

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

P-910
Revision 10
McCAULEY
1C160
1C172
July 7, 2006

TYPE CERTIFICATE DATA SHEET NO. P-910

Propellers of models described herein conforming with this data sheet (which is part of propeller Type Certificate No. 910) 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 manuals and other approved instructions.

The propellers are of fixed-pitch, single-piece, two blade aluminum alloy construction. These limitations apply to all propellers listed herein except as modified in the notes.

Type Certificate Holder:	McCauley Propeller Systems 7751 East Pawnee Wichita, KS 67207
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Model (See NOTE 2)	Takeoff & <u>Max. Cont.</u>		Standard Diameter	Standard Pitch	Hub Drilling			Diameter		Weight (lb.) (Max. Dia.)	
	HP	RPM			No. Holes	Dia. Holes	Dia. Bolt Circle	Pilot Hole	<u>Hub Dimensions</u>		
									Dia.		Thickness
1C160/CTM	160	2700	75"-68"	75"-40"	6	29/64"	4-3/4"	2-1/4"	5-9/16"	6-13/16"	35.5*
1C160/DTM	160	2700	75"-68"	75"-40"	6	29/64"	4-3/4"	2-1/4"	6-1/4"	6-13/16"	35.5*
1C160/EGM	160	2700	76"-68"	75"-40"	6	25/64"	4-3/4"	2-1/4"	6-1/4"	3-7/16"	30.5
1C160/FGM	160	2700	76"-68"	75"-40"	6	25/64"	4-3/4"	2-1/4"	5-5/8"	4-3/4"	32.0*
1C160/VCM	118	2800	76"-68"	75"-40"	6	25/64"	4-3/8"	2-1/4"	5-9/16"	5-13/16"	34.5*
1C172/EM	165	2800	76"-68"	75"-38"	6	33/64"	4"	2-1/4"	4-7/8"	3-5/16"	29
1C172/MDM	165	2800	76"-68"	75"-40"	8	25/64"	5-1/4"	2-1/4"	6-1/4"	3-7/16"	30
1C172/MGM	165	2800	76"-68"	75"-40"	6	25/64"	4-3/4"	2-1/4"	6-1/4"	3-7/16"	30
1C172/MFA	180	2700	75"-68"	75"-40"	6	33/64"	4-3/4"	2-1/4"	5-3/4"	3-7/16"	30
1C172/AGM	165	2800	76"-68"	75"-40"	6	25/64"	4-3/4"	2-1/4"	6-1/4"	5-7/16"	34.5*
1C172/TM	160	2700	76"-68"	75"-40"	6	29/64"	4-3/4"	2-1/4"	5-63/64"	4-13/16"	31.2
1C172/MTM	160	2700	76"-68"	75"-40"	6	29/64"	4-3/4"	2-1/4"	5-63/64"	6-13/16"	35.2*
1C172/BTM	160	2700	74"-68"	75"-40"	6	29/64"	4-3/4"	2-1/4"	5-9/16"	5-31/32"	33.3*
1C172/SBTM	160	2700	74"-68"	75"-40"	6	29/64"	4-3/4"	2-1/4"	5-9/16"	5-31/32"	45.0*

*Weight includes integral doweled spacer, but not installation bolts.

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Certification basis	<p>Models 1C172/EM, 1C172/MDM, and 1C172/MGM: Civil Air Regulations Part 14, effective December 14, 1956.</p> <p>Model 1C172/MFA: Civil Air Regulations Part 14, effective December 15, 1956 with Amendment 14-1 thereto.</p> <p>Models 1C172/AGM and 1C172/TM: Federal Aviation Regulations Part 35 with Amendment 35-1 thereto.</p> <p>All other models: Federal Aviation Regulations Part 35 with Amendments 35-1 and 35-2 thereto.</p> <p>Type Certificate No. 910 issued May 12, 1959. Model 1C172/MFA was approved October 25, 1963, under delegation option provisions of the Regulations of the Administrator Part 410. The following models were approved under the Delegation Option Authorization provisions of Federal Aviation Regulations Part 21, Subpart J:</p> <p>1C172/AGM approved May 3, 1965 1C172/TM approved January 20, 1967 1C172/MTM approved October 13, 1967 *1C172/CGM approved December 12, 1969 1C160/CTM approved December 1, 1970 1C172/BTM approved March 12, 1971 1C172/SBTM approved December 6, 1971 1C160/EGM approved May 11, 1973 1C160/DTM approved April 16, 1973 1C160/FGM approved August 24, 1973 1C160/VCM approved January 22, 1985</p> <p>*Approval of Model 1C172.CGM was terminated August 11, 1970, at the manufacturer's request. All propellers of this model were converted by the manufacturer to other approved models.</p> <p>Date of Application for Type Certificate May 6, 1959.</p>
Production basis	Production Certificate No. 3

NOTE 1. Installation.

For Installation on flanged propeller shaft ends. The front plate supplied by engine manufacturer is not to be used. Install with special alloy steel bolts specified or furnished by McCauley.

Model 1C172/EM is for use on special Continental Motors Corp. flanged propeller shaft and must be installed in accordance with McCauley Dwg. C-2378.

Model 1C172/MDM is for use on SAE No. 3 propeller flange and must be installed in accordance with McCauley Dwg. C-1177.

Model 1C172/MGM is for use on SAE No. 2 flange and must be installed in accordance with McCauley Dwg. C-1968.

Model 1C172/MFA is for use on SAE No. 2 modified flange with (6) 1/2" mounting bolts and must be installed in accordance with McCauley Drawing C-3343.

Model 1C172/AGM is for use on SAE No. 2 flange with McCauley P/N B-3515 spacer and must be installed in accordance with McCauley Dwg. C-3518.

Model 1C172/TM is for use on SAE No. 2 modified flange with (6) 7/16" mounting bolts and McCauley P/N B-3821 spacer and must be installed in accordance with McCauley Drawing C-3824.

- NOTE 7. Accessories.
 a. Spinners
 (1) Model 1C172/MFA eligible with McCauley spinner; reference D-3337 Shell, D-3338 bulkhead, and D-3339 installation.

NOTE 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.

<u>Propeller Model</u>	<u>Engine Model</u>	<u>Max. Dia. (Inches)</u>	<u>Min. Dia. (Inches)</u>	<u>Placards</u>
1C172/EM 1C172/MDM	Continental C-145 Series and Continental O-300 Series up to 145 hp. and 2700 r.p.m.	76	70	None
1C172/MGM	Lycoming O-235 Series up to 125 hp. and 2800 r.p.m.	74	73	"Avoid continuous operation above 75% power in cruise."
		73	72	None
		72	71	"Avoid continuous operation while descending between 2125 and 2375 r.p.m. with power retarded below one quarter throttle setting."
		71	70	"Avoid continuous operation while descending between 2150 and 2450 r.p.m. with power retarded below one quarter throttle setting."
1C172/MGM 1C172/AGM	Lycoming O-290 Series up to 135 hp. and 2600 r.p.m.	76	70	None
1C160/EGM	Lycoming O-320 Series up to 150 hp. and 2700 r.p.m.	76	73	None
1C160/FGM	Lycoming O-320 Series up to 150 hp. and 2700 r.p.m.	76	74	None
1C160/CTM 1C160/DTM	Lycoming O-320 and IO-320 Series up to 150 hp. and 2700 r.p.m.	75	74	None

<u>Propeller Model</u>	<u>Engine Model</u>	<u>Max. Dia. (Inches)</u>	<u>Min. Dia. (Inches)</u>	<u>Placards</u>
1C172/MGM 1C172/AGM 1C172/TM	Lycoming O-320 and IO-320 Series up to 160 hp. and 2700 r.p.m.	76	70	None
1C172/MTM		76	74	"Avoid continuous operation above 2500 r.p.m. in full throttle climb and above 75% power in cruise."
1C172/MTM		74	70	None
1C160/FGM	Lycoming O-320 Series up to 160 hp. and 2700 r.p.m. *pitch limited to 53" min., 59" max.	76	75	None*
	pitch limited to 49" min., 59" max.	75	74	None
1C172/BTM 1C172/SBTM	Lycoming O-320 and IO-320 Series up to 160 hp. and 2700 r.p.m.	74	70	None
1C160/CTM 1C160/DTM	Lycoming O-320 and IO-320 Series up to 160 hp. and 2700 r.p.m. *No placard required in airplane installation having full throttle static rpm limited to 2280 to 2400. Vc not over 128 KIAS and VNE not over 160 KIAS; otherwise placard, "Avoid continuous operation between 1950 and 2250 rpm with power retarded below 12-1/2% throttle setting" is required.	75	74	*
1C172/MFA	Lycoming O-360 Series up to 180 hp. and 2700 r.p.m.	75	74	None
1C172/EM	Rolls Royce O-240 Series up to 130 hp. and 2800 r.p.m.	76	73	"Avoid continuous operation above 75% power in cruise."
		73	72	None
		72	71	"Avoid continuous operation while descending between 2125 and 2375 r.p.m. with power retarded below one quarter throttle setting."
		71	70	"Avoid continuous operation while descending between 2150 and 2450 r.p.m. with power retarded below one quarter throttle setting."

NOTE 10. The word "eligible" as used herein does not signify approval. For approval, compliance with the applicable aircraft airworthiness requirements is required.

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