

Blade Angles

Feather	92.5° ± .20°	(a) (b)
Low-pitch stop (min. flt idle)	23.3° ± .50°	(a)
Ground idle, beta	4.0° to 5.5°	(c)
Reverse	-7.0° ± 1.0°	(b) (d)

- (a) Propeller blade angles are measured at the blade 42.875 inch station with the propeller on a test post under conditions established by the applicable Hamilton Standard Maintenance Manual.
- (b) Propeller blade angles are indicated on the back-up valve housing under conditions established in the USAF T.O. 1C-130A-2-11 and USAF T.O. 3-1-1.
- (c) 5.0° to 6.0° with valve housing P/N 714325-2 or later installed.
- (d) -5.5° to -7.5° with valve housing P/N 714325-2 or later installed.

Propeller Oil
(Ham Std.)

MIL-H-5606B

4 - Aeroproducts, A6341FN-DIA Hydraulic Propellers Hub and Blade Assembly
P/N 6506600 with Alpha Prefix -wy designation Serial Numbered Blades Only.

Diameter 15 feet

Repair and rework to be in accordance with USAF T.O. 3H3-19-2

Single rotation, three blade assembly with governing speed setting 1016 prpm (13,820 erpm). Propeller assembly is complete with spinner, feathering and reversing provisions, constant speed control, negative torque control, synchrophaser and electrical ice control.

Blade Angles

Blade angle settings are the No. 72 station

Feather	82.0°
Mechanical low pitch stop	5.9° to 6.5°
Flight Idle (Hydraulic low pitch stop)	7.8° to 8.2°
Negative	-15.3° to -15.7°
Total allowable blade angle range	97.5°

Propeller Oil
(Aero Products)

Penola Aviation Instrument Oil, Government No. 1191X, manufactured by ESSO Standard Oil Company, Type P-Q Rust Preventative No. 107, Government No. 6603X, manufactured by American Oil Company or Government No. 3106 or 3106X manufactured by Humble Oil and Refining Company, FSN 9150-473-9849.

Airspeed Limits
(Knots IAS)

VM _O	(Maximum operating)	See T.O. 1C-130A-1,
VC _A	(Maneuvering)	Section 5, page 5-15
V _B	(Turbulent air penetration)	65 knots above power off stall speed but not to exceed 180 knots IAS. Fig 6-1, T.O. 1C-130A-1 shows stall speeds measured as a function of gross weight.
V _{FE}	(Take-Off & Approach 50%)	180K
V _{FE}	(Landing, 100%)	145K
V _{LO}	(Landing gear operation)	170K
V _{LE}	(Landing gear extended)	170K
V _{LL}	(Landing light extended)	170K

<u>Heated Windshield Limitations</u>	If electric windshield heat is operative, it must be used for all flight operations. Operation without windshield heat on any or all portions of the windshield is permissible provided (1) The airplane is not flown in known icing conditions and (2) The maximum speed limit below 10,000 ft. is 187 KCAS.		
<u>C. G. Range</u>	See Fig. 5-6, USAF T.O. 1C-130A-1		
<u>Datum</u>	Fuselage Station 94.0 W.L. 142.98, BLO (NAS 221 screw head on bottom of forward fuselage, 71.0" forward of center line of nose gear strut).		
<u>M.A.C.</u>	164.5", leading edge F.S. 487.4		
<u>Maximum Takeoff</u>	124,200 lbs.		
<u>Maximum Landing Wt.</u>	96,000 lbs. up to 124,200 lbs. See page 5-20 of T.O. 1C-130A-1.		
<u>Maximum Zero Fuel Weight</u>	97,000 lbs.		
<u>Leveling Means</u>	Provisions for leveling by plumb line are installed in the cargo compartment on the left side of approximately F.S. 637. A plumb line support bracket is located on the fuselage side panel at approximately W.L. 252, BL 64L, and a leveling plate is located on the top of the cargo floor curb at approximately W.L. 150, BL 64L.		
<u>Minimum Crew</u>	Three (3) Pilot, Co-Pilot, and Flight Engineer.		
<u>Passengers</u>	None, limited to the flight crew and number of persons essential to operations.		
<u>Fuel Capacity</u>	See page 1-49 of T.O. 1C-130A-1 for fuel capacity and usable fuel. See NOTE 2 for unusable fuel.		
<u>Oil Capacity</u>	Four nacelle tanks (Arm 442.0). Capacity for each tank: 9 gallons usable, 12 gallons total. See NOTE 2 for system oil.		
<u>Cargo Capacity</u>	See USAF T.O. 1C-130A-1 Section 5		
<u>Maximum Operating Altitude</u>	40,000 ft.		
<u>Control Surface Movements</u> (See USAF T.O. 1C-130A-2-9)	Aileron	Up 25°	Down 15°
	Trim Tab	Up 20°	Down 20°
	Elevator	Up 40°	Down 15°
	Trim Tab	Up 6°	Down 25°
	Rudder	Left 35°	Right 35°
	Trim Tab	Up 25°	Right 25°
	Wing Flap	Down 36°	100%
<u>Serial Numbers Eligible</u>	Surplus military C-130A airplanes that have been found to comply with the requirements of this data sheet.		
<u>Certification Basis</u>	The certification basis is FAR 21.25(a)(2).		
<u>Production Basis</u>	None - Prior to original certification of each aircraft, an FAA representative must perform an inspection for workmanship, materials, and conformity with the approved technical data. All applicable Technical Orders affecting airworthiness must be accomplished.		
<u>Equipment</u>	The basic required equipment as prescribed in the applicable Airworthiness Regulations (See Certification Basis), must be installed in the aircraft for certification.		

- NOTE 1. This approval applies to:
- A. Basic United States Air Force C-130A airplane with no major modifications except, as required by later FAA approved revisions.
 - B. Airplanes certified for the special purpose of carrying enclosed/package cargo with the following limitations:
 - 1. In addition to the operation limitations in this data sheet, area, economic, passenger, and other appropriate operating limitations in accordance with FAR 21.25 shall be shown on placards or listings accessible to the pilot.
 - 2. The following placard is to be installed in clear view of the pilot.

"RESTRICTED CATEGORY"

"This airplane must be operated as a restricted category airplane and in compliance with the operating limitations stated on USAF T.O. 1C-130A-1 section V and in the form of placards marking and manuals."

- 3. Carriage of hazardous materials is prohibited unless compliance is shown with FAR 21.25, FAR 91 and the applicable regulations in the Code or Federal Regulations 49, Part 175.

- NOTE 2.
- A. Current weight and balance report including list of equipment included in certificated weight empty, and loading instructions when necessary must be in each aircraft at the time of original certification and at all times thereafter.
 - B. The location of the center of gravity for any gross weight configuration, determined from T.O. 1-1B-40, Handbook of Weight and Balance Data, must fall within the percent of the mean aerodynamic chord (MAC) shown on the Center of Gravity Limitations Chart (figure 5-6). For information and method of calculating the airplane center of gravity, refer to T.O. 1C-130A-9, Cargo Loading Handbook and T.O. 1-1B-40, Handbook of Weight and Balance Data.
 - C. The weight of the system fuel and oil as defined below, and hydraulic fluid, must be included in the airplane empty weight.

System Fuel: The weight of all fuel required to fill all lines and tanks up to the zero fuel pint on the fuel gauges in the level flight altitude.

Unusable (includes trainable and trapped fuel):

<u>Tank</u>	<u>Lbs.*</u>	<u>Arm</u>
1	65	555.3
2	65	565.4
3	65	565.4
4	65	555.3
Left Aux.	0	
Right Aux.	<u>0</u>	
TOTAL	260	
 Trapped or line fuel	 149	 563.5

*This column includes 41 lbs. of fuel (trapped in lines) distributed to each tank at 5 lbs. per tank.

System Oil: The weight of oil remaining in the engine, lines, and tanks after subtracting the usable oil from the total capacity. Total: 221 lbs., Arm 442.0

- D. Fuel Loading and Usage.
1. Fuel must be loaded and used to provide compliance with the "Fuel Unbalance" limitation contained in USAF T.O. 1C-130A-1. Refer to USAF T.O. 1C-130A-1 for normal fuel management procedures.
 2. Phillips fuel additive PFA-55MB may be used in concentrations not to exceed 0.15 percent by volume. No fuel system anti-icing credit is allowed.

NOTE 3. Latest revisions of the following documents are required:

- A. USAF T.O. 1C-130A-1, Change 2, dated March 22, 1981, and USAF T.O. 1C-130A-1-1, must be available in the C-130A aircraft for all flight operations.
- B. USAF T.O. 1C-130A-9, "Cargo Loading Handbook," and Supplement No. 1, dated April 28, 1967, must be used to load and restrain cargo.
- C. USAF T.O. 1-1B-40, "Handbook of Weight and Balance Data."

NOTE 4. The aircraft must be serviced and maintained in accordance with USAF T.O. 1C-130A-2-1 through AC-130A-2-13.

FAA airworthiness directives for all L-382 series aircraft and Hamilton Standard 54H60 series propellers must be reviewed for applicability and complied with accordingly. Compliance with applicable Time Compliance Technical Orders for the aircraft and engines must be shown.

NOTE 5. C-130A aircraft with Aeroproducts propellers with Alpha Prefix Serial Numbered blades are approved for Restricted Category operation. These propellers must be maintained in accordance with USAF T.O. 3H3-19-2 dated 1 August 1961, Change 28 dated 7 April 1983, or later revision. Propeller inspection interval and replacement times shall be in accordance with USAF T.O. 1C-130A-6 dated 1 July 1982, Change 1 dated October 1982, or later revision. Blades with numbered serial numbers are not approved. SN Blades without the alpha prefix are not approved.

NOTE 6. Prior to civil airworthiness certification, LeSEA, Inc. must show that the following have been accomplished:

- (a) Compliance with all USAF Technical Orders which affect airworthiness.
- (b) Inspect all fuel tanks for sealant deterioration and repair as necessary.

NOTE 7. On August 21, 2015 a search of all FAA files and records was conducted and no type design records were found.

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