Hartzell Propeller Inc. ()HC-L3Y series propellers



TYPE-CERTIFICATE DATA SHEET

No. IM.P.189

for Propeller ()HC-L3Y series propellers

Type Certificate Holder

Hartzell Propeller Inc.

One Propeller Place Piqua, OH 45356-2634 USA

For Models: EHC-L3YF-1 PHC-L3YF-1 PHC-L3Y1F-1



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TABLE OF CONTENTS

I. General
1. Type / Models
2. Type Certificate Holder
3. Manufacturer
4. Date of Application
5. EASA Type Certification Date 4
II. Certification Basis
1. State of Design Authority Certification Basis4
2. Reference Date for determining the applicable airworthiness requirements
3. EASA Certification Basis
3.1. Airworthiness Standards 4
3.2. Special Conditions (SC)
3.3. Equivalent Safety Findings (ESF)
3.4. Deviations
III. Technical Characteristics
1. Type Design Definition
2. Description
3. Equipment
4. Dimensions
5. Weight
6. Hub / Blade Combinations
7. Control System
8. Adaptation to Engine
9. Direction of Rotation
IV. Operating Limitations
1. Approved Installations
2. Maximum Take Off Power and Speed7
3. Maximum Continuous Power and Speed7
4. Propeller Pitch Angle
V. Operating and Service Instructions8
VI. Notes
SECTION: ADMINISTRATIVE
I. Acronyms and Abbreviations 12
II. Type Certificate Holder Record 12
III. Change Record 12



I. General

1. Type / Models

()HC-L3Y / EHC-L3YF-1, PHC-L3YF-1, PHC-L3Y1F-1

2. Type Certificate Holder

Hartzell Propeller Inc. One Propeller Place Piqua, OH 45356-2634 USA

3. Manufacturer

Hartzell Propeller Inc.

4. Date of Application

PHC-L3YF-1: 20 July 1998* EHC-L3YF-1, PHC-L3Y1F-1: 24 August 2016 *: The Date of Application was recorded in individual EU Member States.

5. EASA Type Certification Date

PHC-L3YF-1: 25 August 1998* EHC-L3YF-1, PHC-L3Y1F-1: 11 September 2017 *: The EASA Certification Date has been taken over from individual EU Member States

II. Certification Basis

1. State of Design Authority Certification Basis

Refer to FAA TCDS no. P41EA.

2. Reference Date for determining the applicable airworthiness requirements

EHC-L3YF-1, PHC-L3YF-1: 01 August 1990 PHC-L3Y1F-1: 23 December 2008

3. EASA Certification Basis

3.1. Airworthiness Standards

EHC-L3YF-1, PHC-L3YF-1:

14 CFR Part 35 with amendments 35-1 through 35-6 effective 01 August 1990.



PHC-L3Y1F-1:

CS-P Amendment 1 dated 16 November 2006 as issued by EASA Decision No 2006/09/R, except the requirements of Subpart D as allowed by CS-P 10(b) (See Note 10a).

3.2. Special Conditions (SC)

None.

3.3. Equivalent Safety Findings (ESF)

None.

3.4. Deviations

None.

III. Technical Characteristics

1. Type Design Definition

The propeller type is defined by a propeller assembly drawing including a parts list (or later approved revisions).

EHC-L3YF-1:	Drawing D-3250, rev BP, dated 03.02.2017
PHC-L3YF-1:	Drawing D-3250, rev BP, dated 03.02.2017
PHC-L3Y1F-1:	Drawing D-3250, rev BP, dated 03.02.2017

2. Description

The ()HC-L3Y propeller models have 3 blades and a hydraulically operated variable pitch control with constant speed.

The -1 models have no feathering or reverse capability (See Note 4).

The two piece hub is milled out of aluminium alloy. The blade material is aluminium alloy, except for PHC-L3Y1F-1 model the blade material is composite.

Optional equipment includes spinner and ice protection.

3. Equipment

Spinner:	See Note 7
Governor:	See Note 3
Ice Protection:	See Note 7

4. Dimensions

Diameters from 165,1 cm to 218,4 cm. (See Table of Section IV)

5. Weight

Depending on Propeller-Design Configuration. (See Table of Section IV)



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6. Hub / Blade Combinations

Details are mentioned within Table of Section IV.

7. Control System

Propeller governor. (See Note 3)

8. Adaptation to Engine

Special flange. (See Note 1)

9. Direction of Rotation

Direction of rotation (viewed in flight direction) as identified by a letter-code in the propeller designation. (See Note 5)

IV. Operating Limitations

Blades		imum nuous	Та	ke Off	Diameter Limits (cm)	Approx. Max Wt. Complete (kg)	Blade
(see Note 2)	kW	RPM (min-1)	kW	RPM (min-1)	(see Note 2)	(see Notes 3 and 7)	Construction
			<u>Hub m</u>	odels EHC-L	3YF-1, PHC-L3YF	<u>1</u>	
7392-0 to 7392-10	261,0	2850	261,0	2850	190,5 to 165,1 (-0 to -10)	31,30	Aluminium Allo
7663-0 to 7663-10	231,2	2800	231,2	2800	198,1 to 172,7 (-0 to -10)	31,75	Aluminium Allo
7666-0 to 7666-10	231,2	2700	231,2	2700	198,1 to 172,7 (-0 to -10)	34,93	Aluminium Allo
7691-0 to 7691-10	261,0	2850	261,0	2850	198,1 to 172,7 (-0 to -10)	30,84	Aluminium Allo
8068+2 to 8068-10	261,0	2700	261,0	2700	213,4 to 182,9 (+2 to -10)	35,61	Aluminium Allo
8068-2 to 8068-10	261,0	2700	231,2	2850	203,2 to 182,9 (-2 to -10)	35,61	Aluminium Allc
8459-0 to 8459-14	298,3	2700	298,3	2700	218,4 to 182,9 (-0 to -14)	33,11	Aluminium Allc
8465-0 to 8465-14	298,3	2700	298,3	2700	218,4 to 182,9 (-0 to -14)	34,02	Aluminium Allo



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TCDS No.: IM.P.189 Issue: 01

Date: 11 September 2017

Blades		imum inuous	Tal	ke Off	Diameter Limits (cm)	Approx. Max Wt. Complete (kg)	Blade
(see Note 2)	kW	RPM (min⁻¹)	kW	RPM (min⁻¹)	(see Note 2)	(see Notes 3 and 7)	Construction
8467-0 to 8467-14	298,3	2575	298,3	2575	218,4 to 182,9 (-0 to -14)	35,83	Aluminium Allo
8468-0 to 8468-14	298,3	2700	298,3	2700	218,4 to 182,9 (-0 to -14)	34,02	Aluminium Allo
8468-6 to 8468-14	231,2	2850	231,2	2850	203,2 to 182,9 (-6 to -14)	34,47	Aluminium Allo
8470-0 to 8470-14	298,3	2700	298,3	2700	218,4" to 182,9 (-0 to -14)	34,02	Aluminium Allo
8475-0 to 8475-14	298,3	2575	298,3	2575	218,4" to 182,9 (-0 to -14)	35,83	Aluminium Allo
8477-0 to 8477-14	298,3	2575	298,3	2575	218,4" to 182,9 (-0 to -14)	37,19	Aluminium Allo
8477-0 to 8477-14	298,3	2575	298,3	2575	218,4" to 182,9 (-0 to -14)	37,19	Aluminium Allo
			<u> </u>	Hub models	PHC-L3Y1F-1		
N7605+2 to N7605-10	261,0	2700	261,0	2700	203,2 to 172,7 (+2 to -10)	25,85	Composite

1. Approved Installations

The propeller is initially intended for use on Hawker Beechcraft aircraft models 35-()33, F33 and H35. (See Note 10)

2. Maximum Take Off Power and Speed

Details are mentioned within Table of Section IV.

3. Maximum Continuous Power and Speed

Details are mentioned within Table of Section IV.

4. Propeller Pitch Angle

The propeller has variable pitch capability. Pitch control is provided by a governor. (See Note 3)



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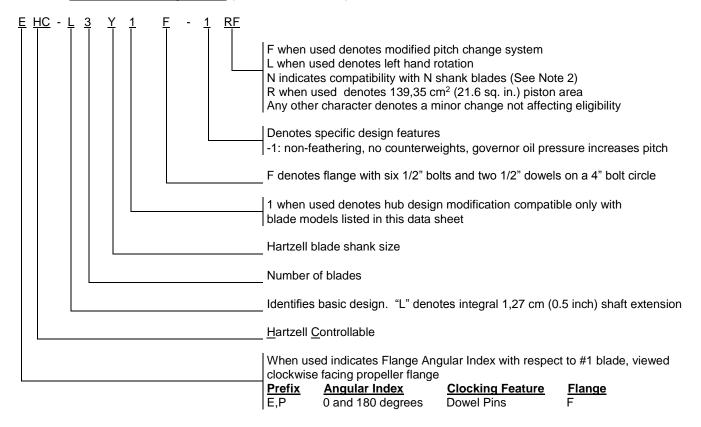
V. Operating and Service Instructions

Propeller Owner's Manual and Logbook for Raptor Turbine Series (incl. Airworthiness Limitations, if any)	Hartzell Manual 145 (*)
Overhaul Manual for non-feathering propellers	Hartzell Manual 113B (*)
Composite Blade Overhaul Manual	Hartzell Manual 135F (*)
Standard Practices Manual	Hartzell Manual 202A (*)
Metal Spinner Maintenance Manual	Hartzell Manual 127 (*)
Service Bulletins	

(*): or later approved revision

VI. Notes

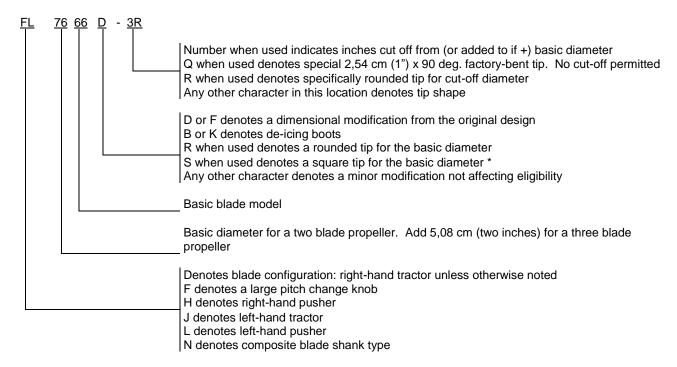
1. <u>Hub Model Designation:</u> (See Notes 4 and 5)





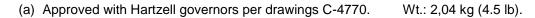
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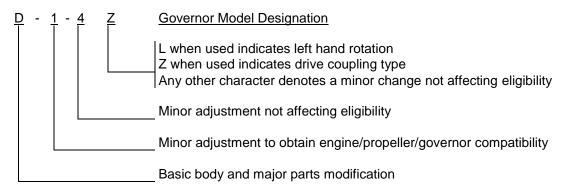
2. <u>Blade Model Designation:</u> (See Notes 5 and 6)



* Blades may incorporate either round or square tips, yet may not be marked with an "R" or "S" in their model designation. This character is used to distinguish between two or more tip shapes available at the same diameter. Certain blades use "S" o denote shot peening of the exterior surface.

3. Pitch Control: (See Notes 4, 6 and 10)





- (b) The -1 models do not have counterweighted blades and use oil to increase pitch.
- (c) Maximum governor output pressure: 3447,38 kPa (350 psi) for all propeller models
- (d) All governors must be approved as part of the aircraft installation regardless of manufacturer.



4. <u>Feathering:</u> The -1 models do not feather.

Reversing: Not applicable.

Piston size: Piston area is 114,19 cm² (17.7 sq. in.) except as noted in Note 1.

5. <u>Left-Hand Models:</u> (See Notes 1 and 2)

The left-hand version of an approved propeller model is approved at the same rating and diameter as listed for the right-hand model.

- 6. Interchangeability: (See Notes 2 and 3)
 - (a) Governors Hartzell governors with a "Z" suffix in their model designation may be used interchangeably with corresponding governors without the "Z". For example, the F-6-24Z is a replacement for the F-6-24 and the F-6-24 is a replacement for the F-6-24Z.
 - (b) Blades Shot-peened blades may replace non shot-peened blades either individually or as a set.
 - (c) Ice protection systems Refer to Hartzell Service Letter HC-SL-30-260 for ice protection system component interchangeability.

7. <u>Accessories</u>: (See Note 10)

- (a) Propeller ice protection system (weight of ice protection equipment extra).
 - (1) Propeller models listed in this data sheet are approved for use with propeller ice protection equipment listed in Hartzell Manual 159() or in other Hartzell type design data.
 - (2) All propeller ice protection equipment must be approved as part of the aircraft installation regardless of manufacturer. (See Note 10)
- (b) Propeller spinner (weight of spinner extra)
 - (1) Approved with Hartzell and other manufacturers' spinners when listed on Hartzell type design data.
 - (2) All propeller spinners must be approved as part of the aircraft installation regardless of manufacturer. (See Note 10)
- 8. <u>Shank Fairings:</u> Not applicable.



9. <u>Special Limits:</u>

 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.

The engine models listed below are the configurations on the engine type certificate unless specifically stated otherwise. Modifications to the engine or airframe that alter the power of the engine models listed below during any phase of operation have the potential to increase propeller stresses and are not approved by this list. Such modifications include, but are not limited to, the addition of a turbocharger or turbonormalizer, increased boost pressure, increased compression ratio, increased RPM, altered ignition timing, electronic ignition, full authority digital engine controls (FADEC), or tuned induction or exhaust. Also, any change to the mass or stiffness of the crankshaft/counterweight assembly is not approved by this list.

Hub <u>Model</u>	Blade <u>Model</u>	Engine Model	Max. Dia. <u>(cm)</u>	Min. Dia. <u>(cm)</u>	Placard
PHC-L3YF	F7691	TCM IO-520-A, B, BA, BB, D, F, J, L	198,12	195,58	Do not exceed 20" manifold pressure below 2250 RPM
PHC-L3YF	F7691	TCM IO-550-B, D, F	198,12	195,58	Do not exceed 20" manifold pressure below 2250 RPM
PHC-L3YF	F8468R	TCM IO-470-C, J, K, L, N	203,20	195,58	none
PHC-L3YF	F8468-8Q	TCM IO-470-C, J, K, L, N	203,20	195,58	none
PHC-L3YF	F8468A()	TCM IO-520-D	203,20	198,12	none
PHC-L3YF	F8468A()	TCM IO-550-D	203,20	198,12	none

10. The suitability of a propeller for a certain aircraft/engine combination must be demonstrated within the scope of the type certification of the aircraft.

Propeller models listed herein consist of basic hub and blade models. Most propeller models include additional characters to denote minor changes and specific features as explained in Notes 1 and 2.

10a. This propeller model PHC-L3Y1F-1 has been certificated in accordance with CS-P subparts A, B and C. Compliance with the requirements of Subpart D, which is specific to each aircraft installation, has not yet been demonstrated.

11. <u>Retirement Time:</u>

- (a) Life Limits and Mandatory Inspections
 - (1) Airworthiness limitations, if any, are specified in Hartzell Manual 113(), 115N or 145().



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12. <u>Special Notes:</u>

- (a) Refer to Hartzell Manual no. 202() for overspeed and overtorque limits.
- (b) Refer to Hartzell Service Letter HC-SL-61-61() for overhaul periods.
- 13. The EASA approved Airworthiness Limitations Section of the Instructions for Continued Airworthiness is published in the applicable Propeller Owner's Manual, chapter 5 "Airworthiness Limitations".

SECTION: ADMINISTRATIVE

I. Acronyms and Abbreviations None.

II. Type Certificate Holder Record N/A.

III. Change Record

Issue	Date	Changes	TC issue
Issue 01	11 September 2017	Initial Issue	11 September 2017

-END-



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