

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION TYPE CERTIFICATE DATA SHEET P1EU	P1EU REVISION: 2 RATIER-FIGEAC FH.146 February 28, 2007
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Propellers of models described herein conforming with this data sheet (which is a part of Propeller Type Certificate No. P1EU), and other approved data on file with the Federal Aviation Agency meet the minimum standards for use in certificated aircraft in accordance with pertinent aircraft data sheets and applicable portions of the Civil Air Regulations provided they are installed, operated, and maintained as prescribed by the approved manufacturer's manuals and other approved instructions.

Type Certificate Holder RATIER-FIGEAC
 B.P. N°2
 46101 FIGEAC Cedex
 FRANCE

Type Turbine propeller, hydraulically controlled, variable pitch, double acting, with two mechanical stops and three oil lines - Feathering and reversing

Engine shaft French BNAe 75 mm. dia.

Hub material Steel

Blade material Aluminum alloy

Number of blades 3

Design series eligible FH.146

<u>Blades Eligible</u> (See Note 2)	<u>Maximum Continuous</u>		<u>Takeoff</u>		<u>Diameter Limits</u>	<u>Max. Weight complete, lb.</u>
	<u>HP</u>	<u>RPM</u>	<u>HP</u>	<u>RPM</u>		
FH 106-200	987	1590	987	1590	125.9" - 124.7"	191.3

Certification basis CAR 10 and French Standard AIR 2051 Chapter 9. (AIR 2051 Chapter 9 is equivalent to CAR Part 14 as amended to December 15, 1956, and Amendment 14-1).

 The FAA validated this product under U.S. Type Certificate Number P1EU. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of the Government of France.

TC (Import) No: None

TC Application Date: April 15, 1964

TC Issued : March 1, 1965

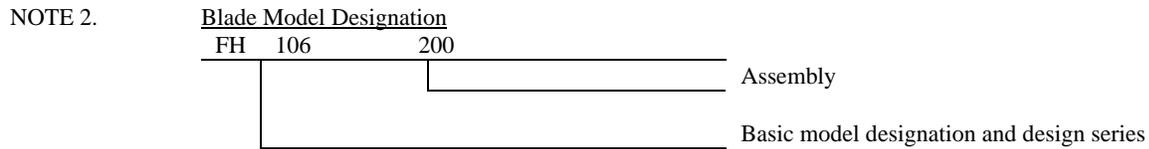
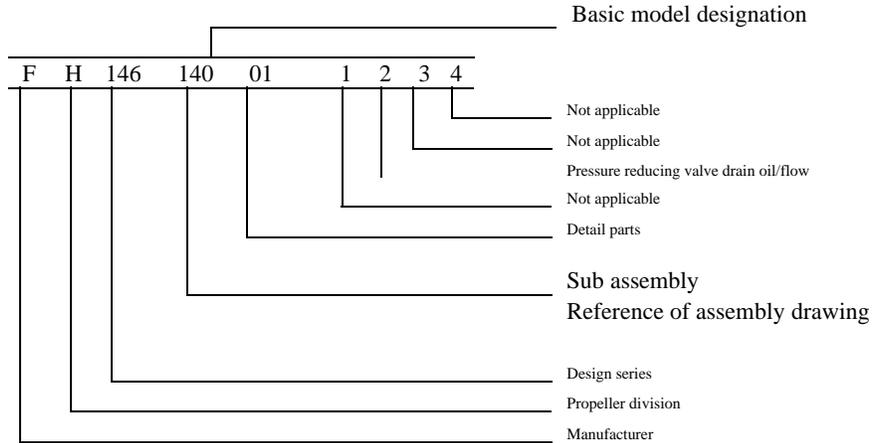
Import requirements: To be considered eligible for installation on U.S. registered aircraft, each propeller to be exported to the United States shall be accompanied by a Certificate of Airworthiness for export endorsed by the Direction Générale de l'Aviation Civile (DGAC) on behalf of the European Community which contains the following language:

- (1) This propeller conforms to its United States type design (TC No. P1EU) and is in a condition for safe operation.
- (2) This propeller has been subjected by the manufacturer to a final operational check and is in a proper state of airworthiness. Reference FAR Section 21.500 which provides for the airworthiness acceptance of aircraft engines or propellers manufactured outside

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the U.S. for which a U.S. type certificate has been issued. Additional guidance is contained in FAA Advisory Circular 21-23, Airworthiness Certification of Civil Aircraft, Engines, Propellers and Related Products, Imported into the United States.

NOTE 1. Propeller Model Designation. The propeller model designation consists of a series of numbers suffixed to the basic model designation (as shown below) to indicate assemblies and subassemblies, etc.



NOTE 3. Pitch Control. Eligible with Ratier-Figeac Controller Unit FH. 92-1 supplying oil pressure to the propeller pressure chamber through transfer oil lines, and thus controlling all pitch positions, including the ground fine (low pitch) position.

NOTE 4. Feathering (81°)

(a) Feathering is accomplished with Ratier-Figeac electrical motor driven feathering pump type FH. 77 either by pilot action on a "feather" switch button, or automatically when takeoff RPM is selected on multi-engined aircraft. In either case, operation of the feathering pump causes the electrical cock to cut off and the turbine is shut off.

(b) Ground Fine (Low Pitch) Position (minus 1°48')
 This is accomplished by energizing the flight low pitch stop withdrawal solenoid in the Controller Unit, thus directing high pressure oil to a pressure reducing valve which cancels the function of the fine pitch safety valve to allow an oil passage to the third oil line in order to withdraw the flight low pitch stop in the propeller. At the same time, an appropriate contact is established to illuminate a warning light or actuate an equivalent negative pitch indicator in the cockpit.

NOTE 5. Not applicable.

NOTE 6. Interchangeable Blades
 Only blades that can be fitted without requiring re-balance or any other testing are eligible as interchangeable blades, provided they are installed as a set of 3 to the propeller.

NOTE 7. Accessories

(a) Propeller Deicing
 Eligible with only Ratier-Figeac electrical deicing provisions.

(b) Spinners
 Eligible with only Ratier-Figeac spinner.

(c) Relay Box Eligible only with Ratier-Forest electric Relay Box Model FH 141-C.

NOTE 8. Not applicable.

NOTE 9. Approved installations.
 FH. 146 propellers listed in this data sheet are approved vibrationwise only for use in the engine-aircraft combinations shown below:

<u>Propeller Model</u>	<u>Aircraft Model</u>	<u>Turbomeca Engine Model</u>	<u>TC Data Sheet</u>	
			<u>Aircraft</u>	<u>Engine</u>
FH.146	Nord 262A-12	Bastan VI C1	A6EU	E4EU

NOTE 10. Service Information. Each of the documents listed below must state that it is approved by the European Aviation Safety Agency (EASA) or – for approvals made before September 28, 2003 – by the DGAC. Any such documents are accepted by the FAA and are considered FAA approved.

- Service bulletins,
- Structural repair manuals,
- Vendor manuals,
- Aircraft flight manuals, and
- Overhaul and maintenance manuals.

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