elements, it is advisable that a propeller sock be used. These socks should be a material that is both waterproof not allowing rain to enter but breathable, not causing moisture to be trapped under the sock.

8. To maintain a like-new appearance, your propeller can be waxed periodically with an automotive wax. Clean prop first with a mild soapy solution.
9. Assume that your propeller is non-airworthy after any kind of impact until it has been inspected by qualified personnel.
10. If your propeller begins to show any of the following damage, it should be retired from service:
 - A deep cut across the wood grain
 - A long, wide or deep crack parallel to the grain
 - A separated lamination
 - An appreciable warp (discovered by inspection or through rough operation)
 - An appreciable portion of wood missing
 - Obvious damage or wear beyond economical repair
 - A delamination of the leading edge protection

We hope that you have had a chance to go over all these stops and we encourage you to follow these instructions sinfully as well as the assembly instructions to get the best service from your GSC Systems propeller.

VERY IMPORTANT: If you are planning on selling your GSC prop, please insure that operating tips and installation instructions accompany the prop. If you are not the original owner of this prop, please contact the original owner and check to see if operating tips and installation instructions were followed.

For more information:

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Posted: 5/18/99

Zenith Aircraft Company: 05/19/99