

Type of Aircraft: FAA STC: EASA STC: EASA Aircraft TCDS: LBA Prop TCDS: FAA Aircraft TCDS: FAA Prop TCDS: AFAC Mexico: Cessna 206 SA02846NY 10029676 IM.A.053 32.130/103 A4CE P26BO IA-719/2020

Applicable Aircrafts

206H, T206H <u>Engines</u> Rolls-Royce 250-B17F/2 Series

STC Kit Contents

One 5-Blade Reversing and Full Feathering Constant Speed Propeller One Full Composite Spinner (AFRP) One Full Composite Spinner (AFRP) One Master Document List One Airplane Flight Manual Supplement One Installation Instruction One Instruction For Continued Airworthiness One Operation and Installation Manual

Propeller Specifications

Full Propeller Designation Propeller Hub

Blade Blade Design Installed Propeller & Spinner Weight Maximum Diameter Minimum Diameter TBO **Replaces**



MTV-5-1-D-C-F-R(A)/CFR210-56

P-925-B() P-629-B() with modified cowling by Soloy Doc. No. E-1829 Doc. No. E-1830 Doc. No. E-1831 Doc. No. E-1832 ATA 61-06-10 (E-610)

MTV-5-1-D-C-F-R(A)/CFR210-56 MTV-5-1-D-C-F-R(A) Milled single-piece aluminum hub CFR210-56 Scimitar, light-weight natural composite 50.1 kg (110.5 lbs) 82.7 in. 80.7 in. According to SB 1 () latest issue

3-Blade Hartzell HC-B3TF-7A/T10173FN(K)-11R aluminum propeller

<u>Advantages</u>

(Performance data are based on MTOW, ISA)

- Best vibration damping characteristics for almost vibration free propeller operations
- Bonded on nickel alloy leading edge for best erosion protection of the blades
- No engine modifications
- Ground roll & takeoff distance over 50 ft obstacle is reduced by approx. 90 m (295 ft)
- Climb performance slightly improved
- Very smooth cruising no speed penalty
- Approx. 6 kg (13 lbs) less weight than the original 3-blade metal propeller
- Unlimited blade life
- More ground clearance for less FODs
- FOD repairable blades
- Significant inside and outside noise reductions
- Complies with strict German noise regulations 2010

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