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Jabiru Reference #JL-141-1
15th July 2010

Dear Jabiru Dealers,

I am writing this letter to remind you of Jabiru Australia's policy for propellers to be used on our engines.

Wooden, 2 Bladed Fixed Pitch Propellers:

We approve any 2-bladed fixed pitch wooden propeller provided that it is a high quality part and meets the criteria given in the engine manuals. These criteria include static RPM, full power straight and level RPM, mass moment of inertia, fitting, balance and tracking. The propellers must also be installed and maintained in accordance with the manufacturer's instructions. Established and well known brands like Sensenich and GT are recommended.

3 Bladed Propellers:

We do not approve any 3-bladed propellers for use on our engines – operators using these propellers do so at their own risk. 3-bladed propellers have too much blade area to work efficiently on our engines. The airworthiness of the engine may be reduced and any warranties may be voided by using a non-approved propeller.

Composite, Ground Adjustable and In-Flight Adjustable Propellers:

We approve the Sensenich 2-bladed ground adjustable carbon propeller. This is the **only** propeller other than 2-bladed fixed pitch wooden propellers that we approve. The approval is based on Sensenich's QA and production systems combined with their testing - which included a vibration survey and many hours of flight testing (note that we only approve the Sensenich blades when used in a Sensenich hub and when installed and maintained according to the manufacturer's instructions). However, ground adjustable propellers can be more difficult to set up and maintain properly than 2-bladed fixed pitch wooden propellers and we prefer operators use 2-bladed fixed pitch wooden propellers wherever possible. Operators using other propeller brands and designs do so at their own risk. The airworthiness of the engine may be reduced and any warranties may be voided by using a non-approved propeller.

Please consider this carefully when supplying an aircraft or kit to your customers. If the customer insists on using a non-approved propeller, make sure they are aware of the airworthiness and warranty problems they may have. We also recommend you take legal advice on this issue and consider having the customer sign a liability release form.

If you have any questions please let me know.
Best Regards,

Engineer, Jabiru Aircraft

Australia's Own – Light Sport Aircraft

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