DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

P-874
Revision 20
McCauley
1A200
1B200
1C200
1D200
April 21, 2011

TYPE CERTIFICATE DATA SHEET NO. P-874

Propellers of models described herein conforming with this data sheet (which is part of Type Certificate No. 874) and other approved data on file with the Federal Aviation Administration, meet the minimum standards for use in certificated aircraft in accordance with the 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 manuals and other approved instructions.

Type Certificate Holder — McCauley Propeller Systems
7751 East Pawnee
Wichita, Kansas 67207

Type — Fixed pitch metal
Material — Aluminum Alloy
No. of Blades — Two

	Takeoff				Hub Drilling			Hub Dimensions			
Model	Max. Cont.			Standard	No.	Dia.	Bolt	Dia. Pilot	Hub	Dim.	Wt. (lb.)
(See Note 2)	HP	RPM	Dia.	Pitch	Holes	Holes	Circle	Hole	Dia.	Thick.	(Max. Dia.)
1A200/FM	225	2650	90"-78"	100"-40"	8	29/64"	6"	2-1/4"	7"	3-9/16"	43
1B200/HM	225	2650	90"-78"	100"-40"	8	29/64"	6"	3-1/2"	7"	3-9/16"	43
1C200/FC	225	2650	90"-78"	100"-40"	6	1/2"	4"	2-1/4"	7"	3-9/16"	43
1A200/FA	300	2700	90"-78"	100"-40"	6	33/64"	4.75"	2-1/4"	6"	3-9/16"	42
1A200/FAM	180	2700	84"-78"	100"-40"	6	25/64"	4.75"	2-1/4"	6"	3-9/16"	42
1D200/OM	185	2500	90"-84"	64"-34"	6	33/64"	4"	2-1/4"	5-1/4"	3-7/16"	35
1A200/DFA	300	2700	90"-78"	100"-40"	6	33/64"	4.75"	2-1/4"	6"	4-13/16"	45*
1A200/AOM	230	2600	90"-78"	100"-40"	6	33/64"	4"	2-1/4"	5-1/4"	3-7/16"	40
1A200/HFA	290	2700	90"-78"	100"-40"	6	33/64"	4.75"	2-1/4"	6"	5-9/16"	46*
1A200/WFA	290	2700	90"-74"	100"-40"	6	33/64"	4.75"	2-1/4"	6"	3-9/16"	48*

* Weight includes integral doweled spacer

Certification Basis:

Propeller	Certification Basis	Method of Approval	Application Date	Approval Date
1A200/FM	CAR Part 14 eff Nov 1, 1949 Amdt 14-1		July 27, 1950	September 8, 1950
1B200/HM	CAR Part 14 eff Nov 1, 1949 Amdt 14-1		July 27, 1950	September 8, 1950

1C200/FC	CAR Part 14 eff Nov 1, 1949 Amdt 14-1		September 23, 1953	September 23, 1953

Propeller	Certification Basis	Method of Approval	Application Date	Approval Date
1A200/FA	CAR Part 14 eff Nov 1, 1949 Amdt 14-1	DOA Part 410 of the Regs of the Admin	May 16, 1962	May 16, 1962
1A200/FAM	CAR Part 14 eff Nov 1, 1949 Amdt 14-1		February 10, 1961	February 10, 1961
1D200/OM	CAR Part 14 eff Nov 1, 1949 Amdt 14-1		July 9, 1959	July 9, 1959
1A200/DFA	CAR Part 14 eff Dec 15, 1956 Amdt 14-1	DOA Part 410 of the Regs of the Admin	July 16, 1964	July 16, 1964
1A200/AOM	14 CFR Part 35, Amdt 35-1 (February 1, 1965)	DOA under 14 CFR Part 21, Subpart J	November 2, 1965	November 2, 1965
1A200/HFA	14 CFR Part 35, Amdt 35-1 to 35-2 (April 3, 1967)	DOA under 14 CFR Part 21, Subpart J	April 1, 1974	April 1, 1974
1A200/WFA	14 CFR Part 35, Amdt 35-1 to 35-6 (August 18, 1990)	DOA under 14 CFR Part 21, Subpart J	April 27, 1998	April 27, 1998

Date of Application for Type Certificate July 27, 1950

Production Basis: Production Certificate No. 3

NOTE 1. Installation.

Propeller model 1A200/FM is for use on SAE #4 flanged propeller shaft and must be installed in accordance with McCauley C-1175.

Propeller model 1B200/HM is eligible with McCauley hub P/N C-1225 on SAE #20 splined propeller shaft. When hub C-1225 is used, propeller is to be installed in accordance with McCauley Drawing C-1174.

Propeller model 1C200/FC is for use on the special Continental Motors Corp. propeller flange and must be installed in accordance with McCauley Drawing C-1530.

Propeller model 1A200/FA is for use on SAE #2 modified flange and must be installed in accordance with McCauley Drawing C-2337.

Propeller model 1A200/FAM is for use on SAE #2 modified flange and must be installed in accordance with McCauley Drawing C-2720.

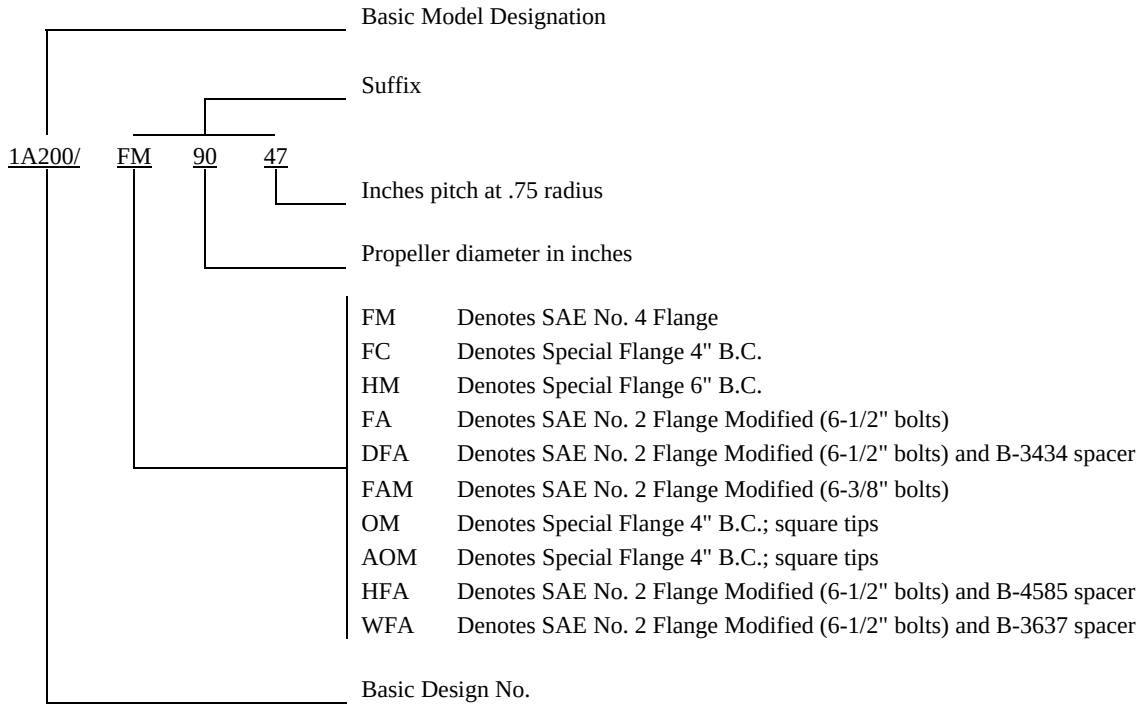
Propeller models 1A200/AOM and 1D200/OM are for use on the special Continental Motors Corp. propeller flange and must be installed in accordance with McCauley Drawing C-2359.

Propeller model 1A200/DFA is for use on SAE #2 modified flange with McCauley P/N B-3434 spacer and must be installed in accordance with McCauley Drawing C-3433.

Propeller model 1A200/HFA is for use on SAE #2 modified flange with McCauley P/N B-4585 spacer and must be installed in accordance with McCauley Drawing C-4586.

Propeller model 1A200/WFA is for use on SAE #2 modified flange with McCauley P/N B-3637 spacer and must be installed in accordance with McCauley Drawing C-7565.

NOTE 2. Propeller Model Designation.



NOTES 3, 4, 5, 6, 7, and 8. Not applicable.

NOTE 9.

Table of Propeller-Engine Combinations
Approved Vibrationwise for Use on Normal Category Single-Engine Tractor Aircraft

The maximum and minimum propeller diameters that can be used from a vibration standpoint are shown below. No reduction below the minimum diameter listed is permissible since this figure includes the diameter reduction allowable for repair purposes.

Propeller Model	Engine Model	Max. Dia. (Inches)	Min. Dia. (Inches)	Placards
1A200/FM	Continental O-470-11	90	80	None
1B200/HM	Continental E-225	90	86	None
1C200/FC	Continental O-470-A	90	86	None
1C200/FC	Continental O-470-E	90	86	None
1C200/FC	Continental O-470-J	90	86	None
1A200/FM	Continental E-185 with SAE No. 4 flange and dampered shaft	90	80	None
1A200/FA or 1A200/DFA	Lycoming O-360 series (Up to 180 hp and 2700 rpm)	82	78	None
1A200/HFA	Lycoming O-360 series (Up to 180 hp and 2700 rpm)	80	79	“Avoid continuous operation while descending between 1700 to 2100 rpm”

Propeller Model	Engine Model	Max. Dia. (Inches)	Min. Dia. (Inches)	Placards
1A200/FA or 1A200/DFA	Lycoming O-540 & IO-540 with one 5th order and one 6th order crankshaft damper configuration (Up to 260 hp and 2700 rpm)	90	80	None
1A200/FA or 1A200/DFA	Lycoming IO-540 series with one 5th order and one 6th order crankshaft damper configuration (Up to 300 hp and 2575 rpm)	90	86	None
1A200/FAM	Lycoming O-320 series (Up to 160 hp and 2700 rpm)	82	78	None
1D200/OM	Continental GO-300 series (175 hp and 2400 rpm)	90	86	None
1A200/AOM	Continental O-470 series with one 5th order and one 6th order crankshaft damper configuration (Up to 230 hp and 2600 rpm	90	86	None

NOTE 10. 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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