

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

P-826  
Revision 3  
CURTISS  
C644S  
May 1, 1970

TYPE CERTIFICATE DATA SHEET NO. P-826

Propellers of models described herein conforming with this data sheet (which is part of type certificate no. 826) 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 Civil Air Regulations/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      Curtiss-Wright Corporation  
Curtiss Division  
Caldwell, New Jersey 07006

Type      Electrically controllable - feathering and reversing (see NOTES 3 and 4)  
Engine shaft      SAE No. 60 spline  
Hub material      Steel  
Blade material      Hollow steel  
Number of blades      4  
Hubs eligible      C644S-B (see NOTE 1)

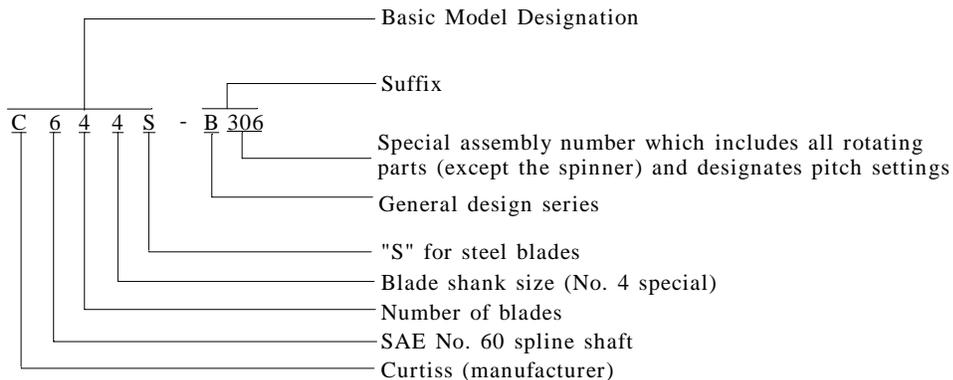
<u>Blade Eligible</u> (See Note 2)	<u>Maximum</u> <u>Continuous</u>		<u>Takeoff</u>		<u>Diameter</u> <u>Limits</u> (See Note 2)	<u>Hub and</u> <u>Blade Weight</u> (Max Diameter)
	HP	RPM	HP	RPM		
830-20C4-0	2650	1085	3500	1160	15' 2" (- 0)	819 lbs.
1052-20C4-30	2800	960	3500	1020	16' 8" (-30)	864 lbs.

Certification basis      Type Certificate No. 826, issued September 24, 1945, reissued January 2, 1962.  
Production basis      Production Certificate No. 8

NOTE 1.

Hub Model Designation

The model designation of a complete Curtiss propeller assembly (which includes all rotating parts except the spinner) consists of a letter and a number suffixed to the basic model designation. For example:

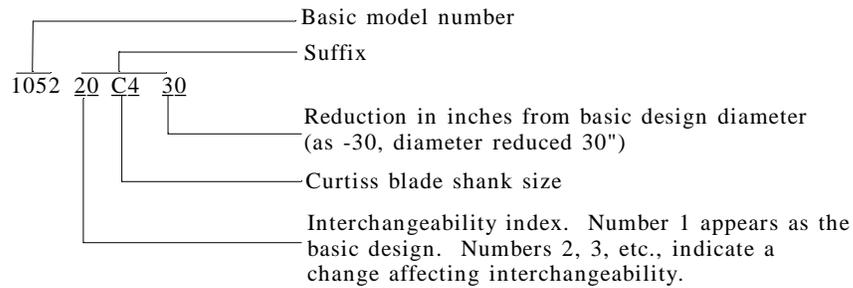


A change in the suffix letter indicates a design series change which may affect eligibility. Only those design series listed are eligible. A change in the suffix number indicates a minor change which does not affect propeller eligibility.

## NOTE 2.

Blade Model Designation

For hollow steel blades the model designation consists of a series of numbers and letters suffixed to the basic model number. For example:



Blades of the same model with different suffixes are equally eligible as listed in NOTE 6, but only blades with a like suffix should be assembled in the same hub.

## NOTE 3.

Pitch Control. Eligible only with Curtiss manual control, constant speed governor, or automatic synchronizer.

## NOTE 4.

- (1) Feathering. Eligible with full feathering control and voltage booster installed in accordance with the propeller manufacturer's instructions.
- (2) Reversing. Eligible with reversing control and voltage booster installed in accordance with the propeller manufacturer's instructions.

## NOTE 5.

Left-Hand Models. The left-hand version of an approved model propeller is eligible at the same rating and diameter limitations as listed for the right-hand model.

## NOTE 6.

Interchangeable Blades. Only blades listed in the same group of the following listed groups are sufficiently similar aerodynamically and vibrationwise to permit interchangeability in the same diameter without a flight test. Blades with different model numbers, however, should not be incorporated in the same propeller, and reference should always be made to the ratings of the blades. None.

## NOTE 7.

Accessories.

- (1) Propeller deicing. Eligible with only Curtiss fluid or electrical deicing provisions.
- (2) Spinners. Eligible with only Curtiss spinner.

## NOTE 8.

Shank Fairings. Curtiss steel blades are considered eligible for installation of blade shank cuffs. Specific part numbers and weights of eligible cuffs will be shown in the pertinent Aircraft Specification/Type Certificate Data Sheets.

## NOTE 9.

Special Limits. Not applicable.

## NOTE 10.

Special Notes. The word "eligible" as used herein does not signify approval. For approval, compliance with the applicable aircraft airworthiness requirements is necessary.

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