



Certification basis

Models 1A100/MCM, 1A105/SCM, 1A105/SLM:  
 Civil Air Regulations Part 14 dated December 15, 1956.  
 Model 1A100/ACM:  
 Civil Air Regulations Part 14 dated December 15, 1956 with Amendment 14-1 thereto.  
 Model 1A101/DCM:  
 Federal Aviation Regulations Part 35 with Amendment 35-1 thereto.  
 All other models:  
 Federal Aviation Regulations Part 35 with Amendments 35-1 and 35-2 thereto.  
 Type Certificate No. 918 issued March 1, 1961 under delegation option provisions of Part 410 of the Regulations of the Administrator.  
 Date of Application for Type Certificate February 27, 1961.

Production basis

Production Certificate No. 3.

NOTE 1. Installation. The front plate supplied by the engine manufacturer is not to be used. Installation is to be made with special alloy steel bolts which are furnished or specified by the propeller manufacturer.

Models 1A100/MCM, 1A105/SCM and 1A101/DCM are for installation on SAE No. 1 flanged propeller shaft and must be installed in accordance with McCauley Drawing B-1161.

Model 1A100/ACM is for installation on SAE No. 1 flanged propeller shaft with McCauley P/N B-2400 spacer and must be installed in accordance with McCauley Drawing B-3401.

Model 1A105/SLM is for installation on SAE No. 2 flanged propeller shaft with McCauley P/N C-1210 adapter and must be installed in accordance with McCauley Drawing C-1211.

Model 1A105/BCM is for installation on SAE No. 1 flanged propeller shaft with McCauley P/N B-3927 spacer and must be installed in accordance with McCauley Drawing B-3929.

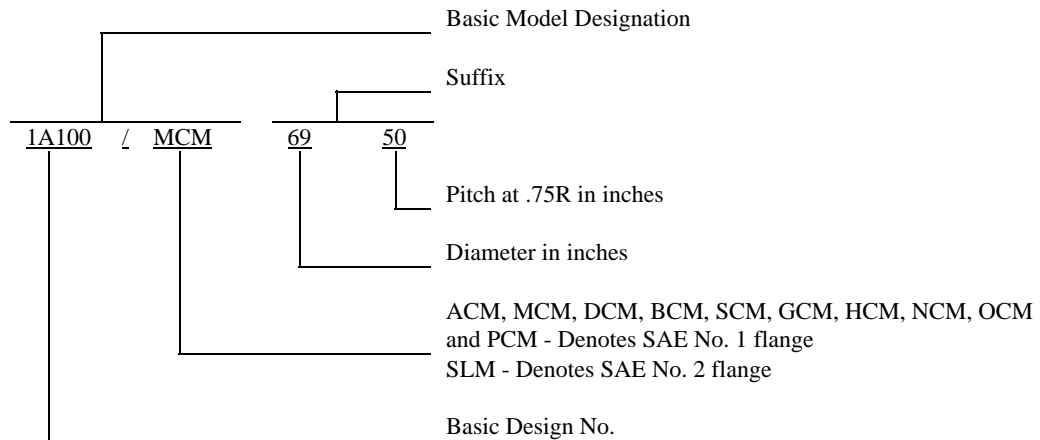
Model 1A101/GCM is for installation on SAE No. 1 flanged propeller shaft with McCauley P/N C-3399 spacer and must be installed in accordance with McCauley Drawing B-4303.

Model 1A101/HCM is for installation on SAE No. 1 flanged propeller shaft with McCauley P/N B-4351 spacer and must be installed in accordance with McCauley Drawing B-4352.

Model 1A106/NCM is for installation on SAE No. 1 flanged propeller shaft and must be installed in accordance with McCauley Drawing B-1161.

Models 1A102/OCM and 1A101/PCM are for installation on SAE No. 1 flanged propeller shaft with McCauley P/N C-4513 spacer and must be installed in accordance with McCauley Drawing B-4515.

NOTE 2. Propeller Model Designation. The propeller model designation consists of a series of numbers suffixed to the basic design number to indicate propeller diameter and geometric pitch at the .75 radius.



NOTE 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.

<u>Propeller Model</u>	<u>Engine Model</u>	<u>Max. Dia. (Inches)</u>	<u>Min. Dia. (Inches)</u>	<u>Placards</u>
1A100/ACM	Continental C-90 Series (Up to 90 hp. @ 2475 r.p.m.)	71	67	None
1A100/ACM 1A100/MCM	Continental O-200-A	69	67	None
1A101/DCM	Continental C-90 Series (Up to 90 hp. @ 2475 r.p.m.)	71	67	None
1A101/DCM 1A101/HCM 1A101/GCM 1A102/OCM	Continental O-200-A	69	67	None
1A105/SCM	Continental C-75 Series (Up to 75 hp. @ 2275 r.p.m.)	71	67	None
1A105/SCM	Continental C-85 Series (Up to 85 hp. @ 2575 r.p.m.)	71	67	None
1A105/SCM 1A105/BCM	Continental C-90 Series (Up to 90 hp @ 2475 r.p.m.)	71	67	None
1A105/SCM 1A105/BCM	Continental O-200-A	71	70	"Avoid continuous operation between 2650 and 2750 r.p.m."
1A105/SCM 1A105/BCM	Continental O-200-A	70	67	None
1A105/SLM 1A105/BCM	Lycoming O-235 Series (Up to 108 hp. @ 2600 r.p.m.)	71	67	None
1A105/SCM	Lycoming O-235 Series (Up to 108 hp @ 2600 r.p.m. for maximum continuous and 115 hp. and 2800 r.p.m. for takeoff)	71	67	None
1A106/NCM	Lycoming O-235 Series (Up to 108 hp. @ 2600 r.p.m.)	71	69	None
1A101/PCM	Continental O-200-A	69	67.5	None

NOTE 10. Special Notes. 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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