

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

P-825
Revision 7
CURTISS
C634S

May 1, 1970

TYPE CERTIFICATE DATA SHEET NO. P-825

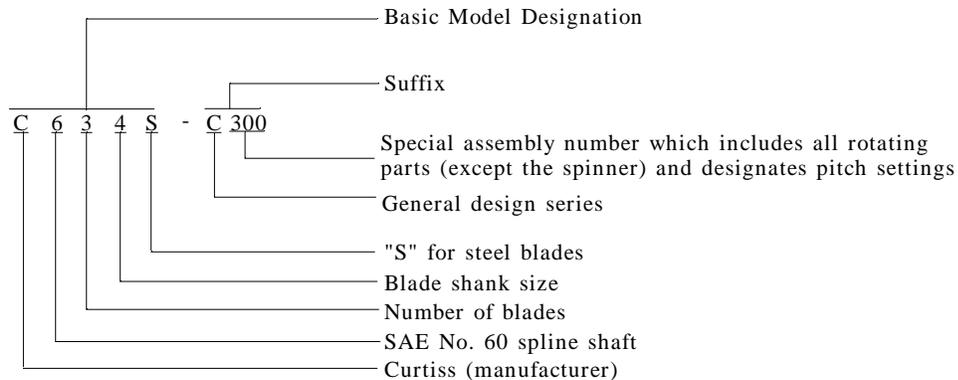
Propellers of models described herein conforming with this data sheet (which is part of type certificate no. 825) and other approved data on file with the Federal Aviation Administration meet the minimum standards for use in certificated aircraft in accordance with pertinent aircraft data sheets and 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	Constant speed - Electrical (see NOTES 3 and 4)
Engine shaft	SAE No. 60 spline
Hub material	Steel
Blade material	Hollow steel
Number of blades	3
Hubs eligible	C634S-C (see NOTE 1)

Blade Eligible (See Note 2)	Maximum Continuous		Takeoff		Diameter Limits (Nominal) (See Note 2)	Hub and Blade Weight (Max Diameter)
	HP	RPM	HP	RPM		
830-21C4-0	2650	1140	3500	1270	15' 0" (-0)	639 lbs.
858-5C4-0	2920	1160	3700	1270	15' 0" (-0)	645 lbs.
858-6C4-0	2920	1160	3700	1270	15' 0" (-0)	645 lbs.
858-20C4-0	2860	1140	3700	1270	15' 6" (-0)	659 lbs.
958-1C4-2	2920	940	3400	1030	16' 10" (-2)	697 lbs.

Certification basis	Type Certificate No. 825, issued September 21, 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:



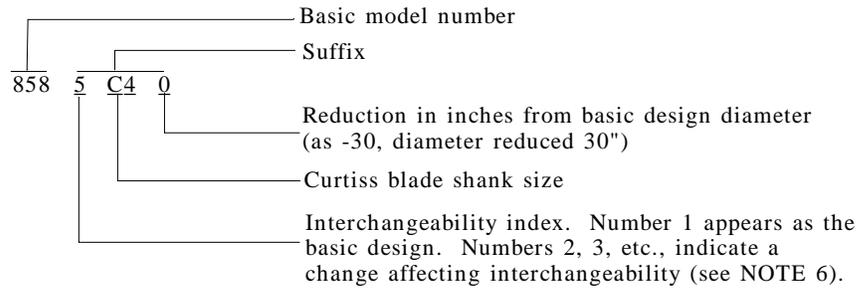
A change in the suffix letter indicates a design series change which may affect eligibility. Only those design series listed are eligible. A change in the suffix number indicates a minor change which does not affect propeller eligibility.

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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.

Group (a) 830-21C4-0, 858-5C4-0, 858-6C4-0

Note: 858-5C4 and -6C4 blades may be used in the same hub since they are identical except that the -5C4 blades have a cuff ring located in the blade shank.

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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