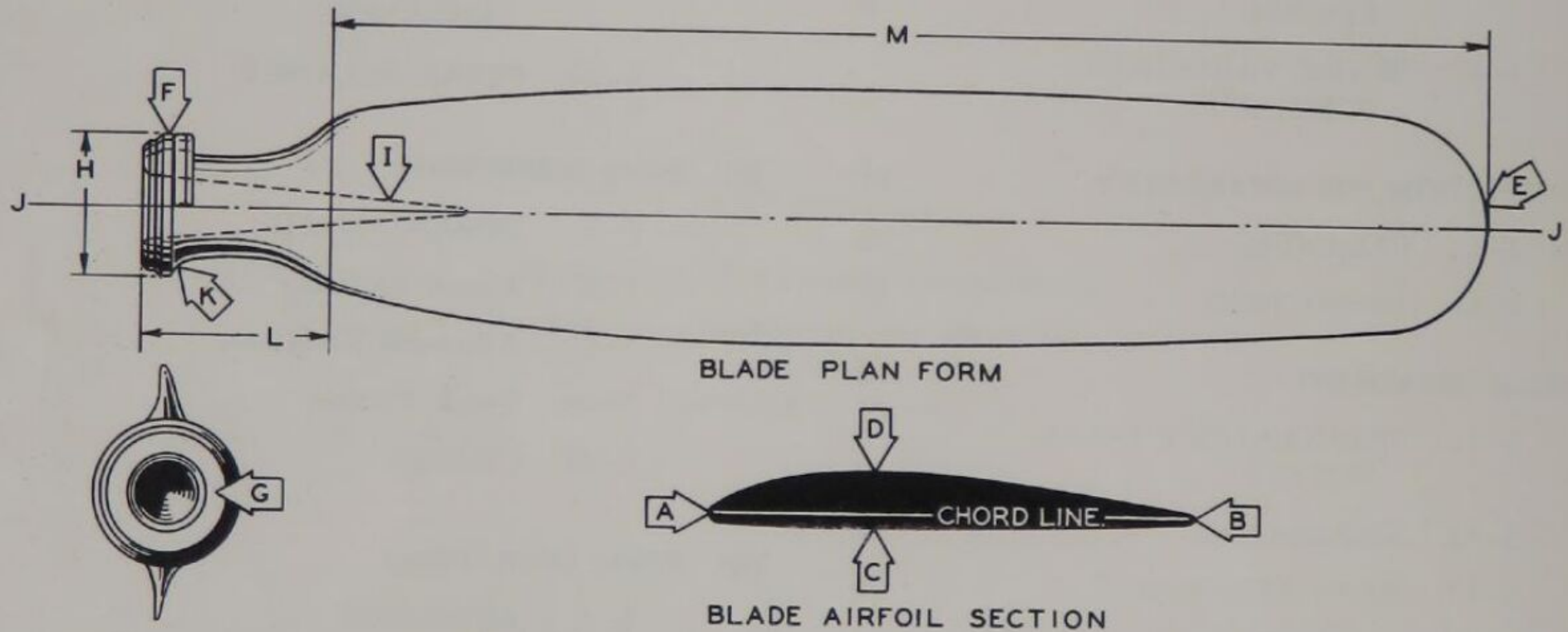


Figure 1-12. Blade Cut-Off Diagram



A LEADING EDGE  
 B TRAILING EDGE  
 C FACE SIDE

D CAMBER SIDE  
 E TIP  
 F BUTT

G BUTT FACE  
 H BUTT OD  
 I TAPER BORE

J CENTER LINE  
 K FILLET  
 L SHANK PORTION  
 M AIRFOIL PORTION

**Figure 1-1. Blade Nomenclature Diagram**



## GROUP 1—Cont.

STATION	BLADE DESIGN NUMBERS AND CUT-OFF										
	*Blade Angle Reference Station 6105A-18; 6153A-18; 6229A-18; 6249A-18; 6353A-18; 6354A-18; 6429A-18; 6565A-18										
	"A"		"B"		"C"		THICKNESS	FACE ALIGNMENT		ANGLE	
	WIDTH (Inch)	EDGE ALIGNMENT (Inch)	WIDTH (Inch)	EDGE ALIGNMENT (Inch)	WIDTH (Inch)	EDGE ALIGNMENT (Inch)	MINIMUM (Inch)	MAXIMUM (Inch)	MINIMUM (Inch)	MAXIMUM (Degrees)	MINIMUM (Degrees)
12	4.83	2.49—2.31					4.218	2.30	2.05	45.4	43.4
18	6.78— 6.64	3.13—2.95	6.63— 6.50	3.03—2.85			2.579	1.43	1.18	38.3	36.3
24	8.84— 8.67	3.99—3.81	8.66— 8.50	3.87—3.69			1.824	1.02	.77	31.9	29.9
30	10.29—10.12	4.61—4.43	10.11— 9.96	4.49—4.31			1.368	.66	.54	26.0	25.0
36	10.77—10.58	4.83—4.65	10.57—10.40	4.70—4.52			1.111	.56	.44	22.7	21.7
*42	10.67—10.45	4.78—4.60	10.44—10.24	4.63—4.45			.921	.48	.36	19.9	19.9
48	10.23— 9.98	4.59—4.41	9.97— 9.73	4.41—4.23			.760	.41	.28	18.7	17.7
54	9.38— 9.17	4.21—4.03	9.16— 8.96	4.07—3.89	8.95— 8.76	3.83—3.75	.623	.35	.22	17.4	16.4
60	7.22	3.65—3.47					.469	.29	.17	16.4	15.4
66								.24	.12	15.6	14.6

Blades, Eligible (See NOTE 2)	Maximum Continuous		Takeoff		Diameter Limits (See NOTE 2)	Hub and Blade Weight (Max. Diameter)	NOTES
	HP	RPM	HP	RPM			
62L7-0 to 62L7-2L 62L8 is the left hand version of 62L7	116L	2100	128L	2310	10'6 $\frac{1}{2}$ "-8'6 $\frac{1}{2}$ " (-0 to -2L)	353 lbs.	6 5
6261-0 to 6261-18 6262 is the left hand version of 6261	1255	1790	1380	1970	11'6 $\frac{1}{2}$ "-10'1 $\frac{1}{2}$ " (-0 to -18)	38L lbs.	6 5
6277-0 to 6277-12	1050	1L3L	1200	1519	11'6 $\frac{1}{2}$ "-10'6 $\frac{1}{4}$ " (-0 to -12)	4L6 lbs.	6
6277-12 to 6277-2L 6278 is the left hand version of 6277	1625	1L3L	2000	1519	10'6 $\frac{1}{2}$ "-9'6 $\frac{1}{2}$ " (-12 to -2L)	438 lbs.	6 5
6339-0 1-44. The letter "A" which follows the basic blade design number group shows that the blade is a blade assembly; an assembly, which may vary slightly among the different size blades, usually includes the blade proper, the thrust bearing beveled washer, flat washer, and retainer assembly, the chafing ring, the balancing plug assembly, the bushing, the bushing screws, and the bushing drive pins.	1095	1700	1206	1870	11'6 $\frac{1}{2}$ "-10'1 $\frac{1}{2}$ " (-0 to -18)	38L lbs.	6 5
6357-0 to 6357-30	1500	1350	1700	1L10	13'1 $\frac{1}{2}$ "-10'6 $\frac{1}{2}$ " (-0 to -30) Telescoped to 10'3 $\frac{1}{2}$ "(-33T)	400 lbs.	6,8
6353-18 to 6353-30 635L is the left hand version of 6353	1275	1L35	1525	1575	11'6 $\frac{1}{2}$ "-10'6 $\frac{1}{2}$ " (-18 to -30)	397 lbs.	6,8 5,8
6359-0 to	1500	1L35	1850	1			

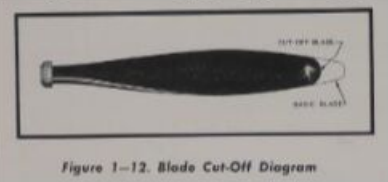


Figure 1-12. Blade Cut-Off Diagram

1-45. The dash number following the basic blade design number indicates the number of inches the propeller diameter is reduced from that provided by the basic blade design. In this case the basic blade design, if used, would be identified as C6353A-0; however, the "-18" in the first example shows that the propeller diameter has been reduced 18 inches which would mean each blade has been cut down nine inches as outlined in figure 1-12. If the letter "B" is incorporated in the cut-off identification number, it indicates that a bushing with oversize bearing diameters is used in the blade.

6L29-12 to 6L29-30 6L30 is the left hand version of 6L29	1500	1350	1700	1L10	12'1 $\frac{1}{2}$ "-10'6 $\frac{1}{2}$ " (-12 to -30)	398 lbs.	6,8 5,8
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DWG. NO. 6353A-18  
SER. NO. NKS 2988

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