

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

P25EA Revision 24 Hartzell HC-C3Y, PHC-C3Y EHC-C3Y June 2, 2010
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TYPE CERTIFICATE DATA SHEET NO. P25EA

Propellers of models described herein conforming with this data sheet (which is part of Type Certificate No. P25EA) and other approved data on file with the Federal Aviation Administration meet the minimum standards for use in certificated aircraft in accordance with pertinent aircraft data sheets and applicable portions of the Federal Aviation Regulations provided they are installed, operated and maintained as prescribed by the approved manufacturer's manuals and other approved instructions.

Type Certificate Holder	Hartzell Propeller Inc. Piqua, OH 45356
Type	Constant speed; hydraulic (See Notes 3 and 4)
Engine shaft	Special flange (See Note 1)
Hub material	Aluminum Alloy
Blade material	See Below
Number of blades	Three
Hub models	PHC-C3YD-2 HC-C3YF-1, -2, -4, -5; EHC-C3YF-1, -2; PHC-C3YF-1, -2 HC-C3YK-1, -2 HC-C3YN-2, -4, -5 HC-C3YR-1, -2, -4 (See Notes 1 and 4)

Blades (See Note 2)	Maximum Continuous		Takeoff		Diameter Limits (See Note 2)	Approx. Max. Wt. Complete (For Reference Only) (See Notes 3 and 7)	Blade Construction (See Note 10)
	HP	RPM	HP	RPM			
<u>Non-Counterweighted Propellers HC-C3YF-1, EHC-C3YF-1, PHC-C3YF-1, HC-C3YK-1, HC-C3YR-1</u>							
6660-0 to 6660-6	400	2700	400	2700	68" to 62" (-0 to -6)	79.0 lb.	Aluminum Alloy
6890-0 to 6890-10	350	2850	350	2850	70" to 60" (-0 to -10)	75.0 lb.	Aluminum Alloy
7282-0 to 7282-6	300	2700	300	2700	74" to 68" (-0 to -6)	68.0 lb.	Aluminum Alloy
7382-0 to 7382-10	350	2850	350	2850	75" to 65" (-0 to -10)	69.0 lb.	Aluminum Alloy
7392-0 to 7392-10	350	2850	350	2850	75" to 65" (-0 to -10)	72.5 lb.	Aluminum Alloy
7451-0 to 7451-8	400	2700	400	2700	76" to 68" (-0 to -8)	80.0 lb.	Aluminum Alloy
7453-0 to 7453-8	310	2800	310	2800	76" to 68" (-0 to -8)	71.0 lb.	Aluminum Alloy
7479-2 to 7479-8	380	2900	380	2900	74" to 68" (-2 to -8)	75.0 lb.	Aluminum Alloy
7590-0 to 7590-10	350	2850	350	2850	77" to 67" (-0 to -10)	73.0 lb.	Aluminum Alloy
N7605-0 to N7605-10	350	2700	350	2700	78" to 68" (-0 to -10)	67.5 lb.	Composite
7663-0 to 7663-10	350	2800	350	2800	78" to 68" (-0 to -10)	69.0 lb.	Aluminum Alloy

Blades (See Note 2)	Maximum Continuous		Takeoff		Diameter Limits (See Note 2)	Approx. Max. Wt. Complete (For Reference Only) (See Notes 3 and 7)	Blade Construction (See Note 10)
	HP	RPM	HP	RPM			
7666-0 to 7666-10	310	2700	310	2700	78" to 68" (-0 to -10)	76.0 lb.	Aluminum Alloy
7691-0 to 7691-10	350	2850	350	2850	78" to 68" (-0 to -10)	67.0 lb.	Aluminum Alloy
7693+2 to 7693-10	350	2700	350	2700	80" to 68"	73.0 lb.	Aluminum Alloy
			330	2850	(+2 to -10)		
7854-0 to 7854-8	400	2700	400	2700	80" to 72" (-0 to -8)	78.0 lb.	Aluminum Alloy
8068+2 to 8068-10	350	2700	350	2700	84" to 72" (+2 to -10)	77.0 lb.	Aluminum Alloy
8068-2 to 8068-10	350	2700	310	2850	80" to 72" (-2 to -10)	77.0 lb.	Aluminum Alloy
8459-0 to 8459-14	400	2700	400	2700	86" to 72" (-0 to -14)	72.0 lb.	Aluminum Alloy
8465-0 to 8465-14	400	2700	400	2700	86" to 72" (-0 to -14)	74.0 lb.	Aluminum Alloy
8467-0 to 8467-14	400	2575	400	2575	86" to 72" (-0 to -14)	78.0 lb.	Aluminum Alloy
8468-0 to 8468-14	400	2700	400	2700	86" to 72" (-0 to -14)	75.0 lb.	Aluminum Alloy
8468-6 to 8468-14	310	2850	310	2850	80" to 72" (-6 to -14)	75.0 lb.	Aluminum Alloy
8470-0 to 8470-14	400	2700	400	2700	86" to 72" (-0 to -14)	74.0 lb.	Aluminum Alloy
8475-0 to 8475-14	400	2650	400	2650	86" to 72" (-0 to -14)	78.0 lb.	Aluminum Alloy
8477-0 to 8477-14	400	2575	400	2575	86" to 72" (-0 to -14)	81.0 lb.	Aluminum Alloy
8483-0 to 8483-14	400	2650	400	2650	86" to 72" (-0 to -14)	81.0 lb.	Aluminum Alloy
9587-0 to 9587-22	398	1810	418	1810	97" to 75" (-0 to -22)	78.0 lb.	Aluminum Alloy
9587-2 to 9587-22	320	2200	320	2200	95" to 75" (-2 to -22)	78.0 lb.	Aluminum Alloy
9587-15 to 9587-25	285	2700	285	2700	82" to 72" (-15 to -25)	78.0 lb.	Aluminum Alloy
9684-0 to 9684-16	285	2000	285	2000	96" to 80" (-0 to -16)	85.0 lb.	Aluminum Alloy

Blades (See Note 2)	Maximum Continuous		Takeoff		Diameter Limits (See Note 2)	Approx. Max. Wt. Complete (For Reference Only) (See Notes 3 and 7)	Blade Construction (See Note 10)
	HP	RPM	HP	RPM			
<u>Non-Counterweighted Propellers HC-C3YR-1</u>							
7468-0 to 7468-10	350	2700	350	2700	76" to 66" (-0 to -10)	72.5 lb.	Aluminum Alloy
7690	350	2850	350	2850	78"	60.0 lb.	Aramid Composite
<u>Counterweighted Propellers HC-C3YR-4</u>							
C7690	350	2850	350	2850	78"	70.0 lb.	Aramid Composite
<u>Counterweighted Propellers PHC-C3YD-2</u>							
C9587-4 to C9587-10	375	2275	375	2275	93" to 87" (-4 to -10)	87.0 lb.	Aluminum Alloy
<u>Counterweighted Propellers HC-C3YF-2, EHC-C3YF-2, PHC-C3YF-2, HC-C3YK-2, HC-C3YN-2, HC-C3YR-2, HC-C3YF-4, HC-C3YN-4, HC-C3YR-4, HC-C3YF-5, HC-C3YN-5</u>							
C6660-0 to C6660-6	400	2700	400	2700	68" to 62" (-0 to -6)	87.0 lb.	Aluminum Alloy
C6890-0 to C6890-10	350	2850	350	2850	70" to 60" (-0 to -10)	83.0 lb.	Aluminum Alloy
C7282-0 to C7282-6	300	2700	300	2700	74" to 68" (-0 to -6)	77.0 lb.	Aluminum Alloy
C7382-0 to C7382-10	350	2850	350	2850	75" to 65" (-0 to -10)	78.0 lb.	Aluminum Alloy
C7391-0 to C7391-10	350	2700	350	2700	75" to 65" (-0 to -10)	80.6 lb.	Aluminum Alloy
C7451-0 to C7451-8	400	2700	400	2700	76" to 68" (-0 to -8)	89.0 lb.	Aluminum Alloy
C7453-0 to C7453-8	310	2800	310	2800	76" to 68" (-0 to -8)	80.0 lb.	Aluminum Alloy
C7479-2 to C7479-8	380	2900	380	2900	74" to 68" (-2 to -8)	84.0 lb.	Aluminum Alloy
C7590-0 to C7590-10	350	2850	350	2850	77" to 67" (-0 to -10)	82.0 lb.	Aluminum Alloy
C7663-0 to C7663-10	350	2800	350	2800	78" to 68" (-0 to -10)	78.0 lb.	Aluminum Alloy
C7666-0 to C7666-10	310	2700	310	2700	78" to 68" (-0 to -10)	85.0 lb.	Aluminum Alloy
C7691-0 to C7691-10	350	2850	350	2850	78" to 68" (-0 to -10)	76.0 lb.	Aluminum Alloy
C7854-0 to C7854-8	400	2650	400	2650	80" to 72" (-0 to -8)	87.0 lb.	Aluminum Alloy
C8459-0 to C8459-14	400	2700	400	2700	86" to 72" (-0 to -14)	81.0 lb.	Aluminum Alloy
C8465-0 to C8465-14	400	2700	400	2700	86" to 72" (-0 to -14)	83.0 lb.	Aluminum Alloy

Blades (See Note 2)	Maximum Continuous		Takeoff		Diameter Limits (See Note 2)	Approx. Max. Wt. Complete (For Reference Only) (See Notes 3 and 7)	Blade Construction (See Note 10)
	HP	RPM	HP	RPM			
C8467-0 to C8467-14	400	2575	400	2575	86" to 72" (-0 to -14)	87.0 lb.	Aluminum Alloy
C8468-0 to C8468-14	400	2700	400	2700	86" to 72" (-0 to -14)	84.0 lb.	Aluminum Alloy
C8468-6 to C8468-14	310	2850	310	2850	80" to 72" (-6 to -14)	84.0 lb.	Aluminum Alloy
C8470-0 to C8470-14	400	2700	400	2700	86" to 72" (-0 to -14)	83.0 lb.	Aluminum Alloy
C8475-0 to C8475-14	400	2650	400	2650	86" to 72" (-0 to -14)	87.0 lb.	Aluminum Alloy
C8475F-0 to C8475F-14	400	2650	400	2650	86" to 72" (-0 to -14)	87.0 lb.	Aluminum Alloy
C8477-0 to C8477-14	400	2575	400	2575	86" to 72" (-0 to -14)	90.0 lb.	Aluminum Alloy
C8483-0 to C8483-14	400	2650	400	2650	86" to 72" (-0 to -14)	90.0 lb.	Aluminum Alloy
C9587-0 to C9587-22	398	1810	418	1810	97" to 75" (-0 to -22)	87.0 lb.	Aluminum Alloy
C9587-2 to C9587-22	320	2200	320	2200	95" to 75" (-2 to -22)	87.0 lb.	Aluminum Alloy
C9587-15 to C9587-25	285	2700	285	2700	82" to 72" (-15 to -25)	87.0 lb.	Aluminum Alloy
C9684-0 to C9684-16	285	2000	285	2000	96" to 80" (-0 to -16)	94.0 lb.	Aluminum Alloy
C9684-3 to C9684-16	450	2133	450	2133	93" to 80" (-3 to -16)	94.0 lb.	Aluminum Alloy
<u>Counterweighted Propellers HC-C3YF-2, HC-C3YF-4, HC-C3YF-5, HC-C3YK-2, HC-C3YN-2, HC-C3YN-4, HC-C3YN-5, HC-C3YR-2, HC-C3YR-4</u>							
C7818-0 to C7818-10	458	2133	458	2133	80" to 70" (-0 to -10)	91.0 lb.	Aluminum Alloy
<u>Counterweighted Propellers HC-C3YR-2 and PHC-C3YF-2</u>							
C7693-0 to C7693-10	350	2700	350	2700	78" to 68" (-0 to -10)	80.0 lb.	Aluminum Alloy
<u>Counterweighted Propellers HC-C3YF-2 and HC-C3YN-2</u>							
C9587-4 to C9587-10	375	2275	375	2275	93" to 87" (-4 to -10)	87.0 lb.	Aluminum Alloy
<u>Counterweighted Propellers HC-C3YR-2</u>							
C7690	350	2850	350	2850	78"	75.0 lb.	Aramid Composite

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Certification Basis: 14 CFR Part 35 with amendment 35-1 effective February 1, 1965.  
Type Certificate No. P25EA issued April 1, 1966. Aluminum-bladed models added on or after September 27, 1967 were approved under Delegated Option Authorization provisions of 14 CFR Part 21 Subpart J.

Date of application for Type Certificate: November 22, 1965.

The following models were included under the original certification basis:  
HC-C3YF-(1,2); HC-C3YK-(1,2)

The following models were added, updated or revised in accordance with 14 CFR Part 35 with amendments 35-1 and 35-2 effective April 3, 1967:  
HC-C3Y(F,K,R)-(1,2); HC-C3Y(F,N,R)-4; HC-C3YF-5; (E,P)HC-C3YF-(1,2); HC-C3YN-2

The following models were added, updated or revised in accordance with 14 CFR Part 35 with amendments 35-1 through 35-5 effective October 14, 1980:  
HC-C3Y(F,K,R)-(1,2); HC-C3Y(F,N,R)-4; HC-C3Y(F,N)-5; (E,P)HC-C3YF-(1,2); HC-C3YN-2

The following models were added, updated or revised in accordance with 14 CFR Part 35 with amendments 35-1 through 35-6 effective August 1, 1990:  
HC-C3Y(F,K,R)-(1,2); HC-C3Y(F,N,R)-4; HC-C3Y(F,N)-5; (E,P)HC-C3YF-(1,2); HC-C3YN-2;  
PHC-C3YD-2

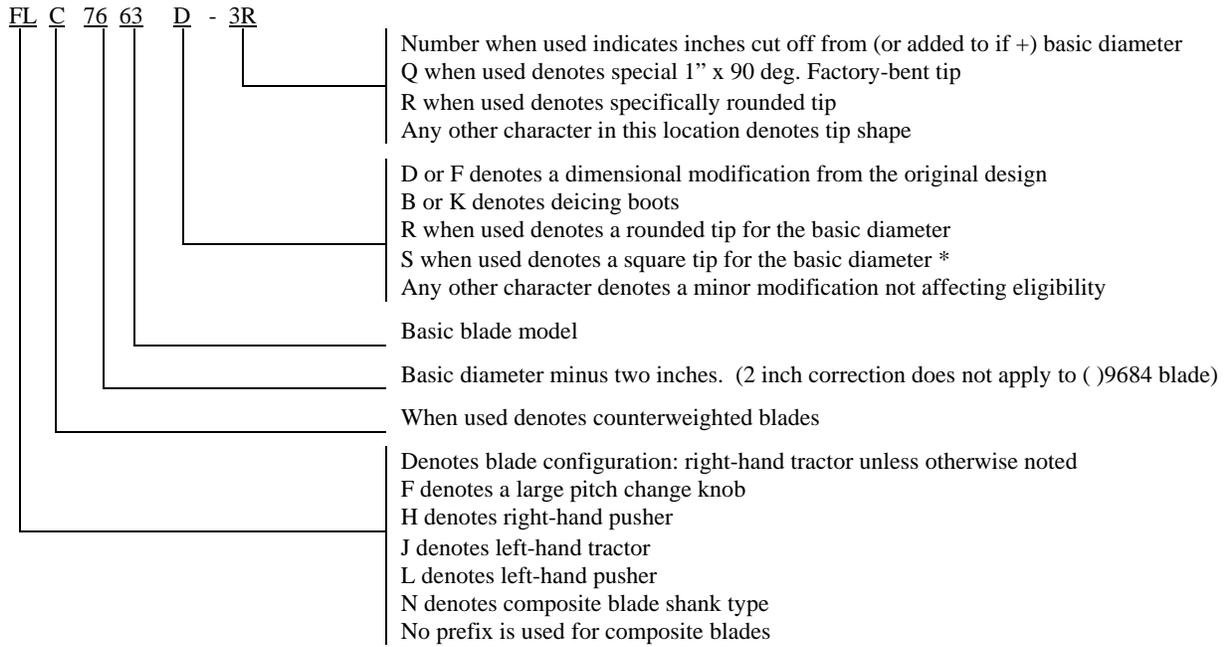
The following models were added, updated or revised in accordance with 14 CFR Part 35 with amendments 35-1 through 35-8 effective December 23, 2008. Paragraphs 35.15, 35.35(c), 35.36, 35.38, 35.41 and 35.43 are in accordance with 14 CFR Part 21.101.  
HC-C3YF-1; EHC-C3YF-1; PHC-C3YF-1; HC-C3YK-1; HC-C3YR-1

Production Basis: Production Certificate no. 10

Note 1: Hub Model Designation

<p><u>P</u> <u>HC</u> - <u>C</u> <u>3</u> <u>Y</u> <u>R</u> - <u>1</u> <u>RF</u></p>	<p>F when used denotes modified pitch change system (integral on HC-C3YN-5A)                  K when used with -2 models indicates specific flange mounting studs                  L denotes left hand rotation                  M when used denotes 21.6 sq. in. piston area and large return spring                  N indicates compatibility with N shank blades (See NOTE 2)                  R when used denotes 21.6 sq. in. piston area                  U denotes added feather assist spring (integral on HC-C3Y( )-5 model)                  Any other character denotes a minor change not affecting eligibility</p> <p>Denotes specific design features (See Note 4)                  -1: non-feathering, no counterweights, governor oil pressure increases pitch                  -2: feathering with counterweights, governor oil pressure decreases pitch                  -4: non-feathering, counterweights, governor oil pressure decreases pitch                  -5: similar to -2, but compatible with turbine engine oil</p> <p>F denotes flange with six 1/2" bolts and two 1/2" dowels on a 4" bolt circle                  D similar to F except uses eight 1/2" bolts and no dowels                  K or R denotes SAE # 2 flange with six 1/2" bolts on a 4-3/4" bolt circle                  K has four 3/4" drive bushings, R has five (See Note 6)                  N denotes flange with eight 9/16" bolts and two 1/2" dowels on a 4.25" bolt circle</p> <p>Hartzell blade shank size</p> <p>Number of blades</p> <p>Identifies basic design. "C" denotes no integral shaft extension</p> <p><u>Hartzell Controllable</u></p> <p>When used indicates dowel location with respect to centerline through blade sockets when viewing hub from flange mounting face</p> <table border="0" style="margin-left: 20px;"> <thead> <tr> <th style="text-align: left;"><u>Dowel Pin</u></th> <th style="text-align: left;"><u>T/C</u> (Index mark)</th> </tr> </thead> <tbody> <tr> <td>Blank</td> <td>90 &amp; 270 deg. 30 deg. Clockwise</td> </tr> <tr> <td>E:</td> <td>0 &amp; 180 deg. 240 deg. Clockwise</td> </tr> <tr> <td>P:</td> <td>0 &amp; 180 deg. 120 deg. Clockwise</td> </tr> </tbody> </table>	<u>Dowel Pin</u>	<u>T/C</u> (Index mark)	Blank	90 & 270 deg. 30 deg. Clockwise	E:	0 & 180 deg. 240 deg. Clockwise	P:	0 & 180 deg. 120 deg. Clockwise
<u>Dowel Pin</u>	<u>T/C</u> (Index mark)								
Blank	90 & 270 deg. 30 deg. Clockwise								
E:	0 & 180 deg. 240 deg. Clockwise								
P:	0 & 180 deg. 120 deg. Clockwise								

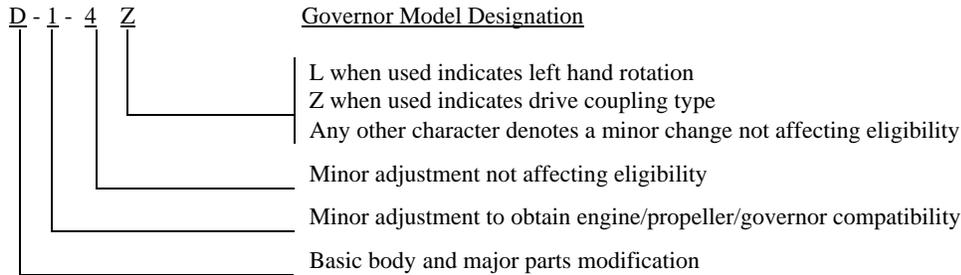
Note 2: Blade Model Designation



\* Blades may incorporate either round or square tips, yet may not be marked with an "R" or "S" in their model designation. This character is used to distinguish between two or more tip shapes available at the same diameter. Certain blades use "S" to denote shot peening of the exterior surface. (See Note 6)

Note 3: Pitch Control

(a) Approved with Hartzell governors per drawings C-4770, C-4771 and C-4772. Wt.: 4.5 lb. (See Note 10)



(b) The -2, -4 and -5 models have counterweighted blades and use oil to decrease pitch. The -1 models do not have counterweighted blades and use oil to increase pitch. (See Note 4)

(c) Maximum governor output pressure: 350 psi for all propeller models

(d) All governors must be approved as part of the aircraft installation regardless of manufacturer. (See Note 10)

Note 4: Feathering

The -1 and -4 models do not feather.  
 The -2 and -5 models incorporate feathering and unfeathering features.  
 The -5 model is turbine oil compatible.

Reversing

Not applicable

Piston size

Piston area is 17.7 sq. in. except as noted in Note 1.

Note 5: Left-Hand Models

The left-hand version of an approved propeller model is approved at the same rating and diameter as listed for the right-hand model. (See Notes 1 and 2)

Note 6: Interchangeability

## (a) Propellers

- (1) "F" type propellers with large pitch change knobs are interchangeable with corresponding propellers with the standard pitch change system. ( See Notes 1 and 2)
- (2) HC-C3YR models may replace corresponding HC-C3YK models. (See Note 1)

## (b) Governors

Hartzell governors with a "Z" suffix in their model designation may be used interchangeably with corresponding governors without the "Z". For example, the F-6-24Z is a replacement for the F-6-24 and the F-6-24 is a replacement for the F-6-24Z.

## (c) Blades

Shot-peened blades may replace non shot-peened blades either individually or as a set (See Note 2)

## (d) Ice Protection Systems

Refer to Hartzell Service Letter HC-SL-30-260 for ice protection system component interchangeability.

Note 7: Accessories (See Note 10)

## (a) Propeller ice protection system (weight of ice protection equipment extra)

- (1) Propeller models listed in this data sheet are approved for use with propeller ice protection equipment listed in Hartzell Manual 159( ) or in other Hartzell type design data.
- (2) All propeller ice protection equipment must be approved as part of the aircraft installation regardless of manufacturer. (See NOTE 10)

## (b) Propeller spinner (weight of spinner extra)

- (1) Approved with Hartzell and other manufacturers' spinners when listed on Hartzell type design data.
- (2) All propeller spinners must be approved as part of the aircraft installation regardless of manufacturer. (See NOTE 10)

Note 8: Shank Fairings Not applicable.

Note 9: Special Limits

Table of Propeller - Engine Combinations  
Approved Vibrationwise for Use on Normal Category Single Engine Tractor Aircraft

The maximum and minimum propeller diameters that can be used from a vibration standpoint are shown below. No reduction below the minimum diameter listed is permissible, since this figure includes the diameter reduction allowable for repair purposes.

The engine models listed below are the configurations on the engine type certificate unless specifically stated otherwise. Modifications to the engine or airframe that alter the power of the engine models listed below during any phase of operation have the potential to increase propeller stresses and are not approved by this list. Such modifications include, but are not limited to, the addition of a turbocharger or turbnormalizer, increased boost pressure, increased compression ratio, increased RPM, altered ignition timing, electronic ignition, full authority digital engine controls (FADEC), or tuned induction or exhaust. Also, any change to the mass or stiffness of the crankshaft/counterweight assembly is not approved by this list.

<u>Hub Model</u>	<u>Blade Model</u>	<u>Engine Model</u>	<u>Max. Dia. (inches)</u>	<u>Min. Dia. (inches)</u>	<u>Placards</u>
HC-C3YR	F7282	LYC O-360-A1F6, A1F6D, A1G6, A1G6D, A1H6, F1A6, G1A6	74	73	Avoid continuous operation below 15" manifold pressure between 1950 and 2350 RPM
HC-C3YR	F7282	LYC O-360-A1A, A1AD, A1C, A1D, A1F, A1G, A1H, C1A, C1C, C1E, C1F	74	73	Avoid continuous operation below 15" manifold pressure between 1950 and 2350 RPM
HC-C3YR	F7282	LYC IO-360-A1A, A1B, A1C, A1D, C1A, C1B, C1C, B1A, B1B, B1D, B1E, B1F, E1A, A1B6, A1B6D, A1D6, A1D6D, C1C6, C1D6, C1E6, C1E6D	74	73	Avoid continuous operation below 15" manifold pressure between 1950 and 2350 RPM
HC-C3YR	F7282	LYC O-360-C1G	74	72	Avoid continuous operation below 15" manifold pressure between 1950 and 2350 RPM
PHC-C3YF	F7663 F7663-( )R F7663-( )T	TCM TSIO-360-E, EB, F, FB	76	72	none
PHC-C3YF	7663	TCM IO-470-L	76	74	none
PHC-C3YF	F7663	TCM O-470-U	78	76	none
HC-C3YF EHC-C3YF	7663	TCM IO-520-A, J	76	74	none
HC-C3YF EHC-C3YF	7663	TCM TSIO-520-A, C, H	76	74	none
PHC-C3YF	7663	TCM IO-520-B, C	76	74	none
PHC-C3YF	7663	TCM TSIO-520-B, D, E	76	74	none
PHC-C3YF	F7663D-2Q	TCM IO-520-B, BA, BB	76	76	none
PHC-C3YF	F7663	TCM IO-550-B	76	74	none
HC-C3YR	F7663R	LYC IO-540-K1A5, K1B5, K1H5	78	76	none

<u>Hub Model</u>	<u>Blade Model</u>	<u>Engine Model</u>	<u>Max. Dia. (inches)</u>	<u>Min. Dia. (inches)</u>	<u>Placards</u>
HC-C3YR	F7663R	LYC IO-540-K1A5, K1B5, K1H5	78	76	none
PHC-C3YF	F7691()	TCM O-470-A, J, K, L, R, S, U	78	77	none
PHC-C3YF	F7691()	TCM IO-520-A, B, BA, BB, D, F, J, L	78	77	Do not exceed 20" manifold pressure below 2200 RPM
PHC-C3YF	F7691()	TCM IO-550-B, D, F	78	77	Do not exceed 20" manifold pressure below 2200 RPM
HC-C3YF PHC-C3YF	F7693(D)F()	TCM TSIO-520-C, G, M, P, R, AF	80	76	none
HC-C3YR	F8068	LYC IO-540-K1A5(D), K1B5(D), K1C5, K1D5, K1E5(D), K1F5(D), K1G5(D), K1H5, K1J5(D), K1K5, L1A5(D), L1B5D, L1C5, M1A5(D), M1B5D, M1C5, S1A5, U1A5D, U1B5D	82	78	none
PHC-C3YF	F8068	TCM IO-470-D, E, F, M, S IO-520-A, J IO-550-D, E, F, L TSIO-520-C, H	82	78	none
PHC-C3YF	F8068-2	TCM IO-520-D, E, F, L	80	78	none
HC-C3YF	8468-( )R	TCM IO-520 series with one 4 <sup>th</sup> , one 5 <sup>th</sup> and two 6 <sup>th</sup> order dampers, 8.5 to 1 compression ratio or less, 300 HP at 2850 RPM or less	78	77	none
HC-C3YF EHC-C3YF	8468	TCM IO-520-A, J	80	77	none
HC-C3YF EHC-C3YF	8468	TCM TSIO-520-A, C, H	80	77	none
HC-C3YF PHC-C3YF	8468	TCM IO-520-B, BA, BB, C, CB	80	77	none
HC-C3YF PHC-C3YF	8468	TCM TSIO-520-B, BB, D, DB, E, EB	80	77	none
PHC-C3YF	F8468A()	TCM O-470-K, L	80	77	none
PHC-C3YF	F8468A()	TCM IO-470-F	80	77	none
PHC-C3YF	F8468A()	TCM IO-520-D	80	77	none
PHC-C3YF	F8468A()	TCM IO-550-D	80	77	none
PHC-C3YF	F8468A()	TCM TSIO-520-C, G, H, M, N, P, R, T, AF	80	77	none
PHC-C3YF	F8468A-( )R	TCM O-470-A s/n 41000 & up, J, K, L, R, S, U	80	77	none
PHC-C3YF	F8468A-( )R	TCM TSIO-520-U, UB	80	78	none
HC-C3YR	F8468A	LYC O-540-B4B5	78	76	none

<u>Hub Model</u>	<u>Blade Model</u>	<u>Engine Model</u>	<u>Max. Dia. (inches)</u>	<u>Min. Dia. (inches)</u>	<u>Placards</u>
HC-C3YR	F8468R	LYC IO-540-K1J5D	84	76	none
HC-C3YR	8468	LYC IO-540-K1G5	80	76	none
HC-C3YR	8468	LYC IO-540-A1( )5, B1( )5, E1( )5, G1( )5, P1( )5	80	78	none
HC-C3YR	8468-( )R F8468-( )R	LYC IO-540-K1A5, K1B5, K1C5, K1D5, K1G5, L1A5, M1A5, M1A5D, M1B5D	84	76	none
HC-C3YR	F8468-( )R	LYC IO-540-AA1A5	78	77	none
HC-C3YR	F8475R	LYC IO-720-D1B, D1BD	86	80	none
HC-C3YR	8475R	LYC IO-720-A1A, A1B, B1A, D1CD	86	80	none
HC-C3YR	F8483	LYC IO-720-A1A, A1B, B1A, D1CD	86	80	none
HC-C3YF	9587D	TCM 6-320-B	95	95	Avoid continuous operation on the ground between 1900 and 2300 engine RPM in winds above 15 MPH.
HC-C3YF	F9587C	TCM IO-520-D (Note: installation must be derated to 2700 RPM max)	82	80	No continuous operation below 2300 RPM.
HC-C3YF	F9684	TCM 6-285-B, C	95	93	none

Note 10: Propeller installation must be approved as part of the aircraft Type Certificate and demonstrate compliance with the applicable aircraft airworthiness requirements.

Propeller models listed herein consist of basic hub and blade models. Most propeller models include additional characters to denote minor changes and specific features as explained in Notes 1 and 2. Refer to the aircraft Type Certificate Data Sheet for the specific propeller model applicable to the installation.

Propellers with composite blades must be evaluated for bird impact resistance prior to approval on any type aircraft. Hartzell Propeller must perform tests and/or analyses based on aircraft configuration and operating conditions to determine the potential hazard as a result of a bird impact.

Note 11: Retirement Time

(a) Life Limits and Mandatory Inspections

(1) Airworthiness limitations, if any, are specified in Hartzell Manuals 113( ), 115N, 117( ) or 145( )

Note 12: Special Notes

(a) Refer to Hartzell Manual no. 202( ) for overspeed and overtorque limits.

(b) Refer to Hartzell Service Letter HC-SL-61-61( ) for overhaul periods.

END