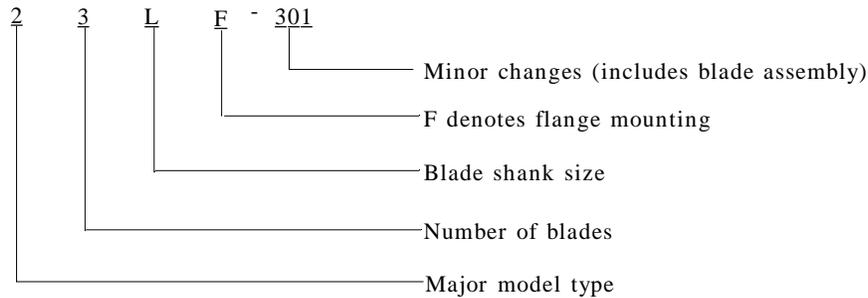


Blade Eligible (See Note 2)	Maximum Continuous		Takeoff		Diameter Limits (See Note 2)	Hub and Blade Weight (Max Diameter)	NOTES
	HP	RPM	HP	RPM			
1029-0 to 1029-11	660	2200	660	2200	7' 9" to 6' 10" (-0 to -11)	136 lbs.	5
1030 is the left-hand version of 1029.							
1031-0 to 1031-11	660	2200	660	2200	8' 6" to 7' 7" (-0 to -11)	151 lbs.	5
1032 is the left-hand version of 1031.							
1033-0 to 1033-11	660	2200	660	2200	7' 6" to 6' 7" (-0 to -11)	136 lbs.	5
1034 is the left-hand version of 1033.							
1047-0 to 1047-22	857	2200	857	2200	8' 6" to 6' 8" (-0 to -22)	150 lbs.	5
1048 is the left-hand version of 1047.							

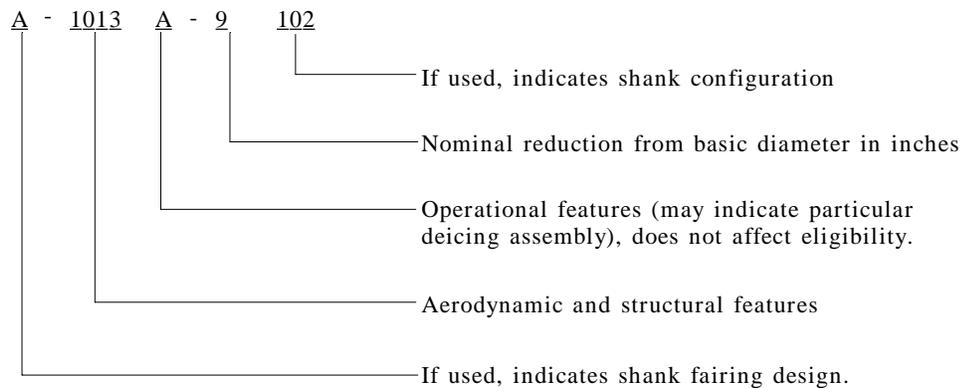
Certification basis FAR Part 35 effective February 1, 1965
 Type Certificate No. P26EA issued September 9, 1966.
 Dates of Application February 8, 1965 and June 1, 1966.

Production basis Production Certificate No. 14

NOTE 1. Hub Model Designation



NOTE 2. Blade Model Designation



Diameter limits shown are nominal diameters of the assembled propeller and do not include the ± 1/8 inch manufacturing tolerance permissible for propellers with basic diameter less than 14 feet.

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- NOTE 3. Pitch Control. Eligible with appropriate constant speed control.
- NOTE 4. (1) Feathering. Full feathering eligible with appropriate feathering control.
(2) Reversing. Full reversing eligible with appropriate reversing control.
- NOTE 5. Left-Hand Models. The left-hand version of an approved model propeller is eligible at the same rating and diameter limitations as listed for the right-hand model.
- NOTE 6. Interchangeable Blades. Not applicable.
- NOTE 7. Accessories.
(a) Propeller Deicing. Eligible with Hamilton Standard electrical deicing system installed in accordance with the propeller manufacturer's instructions.
(b) Propeller Spinner. Eligible with spinner supplied by Hamilton Standard.
- NOTE 8. Shank Fairings. Not applicable.
- NOTE 9. Special Limits. Not applicable.
- NOTE 10. Special Notes. The word "eligible" as used herein does not signify approval. For approval, compliance with the applicable aircraft airworthiness requirements is necessary.

....END....