

Choosing the correct propeller for your aircraft's mission.

If your aircraft has the propeller mounted out front, it is a TRACTOR.

If your aircraft has the propeller mounted on the rear, it is a PUSHER.

DEFINE YOUR MISSION:

STOL or Cruise?

MAINLY SPEED:

Narrow blades

MAINLY SHORT TAKE-OFF and CLIMB:

Long wide blades or many blades

DECIDE ON THE CORRECT DIAMETER (LENGTH):

Measurement is taken from the center of the propeller flange to the length that you require. Take this number and multiply by 2. This will give you the diameter.

NOTE: Leave enough room for ground clearance, tail boom or other obstructions. Consider the terrain you will be flying from. Whenever possible, you should avoid cutting grass and sucking up rocks and debris. If have a weight shift, also consider how close the trailing edge of the wing or battens come to the prop tips when the bar is pushed forward.

Almost finished now, but you'll need to decide if it rotates clockwise or counterclockwise, referenced from the back of the aircraft.

Okay, now that you have chosen the correct propeller, will you require a spacer? Be sure the propeller tips clear obstructions such as trailing edges of wings, flaps, exhaust, etc. by at least 2.5 inches. If you need extra space, we carry 1.2 and 2.25 inch Spacers and hardware.

Our 9" Composite Spinners are ready to install. Saving you time and money! No cutting, trimming, sanding or painting required. The total installed weight including carbon fiber backing plate and hardware averages 1 pound! Not only are they attractive, they also improve engine cooling on cowled aircraft and improve thrust (as much as 8%) on pusher configurations.