

Model 1A200/AOX:

Federal Aviation Regulations Part 35 with Amendment 35-1 thereto.

Model 1A200/HFA:

Federal Aviation Regulations Part 35 with Amendments 35-1 and 35-2 thereto.

Type Certificate No. 874 issued September 8, 1950. Model 1A200/DFA has been approved July 16, 1964, under delegation option provisions of the Regulations of the Administrator Part 410. The following models have been approved under delegation option provisions of Federal Aviation Regulations Part 21, Subpart J:

1A200/AOX approved November 2, 1965

1A200/HFA approved April 1, 1974

Date of Application for Type Certificate July 27, 1950

Production basis

Production Certificate No. 3.

NOTE 1.

Installation. Propeller Model 1A200/FM is for use on SAE #4 flanged propeller shaft and must be installed in accordance with McCauley Drawing C-1175.

Propeller Model 1B200/HM is eligible with McCauley hub P/N C-1225 on SAE #20 splined propeller shaft. When hub C-1225 is used, propeller is to be installed in accordance with McCauley Drawing C-1174.

Propeller Model 1C200/FC is for use on the special Continental Motors Corp. propeller flange and must be installed in accordance with McCauley Drawing C-1530.

Propeller Model 1A200/FA is for use on SAE #2 modified flange and must be installed in accordance with McCauley Drawing C-2337.

Propeller Model 1A200/FAM is for use on SAE #2 modified flange and must be installed in accordance with McCauley Drawing C-2720.

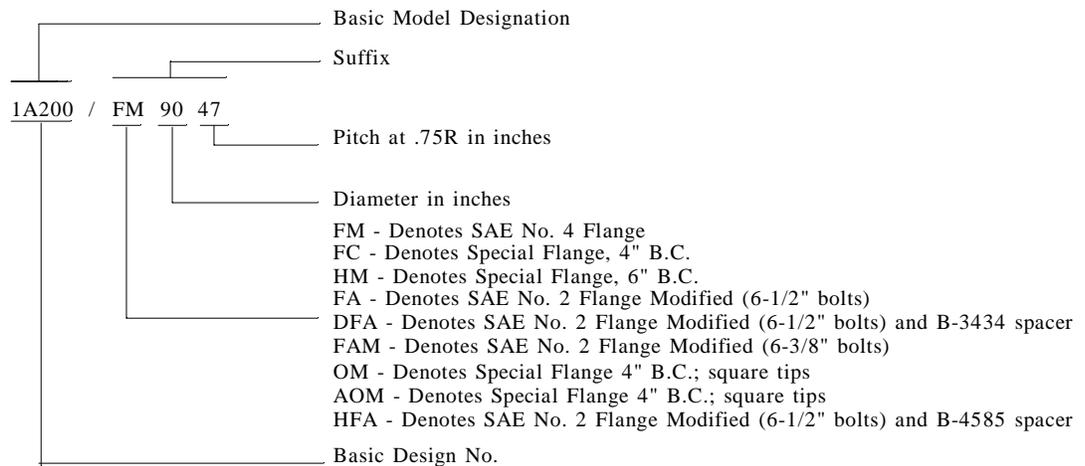
Models 1A200/ACM and 1D200/OM are for use on the special Continental Motors Corp. propeller flange and must be installed in accordance with McCauley Drawing C-2359.

Propeller Model 1A200/DFA is for use on SAE #2 modified flange with McCauley P/N C-3435 spacer and must be installed in accordance with McCauley Drawing C-3433.

Propeller Model 1A200/HFA is for use on SAE #2 modified flange with McCauley P/N B-4585 spacer and must be installed in accordance with McCauley Drawing C-4586.

NOTE 2.

Propeller Model Designation.



NOTES 3, 4, 5, 6, 7, and 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. (Inches)	Min. Dia. (Inches)	Placards
1A200/FM	Continental 0-470-11	90	80	None
1B200/HM	Continental E-225	90	86	None
1C200/FC	Continental 0-470-A	90	86	None
1C200/FC	Continental 0-470-E	90	86	None
1C200/FC	Continental 0-470-J	90	86	None
1A200/FM	Continental E-185 with SAE No. 4 flange and dampered shaft.	90	80	None
1A200/FA or 1A200/DFA	Lycoming 0-360 series (Up to 180 hp. and 2700 r.p.m.)	82	78	None
1A200/HFA	Lycoming 0-360 series (Up to 180 hp. and 2700 r.p.m)	80	79	"Avoid continuous operation while descending between 1700 to 2100 r.p.m."
1A200/FA or 1A200/DFA	Lycoming 0-540 & IO-540 with one-5th and one-6th order crankshaft damper configuration (Up to 260 hp. and 2700 r.p.m.)	90	80	None
1A200/FA or 1A200/DFA	Lycoming IO-540 series (Up to 300 hp. @ 2575 r.p.m. with one-5th and one-6th order crankshaft damper configuration.)	90	86	None
1A200/FAM	Lycoming 0-320 series (Up to 160 hp. and 2700 r.p.m.)	82	78	None
1D200/OM	Continental G0-300 series (175 hp. and 2400 r.p.m.)	90	86	None

<u>Propeller Model</u>	<u>Engine Model</u>	<u>Max. Dia. (Inches)</u>	<u>Min. Dia. (Inches)</u>	<u>Placards</u>
1A200/AOM	Continental O-470 series (Up to 230 hp. and 2600 r.p.m. with one-5th and one-6th order crankshaft damper configuration.)	90	86	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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