

HUB-TYPE MTV-18 See Note 1	BLADES See Notes 2 & 6	MAXIMUM CONTINUOUS		<TAKE OFF>		NOMINAL DIAMETER				BLADE TWIST)		APPROXI- MATE WEIGHT	
			RPM	HP(kW)	RPM	Max	Min	inch	(cm)	inch	(cm)	Min	Max
	-100	225 (168) 300 (224)	2800 2700	225 (168) 300 (224)	2800 2700	75.6 80	192 203	60 60	152 152	5 5	50 50	44 44	(20) (20)
	-101	225 (168) 300 (224)	2800 2700	225 (168) 300 (224)	2800 2700	75.6 80	192 203	60 60	152 152	5 5	50 50	44 44	(20) (20)
	-105	225 (168) 300 (224)	2800 2700	225 (168) 300 (224)	2800 2700	75.6 80	192 203	60 60	152 152	5 5	50 50	44 44	(20) (20)
	-113	225 (168) 300 (224)	2800 2700	225 (168) 300 (224)	2800 2700	75.6 80	192 203	60 60	152 152	5 5	50 50	44 44	(20) (20)
	-114	225 (168) 300 (224)	2800 2700	225 (168) 300 (224)	2800 2700	75.6 80	192 203	60 60	152 152	5 5	50 50	44 44	(20) (20)
	-115	225 (168) 300 (224)	2800 2700	225 (168) 300 (224)	2800 2700	75.6 80	192 203	60 60	152 152	5 5	50 50	44 44	(20) (20)
	-117	225 (168) 300 (224)	2800 2700	225 (168) 300 (224)	2800 2700	75.6 80	192 203	60 60	152 152	5 5	50 50	44 44	(20) (20)
	-118	225 (168) 300 (224)	2800 2700	225 (168) 300 (224)	2800 2700	75.6 80	192 203	60 60	152 152	5 5	50 50	44 44	(20) (20)
	-119	225 (168) 300 (224)	2800 2700	225 (168) 300 (224)	2800 2700	75.6 80	192 203	60 60	152 152	5 5	50 50	44 44	(20) (20)
	-301	225 (168) 300 (224)	2800 2700	225 (168) 300 (224)	2800 2700	75.6 80	192 203	60 60	152 152	5 5	50 50	44 44	(20) (20)

*) The limits of the blade twist are defined between .20 and 1.00 blade radius

CERTIFICATION BASIS:

The U.S. certification basis determined under Section 21.29 of the FAR and Bilateral Airworthiness Agreement between the United States and the Federal Republic of Germany is FAR 35, effective February 1, 1965, Amendments 35-1 to 35-7, inclusive.

Luftfahrt-Bundesamt (LBA) originally type certificated this propeller under its certificate Number 32.130/75. The FAA validated this product under U.S. Type Certificate Number P13BO. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of the Federal Republic of Germany.

TC (IMPORT) NO.

P13BO

TC APPLICATION DATE:

December 24, 1994

TC ISSUED

May 08, 1997, revised December 15, 2005, revised April 24, 2008

IMPORT REQUIREMENTS:

To be considered eligible for installation on U.S. registered aircraft, each propeller to be exported to the United States shall be accompanied by a certificate of airworthiness for export or certifying statement endorsed by the exporting cognizant civil airworthiness authority which contains the following language:

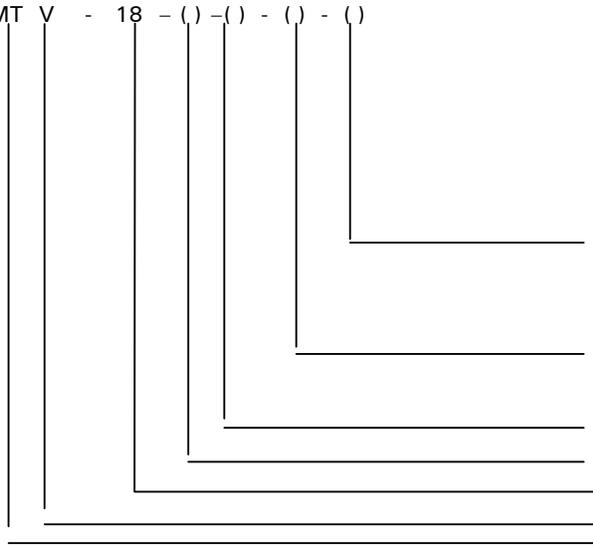
(1) This propeller conforms to its United States type design (Type Certificate Number P13BO) and is in a condition for safe operation.

(2) This propeller has been subjected by the manufacturer to a final operational check and is in a proper state of airworthiness. Reference FAR Section 21.500 which provides for the airworthiness acceptance of aircraft engines or propellers manufactured outside the U.S. for which a U.S. type certificate has been issued. Additional guidance is contained in FAA Advisory Circular 21-23, Airworthiness Certification of Civil Aircraft, Engines, Propellers, and Related Products, Imported into the United States.

NOTES

NOTE 1: HUB MODEL DESIGNATION:

MT V - 18 - () - () - () - ()



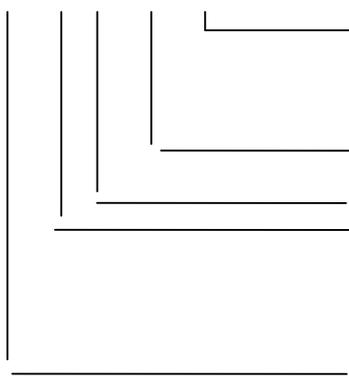
- Small letter: modifications which do not affect interchangeability
- Capital letter: modifications which restrict or exclude interchangeability
- Blank: None or small counterweights for pitch change forces towards fine pitch
- C: Counterweights for pitch change forces towards high pitch
- Flange Type *
- Design configuration number
- Number of basic model
- Variable pitch propeller
- MT-Propeller Entwicklung GmbH

* Flange

- B = AS-127-D, SAE No. 2 mod., 1/2" mounting bolts
- C = AS-127-D, SAE No. 2 mod., 7/16" mounting bolts
- D = ARP 502

NOTE 2: BLADE MODEL DESIGNATION:

() () 180 - 17 ()



- Small letter: modifications which do not affect interchangeability of blade sets
- Capital letter: modifications which restrict or exclude interchangeability of blade sets
- Number of blade design, contains material, construction and aerodynamic data
- Propeller diameter in cm
- Sense of rotation (viewed in flight direction)
 - Blank: right-hand tractor
 - RD: right-hand pusher
 - L: left-hand tractor
 - LD: left-hand pusher
- Position of pitch change pin
 - Blank: Position for pitch change forces to decrease pitch
 - C: Position for pitch change forces to increase pitch

NOTES CONTINUED

- NOTE 3: Pitch Control: Pitch control is accomplished by Control Unit P-120-M (manual) or Control Unit P-120-U This is universal (selectable automatic, constant speed & manual control) or Control Unit P-120-A (automatic (constant speed))
For the control units no TBO or life limits are specified. Service is on condition.
- NOTE 4: (a) Feathering: Electrical control per Control Units P-120-M, P-120-U and P-120-A
(b) Reversing: Not applicable
- NOTE 5: Right & left hand Models: A version of the approved model with opposite hand rotation is approved at the same rating and diameter limitations
- NOTE 6: Interchangeability: Not applicable
- NOTE 7: Accessories: (a) Propeller Spinners: According to FAA-approved list published in MT-Propeller Service Bulletin No. 13
- NOTE 8: Shank fairings: Not applicable
- NOTE 9: Special limits: Not applicable
- NOTE 10: Special notes: (a) Aircraft installations must be approved as part of the aircraft type certificate and demonstrate compliance with the applicable aircraft airworthiness requirements.
(b) All MTV-18 propellers must be operated within the limits of MT-Propeller Operation and Installation Manual No.E-118 and adhere to the TBO-limits shown in Service Bulletin No. 1().
(c) Propeller Maintenance, on overhaul, and airworthiness limitations shall be accomplished in accordance with MT-Propeller Overhaul Manual No. E-250 latest revision.
- NOTE 11: Service Information:
Each of the documents listed below must state that it is approved by the European Aviation Safety Agency (EASA) or – for approvals made before September 28, 2003 – by the LBA. Any such documents are accepted by the FAA and are considered FAA approved.
- Service bulletins,
 - Structural repair manuals,
 - Vendor manuals,
 - Aircraft flight manuals, and
 - Overhaul and maintenance manuals.

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