

United States of America
Department of Transportation -- Federal Aviation Administration
Supplemental Type Certificate

Number SA1351GL

This certificate issued to McCauley Propeller Systems
7751 East Pawnee
Wichita, KS 67207

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 23 of the Federal Aviation Regulations. (See Type Certificate Data Sheet Number A14CE for complete certification basis)

Original Product - Type Certificate Number : A14CE
Make : Raytheon Aircraft Company (Beech)
Model : See continuation sheet for aircraft eligibility

Description of Type Design Change:

Installation of McCauley Propeller Model 4HFR34C762/94LMA-4 propellers in accordance with McCauley Technical Report No. 709, no revision, dated January 30, 1989, and McCauley Drawing No. D-60044, no revision, dated February 9, 1989, or later FAA approved revisions.

Limitations and Conditions:

1. Compatibility of this design change with previously approved modifications must be determined by the installer.

(See continuation sheet 3 of 3)

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application : September 24, 1988

Date reissued : September 21, 2005

Date of issuance : February 10, 1989

Date amended :



By direction of the Administrator

(Signature)

Thaddeus D. Krolicki, Jr.
Manager, Propulsion Branch
Chicago Aircraft Certification Office

(Title)

United States of America
 Department of Transportation - Federal Aviation Administration
Supplemental Type Certificate
 (Continuation Sheet)

Number SA1351GL

Date Amended: April 29, 1997

LIMITATIONS AND CONDITIONS: (Continued)

2. Aircraft Model eligibility is as follows:

<u>Aircraft Model</u>	<u>Serial Numbers</u>	<u>Pratt & Whitney Engine Models</u>
99 and A99	U-1 through U-145, & U-147 except U-50	PT6A-20
99A, A99A	U-1 through U-145, & U-147 except U-50	PT6A-27/-28
B99	U-146, U-148 through U-164	PT6A-27/-28
C99	U-50, U-165 and after	PT6A-36
100	B-25 through B-89 and B93	PT6A-28
A100	B-90 through B-247 except B93	PT6A-28
A100 with STC SA1679SO installed	B-90 through B-247 except B93	PT6A-34

3. FAA Approved Airplane Flight Manual Supplement, Technical Report Number 710, dated February 10, 1989, or later FAA approved revisions is required for Beech Aircraft 100 and A100 models.

FAA Approved Flight Manual Supplement, Technical Report Number 855, dated April 29, 1997, or later FAA approved revision is required for Beech Aircraft 99, 99A, A99, A99A, & B99 models.

FAA Approved Flight Manual Supplement, Technical Report Number 856, dated April 29, 1997, or later FAA approved revision is required for the Beech Aircraft C99 model.

4. Aircraft specifications are the same as listed on Type Certificate Data Sheet No. A14CE except as follows:

Propeller and Propeller Limits:

2 McCauley 4HFR34C762 hubs with 94LMA-4 blades, 2 McCauley 4HFR34C773 hubs with 94LMA-4 blades and 2 McCauley 4HFR34C769 hubs with 94LMA-4 blades.

Diameter: 90 inches (maximum): minimum allowable for repair 89 inches

Pitch setting at 30 in. Sta:

Flight idle stop: Flight idle propeller low pitch stop is set so that at 2000 r.p.m. there shall be an indicated:

580 ± 40 ft. -lb., torque corrected to sea level standard day.

Reverse: -10.0° ± 0.4

Feathered: 85.8° ± 0.3

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

United States of America
Department of Transportation - Federal Aviation Administration
Supplemental Type Certificate
(Continuation Sheet)

Number SA1351GL

Date Amended: April 29, 1997

LIMITATIONS AND CONDITIONS: (Continued)

4. (Cont.)

Minimum propeller ground idle r.p.m. for continuous operation shall not be less than 1100 r.p.m.; however, propeller may be feathered on the ground and idled at rotational speeds below 600 propeller shaft r.p.m.

5. This modification did not increase the noise level and was not considered an acoustical change as defined in paragraph 21.93(b) of the Federal Aviation Regulations.

...END...