

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION TYPE CERTIFICATE DATA SHEET	TCDS NUMBER: P14BO REVISION: 4 MT-PROPELLER COMPANY MODEL: MTV-25-() March 15, 2007
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Propellers of models described herein conforming with this data sheet (which is part of Type Certificate No. P14BO) 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 (TC) HOLDER: MT-Propeller Entwicklung GmbH
 Airport Straubing-Wallmühle
 D-94348 Atting
 Germany

TYPE: Hydraulic constant speed with reversing and feathering pitch feature.

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: 5 (five)

DESIGN SERIES: MTV-25-1-(), MTV-25-2-()

Hub-Type MTV-25 See Note 1	BLADES (See Notes 2 & 6)	MAXIMUM CONTINUOUS		<TAKEOFF>		Nominal Diameter		BLADE TWIST *) min max	APPROXIMATE WEIGHT **), (***) lbs. (kg)
		HP (kW)	RPM	HP (kW)	RPM	Max inch (cm)	Min inch (cm)		
(-)3, (-)4, (-)5, (-)6, (-)7, (-)8, (-)9, (-)12, (-)16, (-)23, (-)28, (-)31, (-)49, (-)51, (-)106, (-)112, (-)122, (-)125, (-)312		185 (138)	2850	185 (138)	2850	67.0 170	55.0 (140)	5 50	48.5 (22)
		350 (261)	2700	350 (261)	2700	67.0 170	55.0 (140)	5 50	48.5 (22)

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

**) Propellers with the option "Feather" are 7.7lbs (3.3kg) heavier.

***) Propellers with the option "Feather and Reverse" are 17.6 lbs. (8 kg) heavier.

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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 35-6, inclusive. Equivalent level of safety findings for 35.21 for Model MTV-25 which restricts the model to airship installations.

Luftfahrt-Bundesamt (LBA) originally type certificated this propeller under its type certificate Number 32.130/97. The FAA validated this product under U.S. Type Certificate Number P14BO. 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. 32.130/97: MTV-25-1 Issue 2, dated August 26, 1997, MTV-25-1 Issue 3 dated June 20, 2001, and MTV-25-2 Issue 1, dated June 20, 2001.

TC APPLICATION DATE: August 8, 1996

TC ISSUED July 17, 1997, Revised September 26, 1997, July 31, 2001, and September 7, 2001

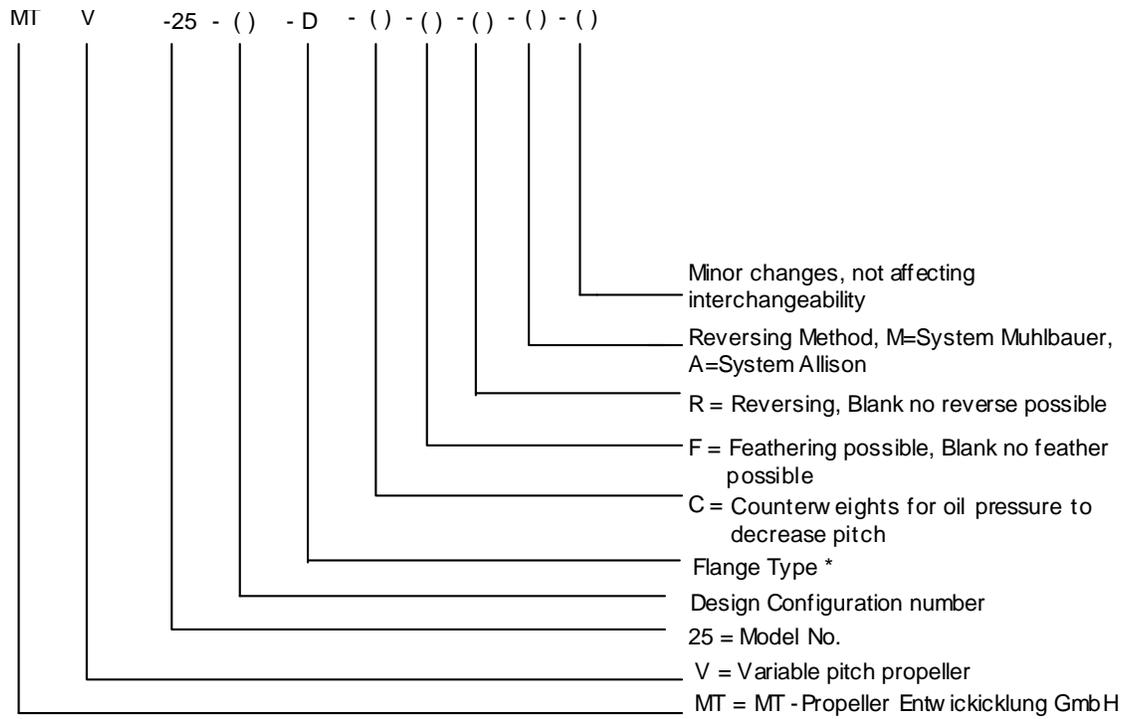
IMPORT REQUIREMENTS: To be considered eligible for installation on U.S. registered aircraft, each propeller to be exported to the United States shall be accompanied by a Certificate of Airworthiness for export endorsed by the LBA on behalf of the European Community which contains the following language:

(1) This propeller conforms to its United States type design P14BO 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

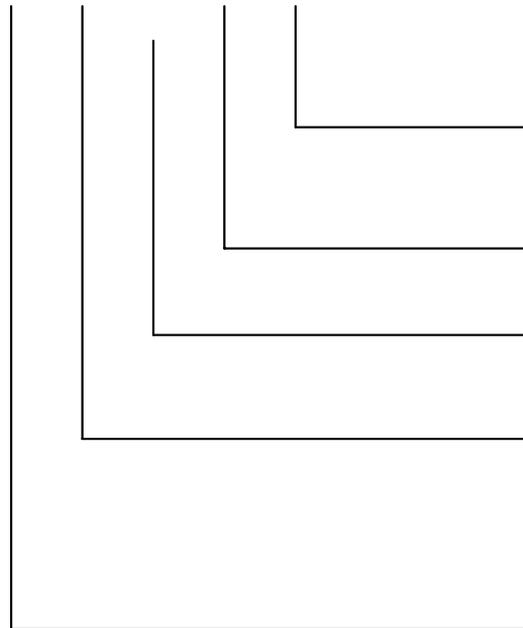
NOTE 1: HUB MODEL DESIGNATION:



* 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:

() () 170 - 06 - ()



Small letter, indicating deviation of blade twist from standard values according to manufacturer.

Number of blade design, contains construction and aerodynamic data.

Propeller diameter in cm

Sense of rotation (viewed in flight direction)

Blank: righthand tractor

RD: righthand pusher

L: lefthand tractor

LD: lefthand pusher

Position of pitch change pin

Blank: Position for pitch change forces to decrease pitch

C: Position for pitch change forces to increase pitch

CR: Position for reverse (pitch change forces to increase pitch)

CF: Position for feather (pitch change forces in direction to increase pitch)

CFR: Position for feather and reverse (pitch change forces in direction to increase pitch)

NOTE 3: Pitch Control: Pitch control is accomplished by a standard governor or by the MT-Propeller Hydraulic Propeller Governor Installation, P-480-() for the reversing option -R(M). The P-480-() is a single acting pump governor, but dual pressure system design enables the hydraulically variable pitch MT propellers to operate with reverse capability. P-480-() also incorporates feathering capability.

NOTE 4: (a) Model incorporates feathering and unfeathering features by means of counterweights and springs with governor operation.

(b) Model also incorporates reversing feature: System-R(M) by P-480-(), System-R(A) by standard Allison beta system.

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 for MTV-25 propeller.
(b) Propeller Governors: According to FAA-approved List published in MT-Propeller Service Bulletin No. 14 for MTV-25 propeller.
(c) Deicing Systems: According to FAA-approved List published in MT-Propeller Service Bulletin No. 15 for MTV-25 propeller.
(d) Adapter flange per MT drawing A-847-A.
- NOTE 8: Shank Fairings: Not applicable
- NOTE 9: Special Limits: Propeller Model MTV-25-1 and MTV-25-2 cannot be installed on airplanes without special FAA review.
These propellers are limited to airship installations and operation. Additional installations must be evaluated for inadvertent in-flight reverse operation or failures. Therefore these installations must be reviewed and approved by FAA, Boston Aircraft Certification Office
- 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-25 propellers are to be operated within the limits of MT-Propeller Operation and Installation Manual No. E-124, E-504, E-508 and E-610 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-220, E-519, E-520 and E-680 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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