

U.S. DEPARTMENT OF TRANSPORTATION  FEDERAL AVIATION ADMINISTRATION  TYPE CERTIFICATE DATA SHEET P25BO	TCDS NUMBER P25BO REVISION: 1  MT-PROPELER COMPANY MODEL: MTV-1-()  March 2, 2007
---	---

Propellers of models described herein conforming with this data sheet (which is part of Type Certificate No. P25BO) 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 manual and other approved instructions.

TYPE CERTIFICATE HOLDER      MT-Propeller Entwicklung GmbH  
 Airport Straubing-Wallmühle  
 D-94348 Atting  
 Germany

TYPE                                      Constant speed, Electrical Control (See Note 3 & 4)

ENGINE SHAFT                        See Note 1 of this TCDS

HUB MATERIAL                        Aluminum alloy

BLADE MATERIAL                    Laminated wood composite structure, epoxy-fiber glass cover, with leading edge and erosion protection

HUBS                                      See Note 1 of this TCDS

NUMBER OF BLADES                2 (two)

DESIGN SERIES                        MTV-1-A, -D, -F

HUB-TYPE MTV-6 See Note 1	BLADE S See Notes 2 & 6	MAXIMUM CONTINUOUS		<TAKE OFF>		NOMINAL DIAMETER		BLADE TWIST *)		APPROXI MATE WEIGHT			
		HP(kW)	RPM	HP(kW)	RPM	Max. Inch	Min. cm	Min. Inch	Max. cm	Min. (°)	Max. (°)	lbs.	(kg)
( )-3, ( )-4, ( )-5, ( )-6, ( )-7,		91 (68)	3000	79 (59)	3400	68.5	160	55.1	140	5	50	24.3	(11)
( )-8, ( )-9, ( )-12, ( )-16, ( )-23, ( )-28, ( )-31, ( )-49,		91 (68)	3000	86 (64)	3200	63	160	55.1	140	5	50	24.3	(11)
( )-51, ( )-106, ( )-112, ( )-122, ( )-125, ( )-129, ( )-312		99 (73.6)	2750	99 (73.6)	2750	68.9	175	55.1	140	5	50	24.3	(11)
		99 (73.5)	2265	114 (85)	2388	70.9	180	59	140	5	50	24.3	(11)

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

Page	1	2	3	4
Rev.	1	1	1	1

**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 type certificate Number 32.130/53. The FAA validated this product under U.S. Type Certificate Number P25BO. 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.** LBA-Data Sheet No. 32.130/53

**TC APPLICATION DATE** August 19, 2002

**TC ISSUED** December 11, 2003

**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 endorsed by the LBA on behalf of the European Community which contains the following language:

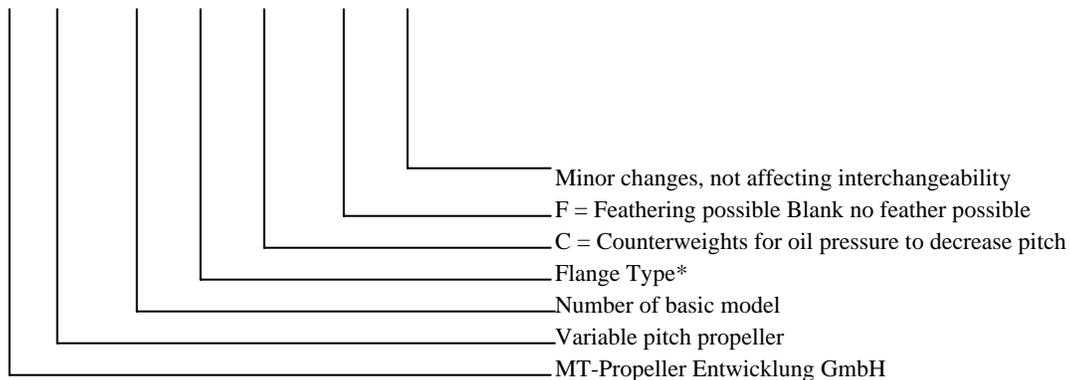
(1) This propeller conforms to its United States type design (Type Certificate Number P25BO) and is in a condition for safe operation.

(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**

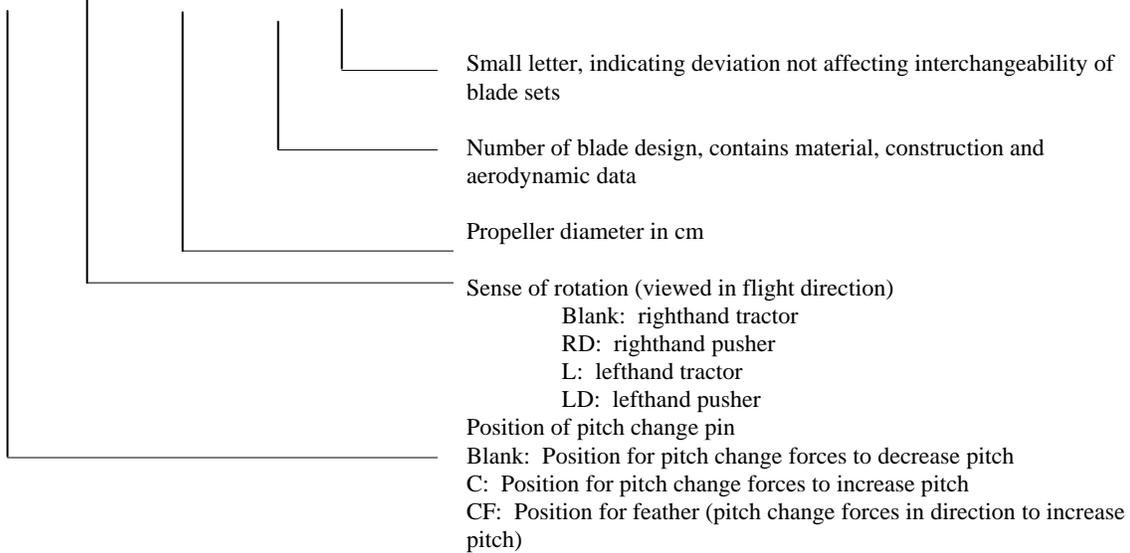
MT V - 1 - A - ( ) - ( ) ( )



\*Flange  
 A = hub flange for motorglider engines, 7/16"-20 UNF mounting bolts  
 F = AS-127-D, SAE No. 1 mod., 3/8"-24 UNF mounting bolts  
 D = ARP 502, Type 1

## NOTE 2:           BLADE MODEL DESIGNATION

( ) ( ) 160 - 03 ( )



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 TBP 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-120A  
(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-1 propellers are to 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 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.

--END--