

WARP DRIVE PROPELLORS

Carbon Fiber technology allows for the most advanced and efficient prop system on the market. Pitch angle is fully adjustable so the exact engine RPM is achieved. The nickel L.E. option offers a limited lifetime water damage warrantee. A must for Float Flying. Choosing a prop combination for aircraft that fly less than 70 mph.

The prop is most efficient at tip speeds between 390 & 430 MPH.

The highest static thrust numbers are found between 9 and 14 degrees of tip angle. These numbers are ideal for the slow flying ultralight type aircraft looking for lots of power and least amount of prop tip noise.

"THESE PROPS ARE TOUGH".

The three "Knowns" are:

- 1) Prop diameter
- 2) Engine H.P.
- 3) Engine RPM.

The larger the diameter, the better (for max. thrust). From the "knowns" we can calculate gearbox ratio and the number of blades.

Combinations:

All engines with gear ratios of 2.68 or less with a diameter over 64", use a 2 blade.

503 68"---72" diameter should use 3.47 to1 ratio and 3 Blade.

582 & 618 68"---70" diameter should use 3.00 to1 ratio and 3 Bld.

(Using a 3.47 ratio offers less noise and slight power loss)

582 & 618 C 72" use 3.47 to1 & 3 Bld for speed & 4 Bld for power.

582 with 4 to 1 ratio can use a 5 blade. This is tons of power, great for extremely short take-off, very high climb rates, low prop tip noise..... but limits max speed to approx. 50MPH.

These combinations produce the most static thrust and not the most speed.

These are what we use for our float equipped aircraft where power is more important than speed. If you want your Sprint II with floats to go faster you need to reduce drag.

We can do that also!!