

- *) The limits of the blade twist are defined between .20 and 1.00 blade radius
 **) Propellers with the Option "Feather" are approx. 11lbs (5kg) heavier
 **) Propellers with the Option "Reverse" are approx. 17lbs (8kg) heavier

BLADES See Notes 2&6	HUB TYPE MTV-9 See Note 1				NOMINAL DIAMETER				BLADE TWIST)		APPROXI- MATE WEIGHT **)
	MAXIMUM CONTINUOUS	<TAKE OFF>		Max.	Min.	Min	Max.				
()-35	360 (269)	2700	360 (269)	2700	82.67	210	68.8	175	5	50	53 (24)
()-37	360 (269)	2700	360 (269)	2700	82.67	210	68.8	175	5	50	53 (24)
()-42	360 (269)	2700	360 (269)	2700	82.67	210	68.8	175	5	50	53 (24)
()-43	360 (269)	2700	360 (269)	2700	82.67	210	68.8	175	5	50	53 (24)
()-45	360 (269)	2700	360 (269)	2700	82.67	210	68.8	175	5	50	53 (24)
()-46	360 (269)	2700	360 (269)	2700	82.67	210	68.8	175	5	50	53 (24)
()-50	350 (269)	2700	360 (269)	2700	82.67	210	68.8	175	5	50	53 (24)
()-55	360 (269)	2700	360 (269)	2700	82.67	210	68.8	175	5	50	53 (24)
()-58	360 (269)	2700	360 (269)	2700	82.67	210	68.8	175	5	50	53 (24)
()-102	360 (269)	2700	360 (269)	2700	82.67	210	68.8	175	5	50	53 (24)
()-103	360 (269)	2700	360 (269)	2700	82.67	210	68.8	175	5	50	53 (24)
()-104	360 (269)	2700	360 (269)	2700	82.67	210	68.8	175	5	50	53 (24)
()-109	360 (269)	2700	360 (269)	2700	82.67	210	68.8	175	5	50	53 (24)
()-121	360 (269)	2700	360 (269)	2700	82.67	210	68.8	175	5	50	53 (24)

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 **) Propellers with the Option "Reverse" are approx. 17lbs (8kg) heavier

CERTIFICATION BASIS: The U.S. certification basis determined under Section 21.29 of the FAR and Bilateral Airworthiness Agreement between the United States and the Federal Republic of Germany is FAR 35, effective February 1, 1965, Amendments 35-1 to 35-6, inclusive.

TC (IMPORT) NO. P24NE

TC APPLICATION DATE: 08/17/90

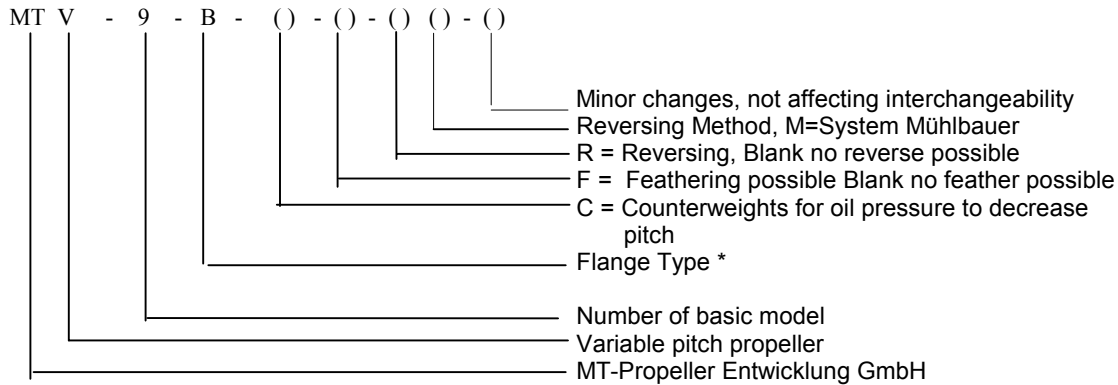
TC ISSUED 11/13/91; Revised 7/17/98, 02/05/01; 12/17/02

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 or certifying statement endorsed by the exporting cognizant civil airworthiness authority which contains the following language:

- (1) This propeller conforms to its United States type design (Type Certificate Number P-24NE) 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 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.

NOTES

NOTE 1: HUB MODEL DESIGNATION:



* Flange

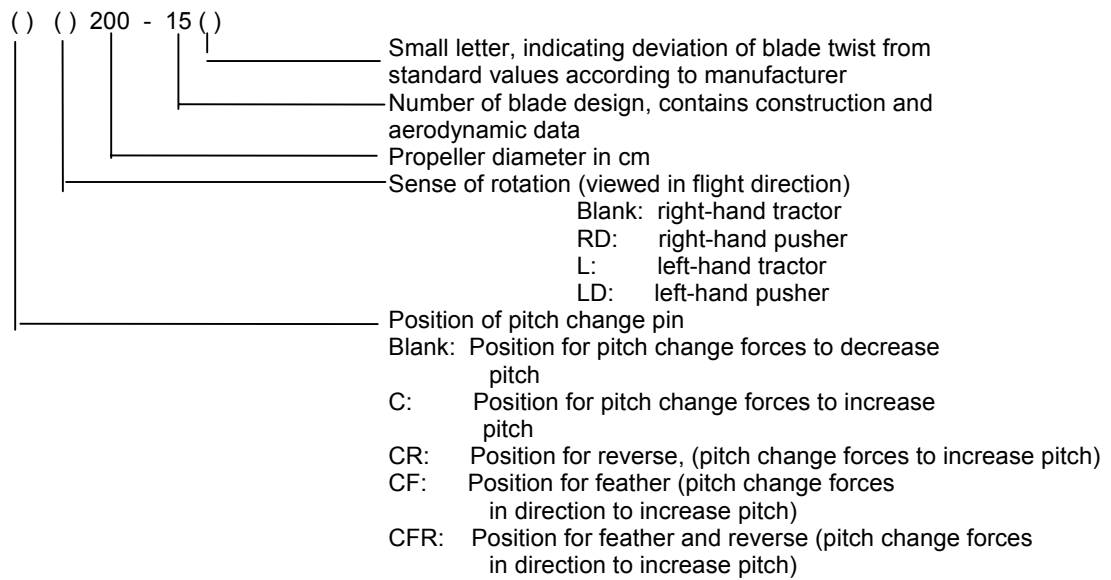
B = AS-127-D, SAE No. 2 mod., 1/2" mounting bolts

D = ARP 502

E = ARP880

K = 135 mm (5.3 inch) bolt circle diameter with 6 bolts, 9/16" each (applicable for M-14 engines)

NOTE 2: BLADE MODEL DESIGNATION:



- NOTE 3: Pitch Control: Pitch control is accomplished by a standard governor or by the MT-Propeller Hydraulic Propeller Governor Installation, P-480-() for the reversing option -R(M). Applicable standard governors are published in the FAA-approved list MT-Propeller Service Bulletin No. 14.
The P-480-() is a single acting pump governor, but dual pressure system design enables the hydraulically variable pitch MT-propellers to operate with reverse capability. P-480-() also incorporates feathering capability.
Time Between Overhauls (TBO) for P-480-() governor is published in the MT-Propeller Service Bulletin No.1().
- NOTE 4: (a) Feathering: Model incorporates feathering and unfeathering features by means of counterweights and springs with governor operation.
(b) Model also incorporates reversing feature by P-480-().
- NOTE 5: Right & left hand Models: A version of the approved model with opposite hand rotation is approved at the same rating and diameter limitations.
- NOTE 6: Interchangeability: Not applicable
- NOTE 7: Accessories: (a) Propeller Spinners: According to FAA-approved list published in MT-Propeller Service Bulletin No. 13.
(b) Propeller Governors: According to FAA-approved list published in MT-Propeller Service Bulletin No. 14.
(c) Deicing Systems: According to FAA-approved list published in MT-Propeller Service Bulletin No. 15.
- NOTE 8: Shank fairings: Not applicable
- NOTE 9: Special limits: Not applicable
- NOTE 10: Special notes: (a) Aircraft installations must be approved as part of the aircraft type certificate and demonstrate compliance with the applicable aircraft airworthiness requirements.
(b) All MTV-9 propellers are to be operated within the limits of MT-Propeller Operation and Installation Manual No.E-124 for non reversible propellers and No. E-504 for reversible propellers, and adhere to the TBO-limits shown in Service Bulletin No. 1().
(c) Propeller Maintenance, on overhaul, and airworthiness limitations shall be accomplished in accordance with MT-Propeller Overhaul Manual No. E-220 for non reversible propellers and No. E-519 for reversible propellers, latest revision.

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