



Designation: **F2506 – 10^{ε1} F2506 – 13**

Standard Specification for Design and Testing of Fixed-Pitch or Ground Adjustable Light Sport Aircraft Propellers¹

This standard is issued under the fixed designation F2506; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon (ϵ) indicates an editorial change since the last revision or reapproval.

^{ε1} NOTE—Table 1 and 6.5.1 editorially corrected in June 2013.

1. Scope

1.1 This specification covers the establishment of the minimum requirements for the design, testing, and quality assurance of fixed-pitch or ground adjustable propellers for light sport aircraft. These propellers are used on light aircraft, and could be used with engines conforming to Practice F2339.

1.1.1 When applying the additions provided in Appendix X1, this specification also covers the establishment of the minimum requirements for the design, testing and quality assurance of in-flight adjustable propellers for light-sport aircraft.

1.2 This specification is intended for use by manufacturers of propellers for light sport aircraft.

1.3 This specification does not address the airframe installation requirements for propellers.

1.4 *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and to determine the applicability of regulatory limitations prior to use.*

2. Referenced Documents

2.1 ASTM Standards:²

F2339 Practice for Design and Manufacture of Reciprocating Spark Ignition Engines for Light Sport Aircraft

3. Terminology

3.1 Definitions:

3.1.1 *blade, n*—the aerodynamic portion of a propeller which is rotated through and acts on the air.

3.1.2 *blade root, n*—the portion of the blade that interfaces with the hub and provides retention.

3.1.3 *conventional fixed pitch propeller, n*—a one-piece fixed pitch propeller that is constructed of material such as wood or metal that has no abrupt changes in material properties as the blades transition through the hub area.

¹ This specification is under the jurisdiction of ASTM Committee F37 on Light Sport Aircraft and is the direct responsibility of Subcommittee F37.70 on Cross Cutting. Current edition approved May 15, 2010; Sept. 1, 2013. Published June 2010; September 2013. Originally approved in 2007. Last previous edition approved in 2007 as F2506 – 07-10^{ε1}. DOI: 10.1520/F2506-10E01-10.1520/F2506-13.

² For referenced ASTM standards, visit the ASTM website, www.astm.org, or contact ASTM Customer Service at service@astm.org. For Annual Book of ASTM Standards volume information, refer to the standard's Document Summary page on the ASTM website.

3.1.3.1 *Discussion*—

A propeller with wooden blades bonded to a metallic hub would not be conventional.

3.1.4 *fixed pitch propeller, n*—a propeller with no capacity for pitch setting adjustment.

3.1.5 *ground adjustable propeller, n*—a propeller whose pitch setting is adjustable only when the aircraft is on the ground and the propeller is not rotating.

3.1.6 *hub, n*—any device that retains the blades of a propeller assembly.

3.1.7 *pitch setting, n*—the propeller blade setting as determined by the blade angle measured in a manner, and at a radius, specified by the instruction manual for the propeller.

3.1.8 *propeller, n*—a device for propelling an aircraft that has blades on an engine-driven shaft and that, when rotated, produces by its action on the air, a thrust approximately perpendicular to its plane of rotation.

4. General

4.1 Each manufacturer who claims compliance to this specification must be able to show compliance with the applicable requirements of this specification.

4.2 Manufacturers must prepare and make available a list of acceptable engine-propeller combinations.

4.3 Manufacturers must prepare and make available an operating manual or manuals containing, at minimum, the following information:

4.3.1 An overall description of the propeller and its features.

4.3.2 The mass moment of inertia of the propeller about its rotational axis.

4.3.3 Instructions for installation of the propeller.

4.3.4 Instructions for operation of the propeller.

4.3.5 The maximum allowable engine power and rotational speed and any other propeller operating limitations found necessary by the manufacturer for the safe operation of the propeller.

4.3.6 For ground adjustable propellers, instructions for pitch adjustment and the minimum and maximum pitch settings allowed during operation.

4.3.7 Instructions for removal of the propeller.

4.4 Each manufacturer must prepare and make available a maintenance manual. The maintenance manual is intended to provide for continued safe and proper operation of the propeller throughout its life cycle and contains, at minimum, the following content:

4.4.1 A maintenance schedule that provides the recommended periods at which the propeller should be cleaned, adjusted, inspected, and tested.

4.4.2 The applicable damage and wear allowances.

4.4.3 Any applicable maintenance and overhaul instructions, which include the following:

4.4.3.1 A list of tools needed.

4.4.3.2 Skills or training required for personnel performing the work.

4.4.3.3 Inspections required.

4.4.3.4 Details of repair and overhaul sequence and methods.

4.4.3.5 Applicable testing requirements.

4.4.4 If a manufacturer deems it necessary to set mandatory replacement intervals of propellers or propeller components, the details of this requirement shall be stated in a separate, clearly distinguishable section entitled Life Limitations.

5. Design and Construction

5.1 *Design Features*—The propeller may not have design features that have been shown to be hazardous or unreliable unless the suitability of each questionable design detail or part can be established by tests.

5.2 *Materials*—The suitability and durability of materials used in the propeller must:

5.2.1 be established on the basis of in-service experience or tests; and

5.2.2 conform to documented specifications that ensure that strength and other material properties consistently meet or exceed those used in the initial design and qualification testing.

5.3 *Durability*—Each part of the propeller must be designed and constructed with consideration of likely in-service damage and wear. The propeller must be able to operate normally between inspection and overhaul periods at the maximum damage and wear limits published in the maintenance manual.

5.4 *Ground-Adjustable Propellers*—The adjustment system of a ground-adjustable propeller must be designed such that no single failure or malfunction in that system during normal or emergency operation will result in unacceptable changes in propeller blade pitch setting. Failure of structural elements need not be considered if the occurrence of such a failure is expected to be extremely remote.

5.5 *Propeller Strength and Endurance*—Propellers must be shown to have satisfactory endurance as well as stresses that do not exceed values shown to be safe for continuous operation in accordance with the applicable requirements of Section 6, Tests and Inspections.

6. Tests and Inspections

6.1 *General:*

6.1.1 Each manufacturer must be able to show that the propeller concerned can complete the applicable tests and inspections of this section without evidence of failure or malfunction.

6.1.2 The minimum applicable testing and inspection requirements are outlined in **Table 1** according to propeller material type.

6.2 *Strength Testing:*

TABLE 1 Applicable Section 6 Paragraphs for Testing and Inspection Requirements

Propeller Blade Material Type	Strength Testing	Fatigue (Vibration) Testing	Endurance Testing	Inspection/Maintenance
Wood	6.2	6.3 optional	6.4	6.5 and 6.6
Composite	6.2	6.3 optional	6.4	6.5 and 6.6
Metal	6.2	6.3 required	6.4.1 or 6.4.3	6.5 and 6.6

6.2.1 Proof of strength must be shown for all propellers except conventional fixed pitch propellers.

6.2.2 On all other propellers, the blade root and blade retention system must be tested for 1 h at a load level equal to two times the centrifugal load that would be generated by the blade weight at maximum rated rotational speed. This may be done by either a whirl test or a static pull test. The required pull load for each blade must be carried by at least the inner 20 % of its span.

6.3 *Stress Measurement, Fatigue Strength, and Fatigue Analysis*—Vibration testing may be performed to allow reduced endurance test hours. This section does not apply to conventional fixed pitch wooden propellers.

6.3.1 The magnitude of the propeller vibration stresses, including any stress peaks and resonant conditions, throughout the operational envelope of the propeller shall be determined:

6.3.1.1 By direct measurement of stresses on a vibrationally representative engine, or

6.3.1.2 Comparison of the propeller to similar propellers installed on similar airplane installations for which these measurements have been made.

6.3.2 Through testing or analysis, the fatigue allowable for root, mid-blade and tip regions of the propeller blade shall be determined. This testing shall also account for normal in-service damage and wear.

6.3.3 Using the measured stresses and root, mid-blade, and tip fatigue allowables, a fatigue assessment shall be conducted to show that failure of the propeller will not occur between the declared propeller inspection intervals when using the declared inspection techniques.

6.4 *Endurance Testing*—The propeller shall undergo an endurance test on the intended engine or a vibrationally representative engine that is capable of providing the maximum rated power at the maximum rated propeller rotational speed and diameter. The propeller pitch may be adjusted as necessary to achieve maximum rated takeoff power at maximum rated takeoff RPM. Propeller pitch need not be readjusted for the remainder of the test unless necessary to avoid declared operational speed placards. During the test, it is acceptable to stop the test as needed, but the test should be restarted and continued from the point in the test schedule where it was stopped. The entire endurance test shall be completed by a single propeller and hardware. All propellers must be subjected to one of the following tests:

6.4.1 Conventional fixed pitch wooden propellers or propellers with a vibration stress survey must be subjected to one of the following tests:

6.4.1.1 A 50-h flight test in level flight or in climb. At least 5 h of this flight must be with the propeller operated at the rated rotational speed, and the remainder of the 50 h must be with the propeller operated at not less than 90 % of the rated rotational speed.

6.4.1.2 A 50-h ground test on an engine at the power and propeller rotational speed for which a rating is sought.

6.4.2 Propellers without a vibration stress survey must be subjected to one of the following tests:

6.4.2.1 The endurance test shall be conducted according to the schedule, and in the order, shown in Fig. 1.

6.4.2.2 Compliance with 6.4.2.1 may be accomplished by providing documented service experience for the duration, power and speeds for the conditions shown in Fig. 1. The 10-h segment at maximum declared takeoff power and rpm shall be the final segment of testing after all other power and speed segments are completed.

6.4.3 An analysis based on tests of propellers of similar design may be used in place of the tests 6.4.1 and 6.4.2.

6.5 *Teardown Inspection:*

6.5.1 After completion of each test prescribed in Section 6 of this specification, the propeller must be completely disassembled and a detailed inspection must be made of the propeller parts for cracks, wear, distortion, and any other unusual conditions.

6.5.2 Any unsatisfactory findings during the teardown inspection must be resolved through design changes and additional testing as necessary to establish the compliance of the propeller to this specification.

6.6 *Propeller Adjustments and Parts Replacements*—The manufacturer may service and make repairs to the propeller during the tests. Any service or repairs completed must be allowed by the maintenance manual. If repairs or replacement of parts that are beyond the scope of the maintenance manual are found necessary during the tests or in the teardown inspection, the parts in question must be subjected to additional testing or design changes, or both, as necessary to establish the compliance of the propeller to this specification.

7. Identification Marking

7.1 Each manufacturer of a propeller, propeller blade, or propeller hub shall identify each by means of a plate, stamping, engraving, etching, or other method of permanent identification.