



FLASH & FLASH-2

2. Applications

The DUC propellers have an **unlimited** flight potential in normal operation. To keep the unlimited potential, DUC Hélices defined a TBO (Time Between Overhaul) for a propeller depending on its engine. Refer to section **9. Potential use & Propeller maintenance** for more information.

Engine	Type	Gear box	Recommended propeller	Propeller diameter (inch)	Blade angle (°)	Blade angle allowed range(°)	TBO (hour)
3 AXIS – TRACTOR							
ROTAX 912	4 strokes	2.273 2.43	Two-blade Inconel FLASH, Tractor Right	Ø1730	22°	20° → 28°	2000
ROTAX 912S/912iS/914	4 strokes	2.43	Three-blade Inconel FLASH, Tractor Right	Ø1730 Ø1750	24°	22° → 32°	
JABIRU 2200	4 strokes	-	Two-blade Inconel FLASH, Tractor Right	Ø1520	18°	15° → 23°	
JABIRU 3300	4 strokes	-	Two-blade Inconel FLASH, Tractor Right	Ø1620	19°	16° → 24°	
UL Power 260i	4 strokes	-	Two-blade Inconel FLASH, Tractor Right	Ø1520	18°	15° → 23°	
UL Power 350iS	4 strokes	-	Two-blade Inconel FLASH, Tractor Right	Ø1620	20°	17° → 25°	
Continental O-200	4 strokes	-	Three-blade Inconel FLASH, Tractor Right	Ø1660	19°	17° → 25°	
Lycoming O-235							
Lycoming O-320	4 strokes	-	Three-blade Inconel FLASH-R, Tractor Right	Ø1850	20°	18° → 26°	
Lycoming O-360	4 strokes	-	Three-blade Inconel FLASH-R, Tractor Right	Ø1900	20°	18° → 26°	
3 AXIS – PUSHER							
ROTAX 912	4 strokes	2.273 2.43	Three-blade Inconel FLASH, Pusher Left	Ø1730	22°	20° → 28°	2000
			Three-blade Inconel FLASH-2, Pusher Left	Ø1730	21°	19° → 27°	
ROTAX 912S/912iS/914	4 strokes	2.43	Three-blade Inconel FLASH, Pusher Left	Ø1700	22°	20° → 28°	
			Three-blade Inconel FLASH-2, Pusher Left	Ø1730 Ø1750	21°	19° → 29°	
AUTOGYRO & TRIKES							
ROTAX 912S/912iS/914	4 strokes	2.43	Three-blade Inconel FLASH, Pusher Left	Ø1700	22°	20° → 28°	2000
			Three-blade Inconel FLASH-2, Pusher Left	Ø1730 Ø1750	21°	19° → 29°	
BMW R12000 GF de SECOP	4 strokes	2.7	Three-blade Inconel FLASH, Pusher Right	Ø1750	22°	20° → 28°	
OTHER APPLICATIONS							
For all other applications, thank you to contact the DUC Hélices company to study the possibility of adapting the FLASH propeller.							

* Ø1850mm = 72.83"; Ø1730mm = Ø68.12"; Ø1660mm = Ø65.4"; Ø1620mm = Ø63.8"; Ø1520mm = Ø59.8"

Remark

The values of the pitch angle are theoretical and associated with the engine. This setting should be adjusted according to the aircraft (see section **7. Indications for testing**).

For proper use of the propeller, refer to section **9. Potential use & Propeller maintenance**.

3. Installation precautions

WARNING Make sure the ignition is turned off before starting any type of operation on the propeller. Do not run the engine without propeller, engine damage will result.

IMPORTANT The blades of a propeller are part of a whole. **DO NOT INTERCHANGE** with other similar blades from propeller. The propeller blades are manufactured to their application. Their structure, weight and balance are different from a propeller to another.

The spinner is an important element for cooling the engine. The aircraft must not fly without a spinner.

Fitting a different spinner will be an addendum to this manual approved by the DUC to confirm its compatibility with the mounting of the propeller.

The propeller is delivered with the appropriate screws. **The change of the screws is contrary to our recommendations unless validated by the manufacturers.**

WARRANTY CONDITIONS The user is still flying under its full responsibility (see **10. General terms of sale**).