LAA TYPE ACCEPTANCE DATA SHEET
TADS P21
WOODCOMP

Issue 1	Initial issue	Dated 17/03/21	JP

This TADS is intended as a summary of available information about the propeller type and should be used during the overhaul, operation and permit revalidation phases to help owners and inspectors. Although it is hoped that this document is as complete a summary as possible, other sources contain more complete information, e.g. the manufacturer's website.

Section 1 contains general information about the propeller type and its variants.

Section 2 contains information about the propeller type that the LAA considers **mandatory** and must be complied with.

Section 3 contains advisory information that owners and inspectors should review to help them maintain the propeller in an airworthy condition. If due consideration and circumstances suggest that compliance with the requirements in this section can safely be deferred, is not required or not applicable, then this is a permitted judgement call. This section also provides a useful repository for advisory information gathered through defect reports and experience.

Section 1 Introduction

1.1 Contact Information

UK Contact: Special Aviation Services (Kevin Dilks)

Address: (Leicester)

Tel: 0116 288 1275
07564 192 942
Email: kevindilks912@btinternet.com
Website: specialaviationservices.co.uk

Manufacturer contact information:

Address: Kremen Woodcomp (Ales Kremen)
Vodolska 4
250 70
Odolena Voda
Czech Reublic

Tel: +420 283 971 309
Email: info@woodcomp.cz
Website: www.woodcomp

1.2 Description

Kremen was the manufacturer of wooden two bladed fixed pitch propellers in popular use on Jabiru aircraft. A three bladed variable pitch model, the SR 2000 was subsequently approved for use on the Europa (Rotax 912).

In 2000, Woodcomp and Kremen merged. The company now produces fixed pitch wooden propellers, ground adjustable and in-flight adjustable propellers. Blades are either wood or composite depending on the model.

The majority of Woodcomp propellers are non-certified but there are two types that hold EASA certification.

Kremen propellers can be found on various Jabiru, Rotax and VW powered LAA administered aircraft including: Europa, Jabiru (various), Kitfox, Menestrel, Rans S6, Sherwood Ranger, Tipsy Nipper and Zenair CH 601XL.

Woodcomp propellers have been approved for installation on a wide variety of LAA types powered by Rotax 912(S) engines and also one with UL Power and one Mid-West rotary engine.

Woodcomp propellers are also fitted to various factory-built gyros.

Section 2 Mandatory information for owners, operators and inspectors

At all times, responsibility for the maintenance and airworthiness of an aircraft (including the propeller) rests with the owner. A condition stated on a Permit to Fly requires that: *"the aircraft shall be maintained in an airworthy condition".*

2.1 Lifed Items

The Kremen SR 2000 aircraft propeller is subject to a six-year service life limit.

Reference ID	*Dated*	*Description*
SB UL 02/2012 Rev C	09 Jul 18	Overhaul and medium repair intervals

Refer to any specific manufacturer's information wherever possible.

2.2 Operator's Manuals

Where possible, the manuals describing setup, operation and maintenance procedures for the propeller should be obtained from the manufacturer or importer and retained with the aircraft's records.

Reference ID	*Dated*	*Description*
SR 3000 Operator's Manual Rev H	06 May 10	SR 3000 Operator's Manual

Check the Woodcomp Downloads section of their website for revised and amended editions.

For Woodcomp propellers installed on factory-built gyros, refer to the manuals and technical information supplied by the gyro manufacturer.

2.3 Maintenance Schedule

Reference ID	*Dated*	*Description*
SR 3000 Operator's Manual Rev H	06 May 10	SR 3000 Operator's Manual
SR 200 Manual	n/k	SR 200 Manual

Check the Woodcomp Downloads section of their website for revised and amended editions.

Refer to information supplied by Woodcomp, otherwise normal maintenance procedures for wood and composite blade propellers applies. Check also information in paragraph 3.3 below.

Factory built gyros should refer to the aircraft's specific Maintenance Manual.

Propellers fitted to LAA administered aircraft that are maintained either in accordance with the manufacturer's maintenance schedule, the CAA Light Aircraft Maintenance Schedule (LAMS) CAP 411 or the LAA Generic Maintenance Schedule, further details of which can be found in LAA Technical Leaflet TL 2.19: The LAA Generic Maintenance Schedule. Note: The CAA and LAA produced maintenance schedules were originally written around the maintenance requirements of aircraft fitted with traditional aircraft engines and propellers.

Some aircraft may have mandated maintenance requirements and/or schedules which are stated on the aircraft's Operating Limitations document and these must be followed.

More information on maintenance schedules can be found in the Aircraft Maintenance section of the LAA website.

Variable pitch propellers require a dedicated log book. Log books can be purchased from the LAA Online Shop.

2.4 Airworthiness Directives

No type specific applicable Airworthiness Directives for the certified propellers.

The EASA AD Safety Publications Tool website should be monitored for certified propeller Airworthiness Directives.

2.5 Mandatory Permit Directives

No type-specific MPDs at this time.

Check CAA CAP 661 which lists MPDs issued before 31 January 2012 and is no longer being updated.

The CAA now provides links to MPDs issued after 31 January 2012 on the CAA MPD Listing page of their website.

The LAA website should be checked for MPDs that are non-type specific in LAA Technical Leaflet TL 2.22: Non-Type Specific MPDs.

2.6 CAA Mandatory Requirements for Airworthiness CAP747 and Civil Aircraft Airworthiness Information and Procedures (CAAIP) CAP562

No type specific requirements or information at this time.

CAA publications CAP 747 and CAP 562 contain information that may be relevant to LAA administered aircraft and should be checked for applicability.

In particular, refer to CAP 747 Generic Requirement GR No. 17 which concerns the maintenance requirements for variable pitch propellers installed on aircraft holding a UK Certificate of Airworthiness but may also be pertinent to LAA administered aircraft.

2.7 LAA Required Modifications (including LAA issued AILs, SBs, etc)

Reference ID	*Dated*	*Description*
LAA MOD/Prop/04-005	18 Aug 05	Withdrawal of Woodcomp blades manufactured pre 2001 and s/n 600

2.8 Operating Limitations to be Placarded or Shown by Instrument Markings

The Operating Limitations document for the aircraft will specify aircraft and powerplant limitations for that particular aircraft. Where a propeller is being fitted in accordance with a Propeller Type List (PTL/1), any limitations proscribed by the relevant PTL/1 document must be adhered to.

Notes:

- Refer to the propeller manufacturer's latest documentation for the definitive parameter values and recommended placards.
- Data stated on the aircraft's Operating Limitations document must be displayed by means of cockpit placards or instrument markings.

Section 3 Advice to owners, operators and inspectors

3.1 General

Where possible, the manuals describing setup, operation and maintenance procedures for the propeller should be obtained from the manufacturer or importer and retained with the aircraft's records.

3.2 Standard Options

There are no Standard Options for any propellers fitted to LAA administered aircraft at this time.

3.3 Manufacturer's Information (including Service Bulletins, Service Letters, etc)

In the absence of any over-riding LAA classification, inspections and modifications published in the manufacturer's continuing airworthiness data should be satisfied according to the recommendations therein. It is the owner's responsibility to be aware of and supply such information to their inspector.

Reference ID	*Dated*	*Description*
VARIA Propeller Blade Angle Setting	n/k	VARIA propeller: setting of min/max blade angle
SB VARIA Propellers	01 Sep 10	VARIA propeller parts upgrade
SB UL 02/2012 Rev C	09 Jul 18	Overhaul and medium repair intervals
SB 01/2013	01 May 13	SR 3000J blade root inspection
SB UL 01/2017 Rev 01	09 May 17	SR 3000/3N precautionary inspection
SB UL 01/2019	31 Jul 19	SR 3000 precautionary inspection

Check the Woodcomp Bulletins section of their website for further issued, revised and amended information.

Factory built gyros should check with the aircraft's manufacturer for continuing airworthiness information.

3.4 Special Inspection Points

None

---------- END ----------

Please report any errors or omissions to LAA Engineering: engineering@laa.uk.com