

Model (See NOTE 2)	Takeoff & Max. Cont.		Diameter Limits	Standard Pitch	Hub Drilling			Hub Dimensions		Weight (lb.) (Max. Dia.)
	HP	RPM			No. Holes	Dia. Holes	Dia. Bolt Circle	Dia.	Thickness	
1A175/GMA	165	2800	82"-78"	80"-40"	6	25/64"	4-3/4"	6-1/4"	5-7/16"	37.5*
1A175/SFC	165	2800	82"-70"	80"-40"	6	33/64"	4"	5-1/4"	3-7/16"	33
1B175/MFC	185	2500	84"-78"	80"-40"	6	33/64"	4"	5-1/4"	3-7/16"	33
1A175/ATM	165	2800	82"-78"	80"-40"	6	29/64"	4-3/4"	5-63/64"	6-13/16"	39.25*
1A175/ETM	165	2800	82"-78"	80"-40"	6	29/64"	4-3/4"	5-63/64"	6-13/16"	39.0*

* Includes doweled spacer

Certification Basis:

<u>Propeller</u>	<u>Certification Basis</u>	<u>Method of Approval</u>	<u>Approval Date</u>
1A162/TC	14 CFR Part 35, Amdt 35-1 to 35-6	DOA under 14 CFR Part 21, Subpart J	October 6, 2009
1A170/DF	Civil Air Regulations (CAR) Part 14 Oct 19, 1945 Amendment (Amdt) 14-1		April 23, 1947
1A170/DM	CAR Part 14 Oct 19, 1945 Amdt 14-1		April 23, 1947
1A170/L	CAR Part 14 Oct 19, 1945 Amdt 14-1		October 17, 1950
1A170/LL	CAR Part 14 Oct 19, 1945 Amdt 14-1		October 17, 1950
1A175/DM	CAR Part 14 Oct 19, 1945 Amdt 14-1		July 9, 1959
1A170/BMS	14 Code of Federal Regulations (CFR) Part 35, Amdt 35-1 & 35-2	14 CFR Part 21, Subpart J, and 14 CFR Part 35	May 29, 1990
1A170/GM	CAR Part 14 Oct 19, 1945 Amdt 14-1		October 9, 1956
1A170/CFA	14 CFR Part 35, Amdt 35-1 & 35-2	Delegation Option Authorization (DOA) under 14 CFR Part 21, Subpart J	August 19, 1967
1A170/EFA	14 CFR Part 35, Amdt 35-1 & 35-2	14 CFR Part 21, Subpart J, and 14 CFR Part 35	June 14, 1968
1A170/FFA	14 CFR Part 35, Amdt 35-1 & 35-2	DOA under 14 CFR Part 21, Subpart J, and 14 CFR Part 35	August 2, 1974
1A170/JFA	14 CFR Part 35, Amdt 35-1 & 35-2	14 CFR Part 21, Subpart J, and 14 CFR Part 35	October 4, 1982
1A170/JHA	14 CFR Part 35, Amdt 35-1 to 35-6	DOA under 14 CFR Part 21, Subpart J	March 27, 1998
1A170/KFA	14 CFR Part 35, Amdt 35-1 & 35-2	14 CFR Part 21, Subpart J, and 14 CFR Part 35	October 4, 1982
1A170/SFA	14 CFR Part 35, Amdt 35-1 & 35-2	DOA Part 410 of the Regs of the Admin.	October 25, 1963
1A170/SFC	CAR Part 14 Oct 19, 1945 Amdt 14-1	DOA under 14 CFR Part 21, Subpart J	July 1, 1966
1A175/FC	CAR Part 14 Oct 19, 1945 Amdt 14-1		June 24, 1957
1A175/GM	CAR Part 14 Oct 19, 1945 Amdt 14-1		December 6, 1960
1A175/GMA	14 CFR Part 35, Amdt 35-1 & 35-2	DOA under 14 CFR Part 21, Subpart J	August 19, 1967
1A175/SFC	CAR Part 14 Oct 19, 1945 Amdt 14-1		July 9, 1959

Certification Basis: (cont'd)

<u>Propeller</u>	<u>Certification Basis</u>	<u>Method of Approval</u>	<u>Approval Date</u>
1B175/MFC (175 hp at 2400 rpm)	CAR Part 14 Oct 19, 1945 Amdt 14-1	Civil Aeronautics Manual (CAM) 14.16-3b	October 17, 1958
1B175/MFC (185 hp at 2500 rpm)	CAR Part 14 Oct 19, 1945 Amdt 14-1	CAM 14.16-3b	December 30, 1958
1A175/ATM	14 CFR Part 35, Amdt 35-1 & 35-2	DOA under 14 CFR Part 21, Subpart J	January 5, 1968
1A175/ETM	14 CFR Part 35, Amdt 35-1 & 35-2	DOA under 14 CFR Part 21, Subpart J, and 14 CFR Part 35	April 16, 1973

Date of Application for Type Certificate January 27, 1947

Production Basis: Production Certificate No. 3

NOTE 1. Installation. These propellers are for installation on flanged propeller shaft ends (See NOTE 2). The front plate supplied by the engine manufacturer is not to be used. Installation is to be made with special alloy steel bolts which are either furnished or specified by the propeller manufacturer.

Propeller model 1A170/CFA is for use on modified SAE #2 flanged propeller shaft with McCauley P/N B-3637 spacer and must be installed in accordance with McCauley Drawing C-3883.

Propeller models 1A170/DF, 1A170/DM and 1A175/DM are for use on SAE #3 flanged propeller shaft and must be installed in accordance with McCauley Drawing C-1177.

Propeller models 1A170/L and 1A170/LL are for use on the modified SAE #3 flanged propeller shaft with special 2-3/16 pilot diameter and must be installed in accordance with McCauley Drawing C-1203.

Propeller models 1A170/GM and 1A175/GM are for use on SAE #2 flanged propeller shaft and must be installed in accordance with McCauley Drawing C-1968.

Propeller model 1A170/SFA is for use on modified SAE #2 flanged propeller shaft and must be installed in accordance with McCauley Drawing C-3343.

Propeller models 1A170/SFC, 1A175/SFC, and 1B175/MFC are for use on the special Continental Motors Corporation propeller flange and must be installed in accordance with McCauley Drawing C-2359.

Propeller models 1A175/FC is for use on the special Continental Motors Corporation propeller flange and must be installed in accordance with McCauley Drawing C-2125.

Propeller model 1A175/GMA is for use on SAE #2 flanged propeller shaft with McCauley P/N B-3515 spacer and must be installed in accordance with McCauley Drawing C-3518.

Propeller model 1A175/ATM is for use on modified SAE #2 flanged propeller shaft with McCauley P/N B-3898 spacer and must be installed in accordance with McCauley Drawing C-3900.

Propeller model 1A170/EFA is for use on modified SAE #2 flanged propeller shaft with McCauley P/N B-4020 spacer and must be installed in accordance with McCauley Drawing C-4018.

Propeller model 1A170/BMS is for use on modified SAE #2 flanged propeller shaft with McCauley P/N B-6627 spacer and must be installed in accordance with McCauley Drawing C-6626.

Propeller model 1A175/ETM is for use on SAE #2 flanged propeller shaft with McCauley P/N C-4516 spacer and must be installed in accordance with McCauley Drawing B-4518.

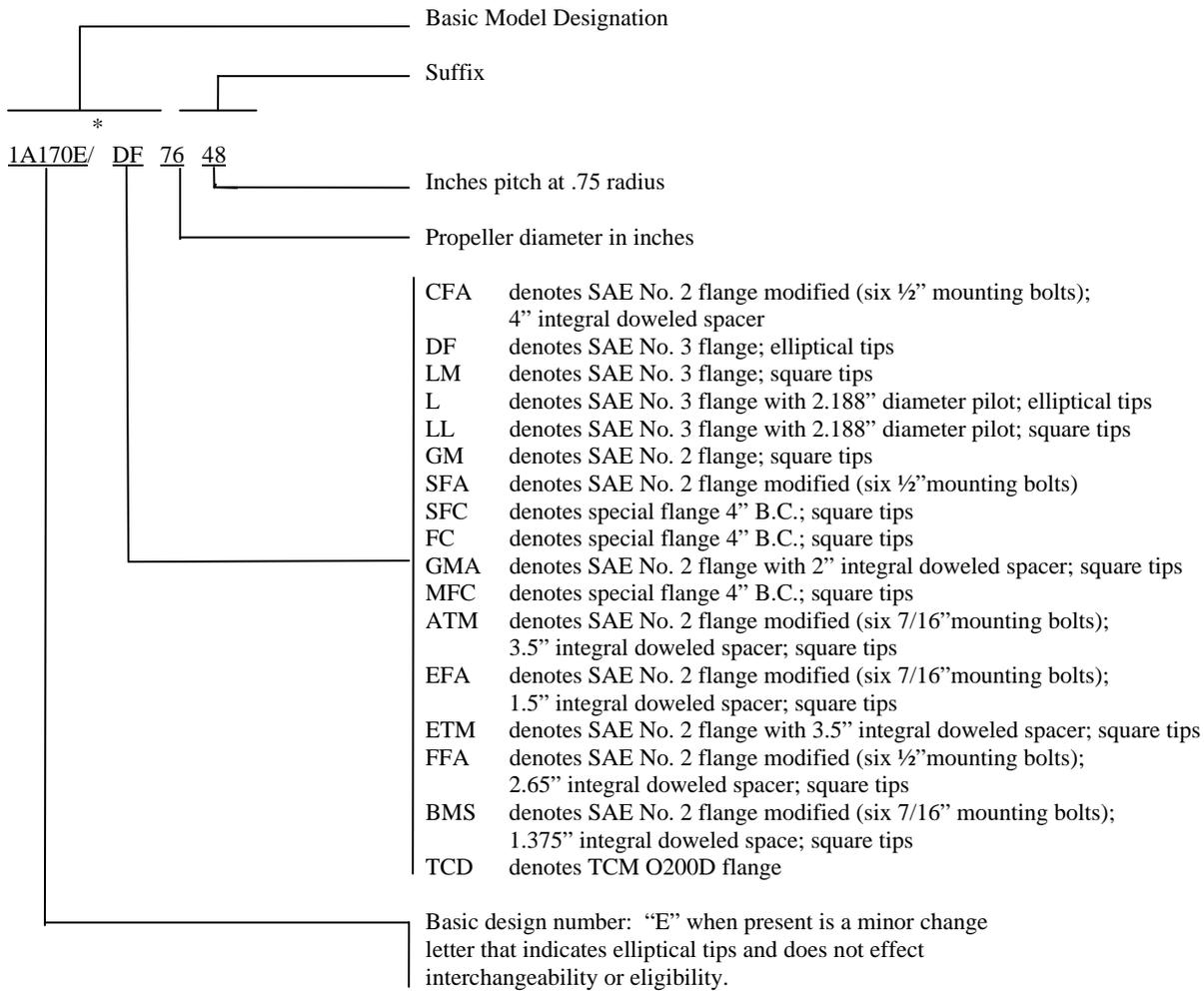
Propeller model 1A170/FFA is for use on modified SAE #2 flanged propeller shaft with McCauley P/N B-4273 spacer and must be installed in accordance with McCauley Drawing C-4280.

Propeller models 1A170/JFA and 1A170/JHA are for use on modified SAE #2 flanged propeller shaft with McCauley P/N C-5464 spacer and must be installed in accordance with McCauley Drawing C-5465.

NOTE 1. Installation (cont'd).
 Propeller model 1A170/KFA is for use on modified SAE #2 flanged propeller shaft with McCauley P/N B-4273 spacer and must be installed in accordance with McCauley Drawing C-5448.

Propeller model 1A162/TCD is for use on TCM O200D flanged propeller shaft with McCauley P/N B-7925 spacer and must be installed in accordance with McCauley Drawing 1A162/TCD6754.

NOTE 2. Propeller Model Designation. The propeller model designation consists of a series of numbers suffixed to the basic design number to indicate propeller diameter and geometric pitch at the .75 radius.



* Some propellers of these models may have been marked with a hyphen following the basic design number in lieu of a diagonal line (i.e. 1A170-DF7648)

NOTES 3, 4, and 5. Not applicable.

NOTE 6. Interchangeable Propellers. Propellers of the same basic design number with square or elliptical tips are sufficiently similar aerodynamically and vibrationwise to permit interchangeability in the same diameter and static r.p.m. without a flight test.

NOTE 7. Accessories.

(a) Spinners.

(1) Model 1A170/CFA eligible with McCauley spinner consisting of D-3876 dome, C-3877 front bulkhead and C-3878 rear bulkhead assembled and installed in accordance with McCauley Drawing D-3875.

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.

Propeller Model	Engine Model	Max. Dia.	Min. Dia.	Placards
1A170/DM	Continental C-125-2	73"	71-1/2"	None
1A170/DF 1A170/DM 1A170/SFC or 1A175/DM	Continental C-145 Series and Continental O-300 Series up to 145 hp. and 2700 r.p.m.	80"	73"	None
1A170/DF or 1A170/DM	Franklin 6A4-150-B3	76	74	Avoid continuous engine operation between 2100 and 2300 r.p.m.
1A170/SFC	Franklin 6A-150-B4	76	74	Avoid continuous engine operation between 2100 and 2300 r.p.m.
1A170/DF or 1A170/DM	Franklin 6A-165-B3	76	74	Avoid continuous engine operation between 2150 and 2250 r.p.m.
1A170/SFC	Franklin 6A4-165-B4	76	74	Avoid continuous engine operation between 2150 and 2250 r.p.m.
1A170/DF 1A170/DM 1A170/GM 1A170/L or 1A170/LL	Lycoming O-290 Series up to 135 hp. and 2600 r.p.m.	76	70	None
1A170/GM	Lycoming O-320 Series up to 160 hp. and 2700 r.p.m.	78	70	None
1A170/CFA 1A170/EFA or 1A170/SFA	Lycoming O-360 Series up to 180 hp. and 2700 r.p.m.	78	74	None
1A175/GM	Lycoming O-290 Series up to 135 hp. and 2600 r.p.m.	82	78	None
1A175/GM or 1A175/GMA	Lycoming O-320 Series up to 160 hp. and 2700 r.p.m.	82	78	None
1A175/SFC	Continental C-145 Series and Continental O-300 Series up to 145 hp. and 2700 r.p.m.	80	73	None
1A175/FC	Continental GO-300-A	84	78	None
1A175/GMA 1A175/ATM or 1A175/ETM	Lycoming O-320 and IO-320 Series up to 160 hp. and 2700 r.p.m.	82	78	None
1A170/FFA	Lycoming O-360 Series Up to 180 hp. and 2700 r.p.m.	75	74.5	"Avoid continuous operations while descending between 1850 and 2250 r.p.m."
1B175/MFC	Continental GO-300-A	84	78	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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