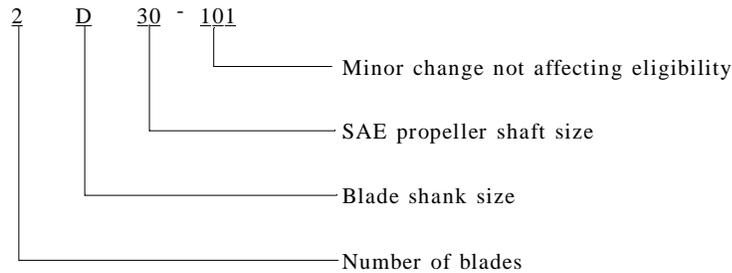


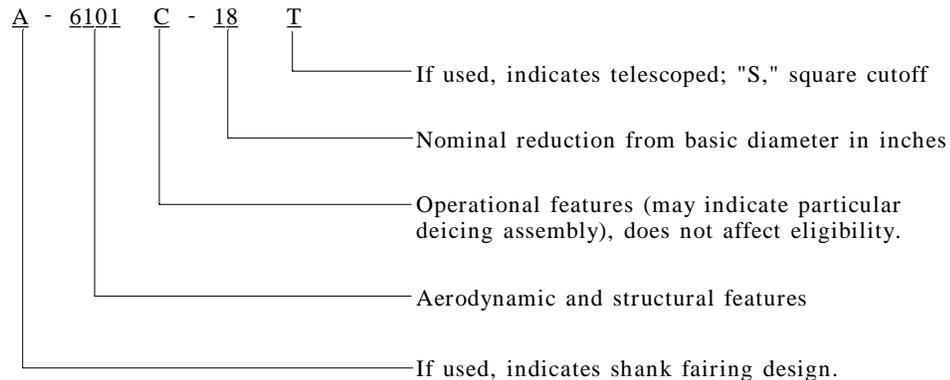
Production basis

Production Certificate No. 14

NOTE 1.

Hub Model Designation

NOTE 2.

Blade Model Designation

The blade model designation suffixed with "T" indicates a diameter reduction by telescoping. Blade models with square cutoffs in accordance with Hamilton Standard blade drawings are suffixed with "S." Telescoped blades and blades with a square cutoff are eligible at the same ratings and diameter limits as blades with standard cutoff. Diameter limits shown are nominal diameters of the assembled propeller and do not include the $\pm 1/8$ inch manufacturing tolerance permissible for propellers with basic diameter less than 14 feet or $\pm 1/4$ inch permissible for propellers with basic diameter 14 feet or larger.

NOTE 3.

Pitch Control. Eligible with Hamilton Standard manual control or constant speed governor only.

NOTE 4.

Feathering. Not applicable.

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. Blades with an "S" or "T" (see NOTE 2) are not interchangeable aerodynamically or vibrationwise with each other or with blades having normal round cutoffs. Only blades listed in the same group of the following groups are aerodynamically similar. Only blades listed under the same type in any one group are structurally similar. A higher type number implies a higher strength. This is due to difference in alloys and in cold working of the blade surface.

Type 1 includes standard alloy non-surface treated blades; Type 2, hard alloy non-surface treated blades; Type 3, hard alloy blades with cold worked shanks; Type 4, hard alloy blades with cold worked shanks and shot peened surfaces.

The following defines the degree to which these blades may be used interchangeably in the same diameter without a flight performance test and without a vibration survey:

Type 2 blades may replace Type 1 blades in the same group, but not vice-versa.

Type 3 blades may replace either Type 1 or Type 2 blades in the same group, but not vice-versa.

Type 4 blades may replace either Type 1, Type 2, or Type 3 blades in the same group, but not vice-versa.

Reference should always be made to the ratings of the blades, and blades with different model numbers cannot be incorporated in the same propeller unless the aircraft type certificate data sheet specifically permits this.

<u>Group</u>	<u>Type 1</u>	<u>Type 2</u>
(1)	6167	6237

NOTE 7.

Accessories.

(a) Propeller Deicing

- (1) Eligible with Hamilton Standard deicing slinger ring assemblies.
- (2) Eligible with Goodrich No. 37572 propeller deicer fluid feed strips.
- (3) Eligible with Siebenthaler deicing slinger ring assembly 16 lbs. (includes spinner).

NOTE 8.

Shank Fairings. A letter and a dash prefix included in the blade model designation (as A-6101) indicates that the blade assembly includes molded shank fairing. Fairings are eligible only on those model blades specifically designated. The following procedure should be followed when determining if blades with molded shank fairings are eligible on a model aircraft.

- (a) Refer to the pertinent propeller type certificate data sheet and determine whether an assembly of the blade model in question is eligible to incorporate a molded shank fairing.
- (b) Refer to the pertinent aircraft type certificate data sheet and determine whether the same model blade with incorporated molded shank fairing is eligible in the propellers of that model aircraft.

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.

....END....