

Q F J - Propeller for the Beech 1900 series - Quiet Fan Jet Propeller Series -

Flyer No.: FL-108
February 08, 2021



mt-propeller



Type of Aircraft:

FAA STC:

TCCA STC:

EASA STC:

FAA Aircraft TCDS:

EASA Aircraft TCDS:

EASA / FAA Propeller

TCDS:

Beech 1900 series

SA04459NY

Letter of Acceptance

5010-O-19-0413

10070090

US A24CE

P.104 / P22BO



Applicable Aircrafts

Textron Aviation Inc.

Beechcraft A100/200/300/1900

Models: 1900, 1900C, 1900D

Engine

1900 + 1900C: Pratt & Whitney PT6A-65B Engine

1900D: Pratt & Whitney PT6A-67D Engine

STC Kit Contents

Two 5-Blade Full Feathering Constant Speed

Counterweighted

Reversible Propeller

One Full Composite Spinner (AFRP) or Polished

Aluminum Spinner

One Airplane Flight Manual Supplement

One Installation Instruction

One Instruction For Continued Airworthiness

One Operation and Installation Manual

MTV-27-1()-C-F-R(P)/CFR260-65()

P-1283-3

Doc. No. E-3386

Doc. No. E-3387

Doc. No. E-3388

ATA 61-06-10 (E-610)

Propeller Specifications

Full Propeller Designation

Propeller Hub

MTV-27-1()-C-F-R(P)/CFR260-65()

Models 1900/1900C: MTV-27-1-E-C-F-R(P)

Model 1900D: MTV-27-1-N-C-F-R(P)

Milled single-piece aluminum hub

CFR260-65()

Scimitar, light-weight natural composite

Propeller Electric De-Ice System

75.8 kg (167, lbs) per propeller (with de-ice)

260 cm (102 inch)

According to SB 1 () latest issue

Blade

Blade Design

Propeller De-Ice

Weight of one installed propeller

with Spinner:

Diameter

TBO

Replaces

Removes the original Hartzell propellers and the appropriate spinners

Advantages (Performance data are based on MTOW, ISA)!

- Best vibration damping characteristics for almost vibration free propeller operations!
- Bonded on wide chord nickel alloy leading edges for superior erosion protection of the blades!
- Smaller diameter of about 8 inch compared to the original 4-blade propeller, this means more ground clearance of about 4 inch for less FD and also more clearance to the fuselage, therefore less cabin noise from the prop tips!
- Take-Off improvement by 4%, so compared to the original AFM a higher safety for the calculated take-off run!
- No propeller ADs!
- Propeller noise reduction by up to 5 dB(A)!
- TBO 4500 hours or 6 years, whatever comes first, for low maintenance costs!
- No intermediate inspections are needed between the TBO which requires the propeller removal!
- Reduced cost for spare parts, like blades and lower overhaul costs, for the complete propeller assembly!
- No rpm restriction for the complete operational range!
- The long time proven MT-Propeller natural composite blades provide significant inside and outside noise reduction!
- No life limitation and repairable in case of an FOD.

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