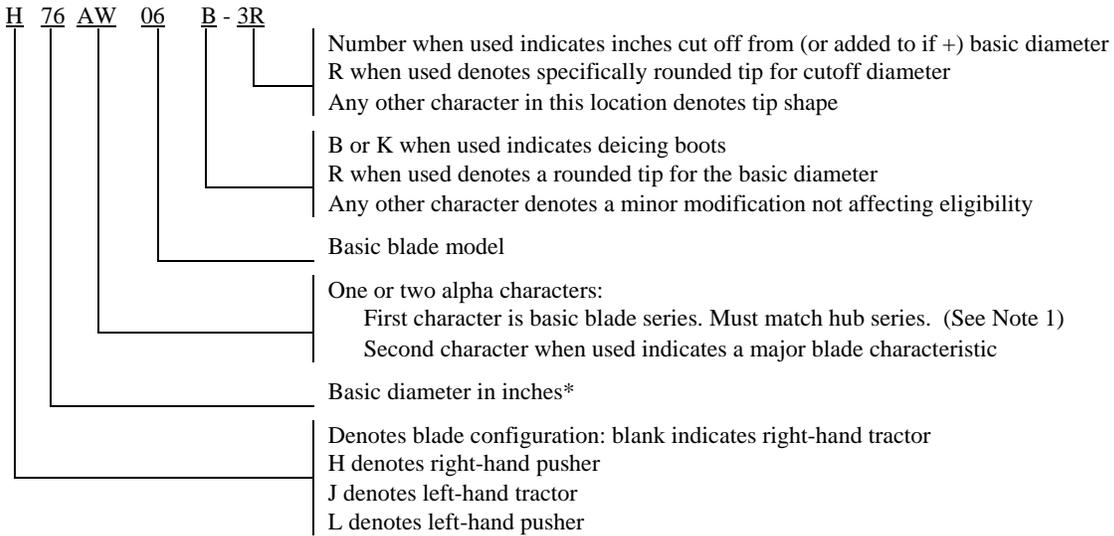




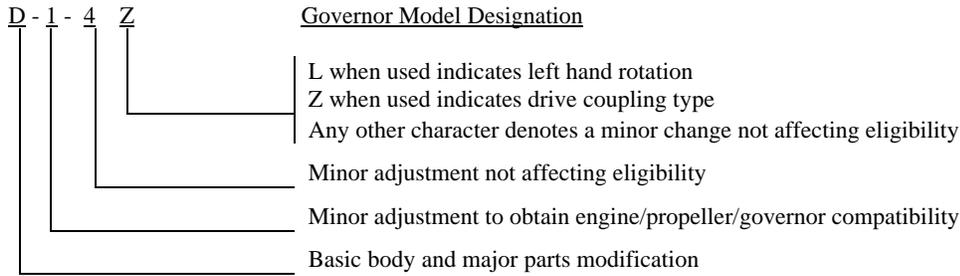
Note 2: Blade Model Designation



\* Diameter limits are nominal diameters of the assembled propeller. They do not include the +/- one eighth inch manufacturing tolerance the FAA allows for propellers with basic diameter less than 14 feet.

Note 3: Pitch Control

- (a) Approved with Hartzell governors per drawing C-4770. Wt.: 4.5 lb. (See Note 10)



- (b) The 2A1 models use oil to increase pitch and do not have counterweighted blades. (See Note 4)
- (c) Maximum governor output pressure: 350 psi for all propeller models
- (d) All governors must be approved as part of the aircraft installation regardless of manufacturer. (See Note 10)

Note 4: Feathering Not applicable  
Reversing Not applicable

Note 5: Left-Hand Models

The left-hand version of an approved propeller model is approved at the same rating and diameter as listed for the right-hand model. (See Notes 1 and 2)

Note 6: Interchangeability

- (a) Propellers  
Not applicable
- (b) Governors  
Hartzell governors with a “Z” suffix in their model designation may be used interchangeably with corresponding governors without the “Z”. For example, the F-6-24Z is a replacement for the F-6-24 and the F-6-24 is a replacement for the F-6-24Z.
- (c) Blades  
Not applicable
- (d) Ice Protection Systems  
Refer to Hartzell Service Letter HC-SL-30-260 for ice protection system component interchangeability.

Note 7: Accessories (See Note 10)

- (a) Propeller ice protection system (weight of ice protection equipment extra)
  - (1) Propeller models listed in this data sheet are approved for use with propeller ice protection equipment listed in Hartzell Manual 159( ) or in other Hartzell type design data.
  - (2) All propeller ice protection equipment must be approved as part of the aircraft installation regardless of manufacturer. (See NOTE 10)
- (b) Propeller spinner (weight of spinner extra)
  - (1) Approved with Hartzell and other manufacturers’ spinners when listed on Hartzell type design data.
  - (2) All propeller spinners must be approved as part of the aircraft installation regardless of manufacturer. (See NOTE 10)

Note 8: Shank Fairings Not applicable.

Note 9: Special Limits

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.

The engine models listed below are the configurations on the engine type certificate unless specifically stated otherwise. Modifications to the engine or airframe that alter the power of the engine models listed below during any phase of operation have the potential to increase propeller stresses and are not approved by this list. Such modifications include, but are not limited to, the addition of a turbocharger or turbonormalizer, increased boost pressure, increased compression ratio, increased RPM, altered ignition timing, electronic ignition, full authority digital engine controls (FADEC), or tuned induction or exhaust. Also, any change to the mass or stiffness of the crankshaft/counterweight assembly is not approved by this list.

<u>Hub Model</u>	<u>Blade Model</u>	<u>Engine Model</u>	<u>Max. Dia. (inches)</u>	<u>Min. Dia. (inches)</u>	<u>Placards</u>
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Not applicable.

Note 10: Propeller installation must be approved as part of the aircraft Type Certificate and demonstrate compliance with the applicable aircraft airworthiness requirements.

Propeller models listed herein consist of basic hub and blade models. Most propeller models include additional characters to denote minor changes and specific features as explained in Notes 1 and 2. Refer to the aircraft Type Certificate Data Sheet for the specific propeller model applicable to the installation.

Propellers with composite blades must be evaluated for bird impact resistance prior to approval on any type aircraft. Hartzell Propeller must perform tests and/or analyses based on aircraft configuration and operating conditions to determine the potential hazard as a result of a bird impact.

Note 11: Special Limits

(a) Life Limits and Mandatory Inspections

(1) Airworthiness limitations, if any, are specified in Hartzell Manual 411.

The propeller CMACO must evaluate the propeller installation for each new aircraft installation to assess possible changes in the airworthiness limitations.

Note 12: Special Notes

(a) Refer to Hartzell Manual no. 202( ) for overspeed and overtorque limits.

(b) Refer to Hartzell Service Letter HC-SL-61-61( ) for overhaul periods.

END