SENSENICH BROTHERS

World's Largest Manufacturers
of Wood Aircraft Propellers

LITITZ, PENNA.

Adjoining Lancaster Municipal Airport

Right on the Nose!

AIRCRAFT SENSENICH PROPELLERS

How to select and install a SENSENICH AIRCRAFT PROPELLER

Complete Information about SENSENICH Propellers for Aircraft up to 250 H.P. Also Test Clubs.

The SENSENICH *Guarantee*

All Sensenich propellers are guaranteed to be free from defects in materials and workmanship, and to fulfill to the satisfaction of the customer, the service for which they were designed and constructed.

Sensenich propellers are sold with the understanding that the customer must be satisfied **after actual flight test on his own airplane.** Any Sensenich propeller which fails to meet this test, or which shows defects of material or workmanship will be repaired or replaced without additional expense. We cannot, of course, be held responsible for defects caused by accidents or improper care.

SENSENICH BROTHERS • LITITZ, PA.
Adjoining Lancaster Municipal Airport
West Coast Branch: Glendale, California

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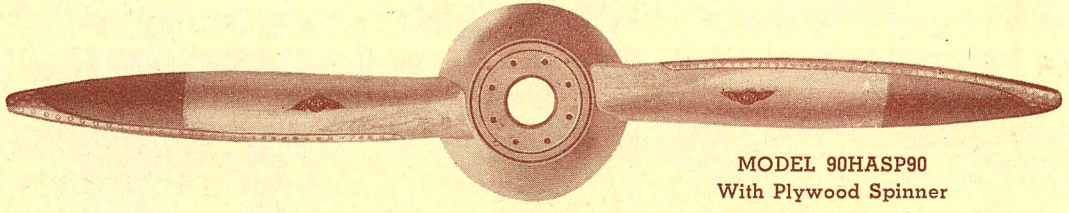
SENSENICH PROPELLERS RECOMMENDED FOR VARIOUS AIRCRAFT AND ENGINES

Every effort has been made to list all planes and engines currently in use. However, some errors or omissions are inevitable due to incomplete records available. If you do not find your propeller listed here, consult the Design & Designation Change list on page 11. If it is not there, specify aircraft and engine model numbers when ordering propeller.

Airplane	Model	Engine Mfg.	Engine Model	H.P.	Recommended Sensenich Propeller	Note
Aeromarine Klemm	L 26, L 26 A	Leblond	5 D	65	84	
Aeronca	C 2	Aeronca		26	63 A	
Aeronca	C 3	Aeronca	E 113, A, B, C	36	69 A 33	
Aeronca	C 3 S	Aeronca	E 113, C	40	69 A 33	
Aeronca	K	Aeronca	E 113, C	40	69 A 33	
Aeronca	K	Aeronca	E 113 CB, CD, CDB	42-45	69 A 35	
Aeronca	K S	Aeronca	E 113, C	40	72 A 30	
Aeronca	K S	Aeronca	E 113 CB, CD, CDB	42-45	72 A 31	
Aeronca	K C	Continental	A 40 4	40	69 J	
Aeronca	L A	Leblond	5 E, 5 DE	70	78 R 52	
Aeronca	L B	Leblond	5 DF, 5 F	85-90	78 R 54	
Aeronca	L C	Warner	Scarab, Jr.	90	80 W	(1)
Aeronca	L C S	Warner	Scarab, Jr.	90	84 J	(1)
Aeronca	K C A, 50 C, 50 TC	Continental	A 50	50	76 B 51	
Aeronca	S 50 C	Continental	A 50	50	76 B 47, 76 B 49	
Aeronca	50 F, KF	Franklin	4 AC 150	50	70 F 45	
Aeronca	S 50 F	Franklin	4 AC 150	50	70 F 43	
Aeronca	50 L, 50 LA, 50 TL	Lycoming	O 145 A 1	50	70 L 45	
Aeronca	50 L, 50 LA, 50 TL	Lycoming	O 145 A 2	55	70 L 47	
Aeronca	60 F, 60 TF	Franklin	4 AC 150	60	70 F 47	
Aeronca	60 F	Franklin	4 AC 171	60	72 F 40	
Aeronca	65 C, 65 CA	Continental	A 65	65	72 C 42, 72 C 44	
Aeronca	S 65 C, S 65 CA	Continental	A 65	65	76 C 40, 76 C 42	
Aeronca	65 LA, 65 LB	Lycoming	O 145 B 2	65	70 LY 34, 70 LY 36	
Aeronca	TAC, L 3	Continental	A 65	65	72 C 42, 72 C 44	
Aeronca	65 TC, 65 TL, TAL	Lycoming	O 145 B 2	65	70 LY 34, 70 LY 36	
Aeronca	65 TF, TAF	Franklin	4 AC 176 B 2	65	72 F 42, 72 F 44	
Akron Funk	Funk B	Funk	E	63	755 CF	
Akron Funk	Funk L	Lycoming	GO 145 C 2	75	76 L 54	
American Eaglet	B 3	Szekely	SR 3	45	755	
American Eaglet	231	Salmson	AD 9	40	A 1	
American Eagle	101, A 1	Curtiss	OX 5	90	102	
American Eagle	129, 201	Kinner	K 5	100	90 BA 49	(1)
Arrow	F	Ford	V 8	82-90	90 E	

RECOMMENDED PROPELLERS

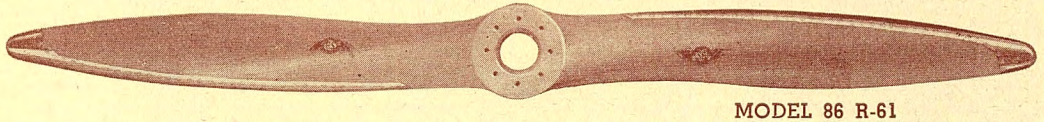
Airplane	Model	Engine Mfg.	Engine Model	H.P.	Recommended Sensenich Propeller	Note
Arrow Sport		Leblond	5 D, 5 DE	65	84	
Arrow Sport		Kinner	K 5	100	90 BA 49	(1)
Avro Avian		Cirrus Mark	II or III	85-80	84 E	
Bellanca	14 9 B	Ken Royce	5 F, 5 G	90	74 B 58	
Bellanca	14 12 F 3	Franklin	6 AC 264 F 3	120	74 CF 57	
Bird	A	Curtiss	OX 5	90	102	
Bird	B W	Warner	Scarab	125	90 BA 45	(1)
Bird	C J	Jacobs	L A 1	170	96 B	
Bird	B K	Kinner	K 5	100	90 BA 49	(1)
Bird	C K	Kinner	R 5	125	90 D 67	(1)
Buhl	LA 1, LA 1 B	Szekely	SR 3	45	755	
Cessna	AW	Warner	Scarab	125	90 BA 45	(1)
Cessna	Airmaster C 145	Warner	Super Scarab	145	82 R 81	(1)
Cessna	Airmaster C 145	Warner	Super Scarab	145	82 RA 81	(2)
Cessna	Airmaster C 165	Warner	Super Scarab	165	82 RA 81	(2)
Commandaire	3 C 3	Curtiss	OX 5	90	102	
Commandaire	3 C 3 A	Warner	Scarab	125	90 BA 45	(1)
Commandaire	3 C 3 B	Siemens H	SH 14	113	96 T 69	
Culver	L C A	Continental	A 75	75	70 A 52, 70 A 54	
Culver	L F A	Franklin	4 AC 176 F 3	80	70 AF 54, 70 AF 56	
Culver	Dart GK, G	Leblond	5 F	90	78 R 54	
Culver	Dart GW	Warner	Scarab Jr.	90	80 W	(1)
Curtiss	Robin	Curtiss	OX 5	90	102	
Curtiss	Robin	Tank	Y 502, V 470	115	96 T 69	
Curtiss Wright Jr.	C W 1	Szekely	S R 3	45	755 L	
Davis	V 3, D 1	Leblond	5 DE 70	70	84	
Davis	D 1 66	Leblond	5 DF, 5 F	85	78 R 52	
Davis	DIK	Kinner	K 5	100	90 BA 49	(1)
Davis	DIW	Warner	Scarab	125	90 BA 45	(1)
D H Moth	60 G M	DeHavilland	Gipsy	85-90	84 D L	(4)
D H Trainer		Menasco	D 4	130	86 M 54	
Eaglerock	A 2	Curtiss	OX 5	90	102	
Ercoupe	415 C	Continental	A 65	65	72 C 44	(3)



MODEL 90HASP90
With Plywood Spinner

RECOMMENDED PROPELLERS

Airplane	Model	Engine Mfg.	Engine Model	H.P.	Recommended Sensenich Propeller	Note
Fairchild	KR 21, KR 31 A, B	Kinner	K 5	100	90 BA 49	(1)
Fairchild	KR 21, B	Kinner	B 5	125	90 D 67	(1)
Fairchild	KR 31	Curtiss	OX 5	90	102	
Fairchild	C 7	Rover	L 267	75	84 C	
Fairchild	22 C 7 G, F	Warner	Super Scarab	145	86 C 69	(1)
Fairchild	22 C 7 G, F	Warner	Super Scarab	145	86 CA 69	(2)
Fairchild	22 C 7 E, C 5, C 6, 24 C 8 A	Scarab	Scarab	125	90 BA 45	(1)
Fairchild	C 8	Cirrus Hidrive	Mark III	95	84 E	(4)
Fairchild	22 C 7 A	Cirrus	Mark III	85	88 A	(4)
Fairchild	22 7	Cirrus Hidrive	Mark III	95	84 E	(4)
Fairchild	22 C 7 D	Wr. Gipsy	L 320	90	88 A	(4)
Fairchild	24 J, 24 G	Warner	Super Scarab	145	86 C 67	(1)
Fairchild	24 J, 24 G	Warner	Super Scarab	145	86 CA 67	(2)
Fairchild	C 8 F, 24 H	Ranger	6 390 D 3	150	86 B 58	
Fairchild	24 K	Ranger	6 410 B 1, B 2	165	86 B 58	
Fairchild	24 R 9, 24 R 9 S	Ranger	6 410 B 1, B 2	165	86 B 58, 86 B 55	
Fairchild	24 W 9	Warner	Super Scarab	145	86 C 67	(1)
Fairchild	C 8 E, C 8 G, C 8 C	Warner	Super Scarab	145	86 C 63	(1)
Fairchild	C 8 E, C 8 G, C 8 C	Warner	Super Scarab	145	86 CA 63	(2)
Fairchild	C 8 F, C 8 H, C 8 D	Ranger	6 390 B, D, D 3	145	86 B 53	
Fairchild	24 W 40, 24 W 41	Warner	Super Scarab	145	86 C 67	(1)
Fairchild	24 W 40, 24 W 41	Warner	Super Scarab	145	86 CA 67, 86 CA 69	(2)
Fairchild	24 W 41 A	Warner	Super Scarab	165	86 CA 69	(2)
Fairchild	24 R 40	Ranger	6 440 C 2, 6 410 B 3	175	86 B 55	
Fairchild	24 R 40 S	Ranger	6 440 C 2, 6 410 B 3	175	86 B 53	
Fairchild	24 Seaplane	Warner	Super Scarab	145	86 C 63	(1)
Fairchild	24 Seaplane	Warner	Super Scarab	145	86 CA 63	(2)
Fairchild	M 62 A, PT 19	Ranger	6 440 C 2	175	86 R 61	
Fairchild	M 62 A, PT 19	Ranger	6 440 C 2	175	86 RA 61	(5)
Fairchild	M 62 A 3, PT 26	Ranger	6 440 C 5	200	86 R 61	
Fairchild	M 62 B	Warner	Super Scarab	165	86 CA 69	(2)
Fairchild	M 62 A 3, PT 26	Ranger	6 440 C 5	200	86 RA 61	(5)
Fairchild	P T 23	Continental	W 670	220	90 LA 78	(5)
Fairchild	C 61, UC 61	Ranger	6 440 C 5	200	86 B 58	
Fairchild	C 61, UC 61	Warner	Super Scarab	165	86 CA 69	
Fairchild	24	Kinner	R 56	160	92 H 72	(2)
Fleet	1	Warner	Scarab	125	90 BA 45	(1)
Fleet	7, 8, 9, 10	Kinner	B 5	125	90 D 67	(1)
Fleet	7, 8, 9, 10	Kinner	B 5	125	90 DA 67	(2)
Fleet	91, 2	Kinner	K 5	100	90 BA 49	(1)
Great Lakes	2 T 1	Cirrus	Mark III	85	84 E	
Great Lakes	2 T 1 E	Cirrus	Mark III	100	84 E	(4)
Great Lakes	2 T 1 A	Cirrus Hidrive	Mark III	95	84 E	(4)
Grumman	Widgeon G 44	Ranger	6 440 C 5	200	82 RS 72	



MODEL 86 R-61
For PT 200 h.p.

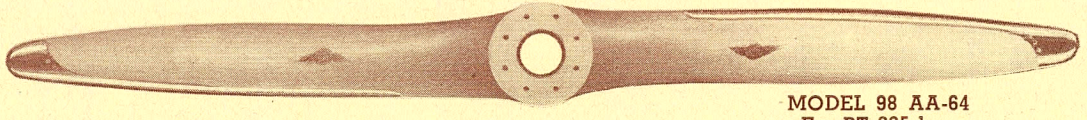
Airplane	Model	Engine Mfg.	Engine Model	H.P.	Recommended Sensenich Propeller	Note
Howard	D G A 18	Warner	Scarab	125	86 C 61	(1)
Howard	DGA 145	Warner	Super Scarab	145	86 CA 67	(2)
Howard	DGA 145	Warner	Super Scarab	145	86 C 67	(1)
Howard	DGA, 18 K, 160	Kinner	R 55	160	92 HBSPA 74	(1)
Howard	DGA 160	Kinner	R 56	160	92 H 72	(2)
Inland	S 300	Leblond	5 D	65	84	
Inland	R 400	Warner	Scarab Jr.	90	80 W	(1)
Inland	W 500	Warner	Scarab	125	90 BA 45	(1)
Interstate	S 1 A Cadet	Continental	A 65	65	72 C 44	
Interstate	S 1 A 65 F Cadet	Franklin	4 AC 176 B 2	65	72 F 44	
Interstate	S 1 A, 90 F Cadet	Franklin	4 AC 199 E 2	90	72 DF 49	
Kinner	K Sportster	Kinner	K 5	100	90 BA 49	(1)
Lincoln	P T K	Kinner	K 5	100	90 BA 49	(1)
Lincoln Page	1928	Curtiss	OX 5	90	102	
Luscombe	Phantom 1, 1 S	Warner	Super Scarab	145	86 C 69	(1)
Luscombe	Phantom 1, 1 S	Warner	Super Scarab	145	86 CA 69	(2)
Luscombe	8	Continental	A 50	50	76 B 51	
Luscombe	8 A 2	Continental	A 65	65	76 C 46	
Luscombe	8 B 2	Lycoming	O 145 B	65	70 LY 38, 70 LY 40	
Luscombe	8 C, 8 D "Silvaire"	Continental	A 75	75	70 D 46	
Luscombe	8 A Seaplane	Continental	A 65	65	76 C 44	
Mercury	T 2	Rearwin	50	90	78 R 50	
Mercury	B T 120	Rearwin	7 F, 7 G	120	78 R 59	
Meyers	OTW 120	Warner	Scarab	125	90 BA 45	(1)
Meyers	OTW 145	Warner	Super Scarab	145	86 CA 67	(2)
Meyers	OTW 145	Warner	Super Scarab	145	86 C 67	(1)
Meyers	OTW 160	Kinner	R 56	160	92 H 76	(2)
Monocoupe	Monoprep, 70, 113	Velie	M 5	65	84	
Monocoupe	70	Velie	M 5	65	84	
Monocoupe	113	Velie	M 5	65	84	
Monocoupe	90, 90 A	Lambert	R 266	90	76 D 57	
Monocoupe	90 A F	Franklin	4 AC 199 E 3	90	74 FDS 48	
Piper	E 2	Continental	A 40	40	69 C, 69 D	
Piper	F 2	Aeromarine	AR 340	40	755 A	
Piper	H 2	Szekely	S R 3	35	755 B	
Piper	J 2	Continental	A 40	40	69 C, 69 D	
Piper	J 3 C 40	Continental	A 40	40	69 C, 69 D	
Piper	J 3 C 50	Continental	A 50	50	76 B 47, 76 B 49	
Piper	J 3 C 50 S	Continental	A 50	50	76 B 47	
Piper	J 3 C 65 L 4	Continental	A 65	65	72 C 42	
Piper	J 3 C 65 S	Continental	A 65	65	76 C 40, 76 C 42	
Piper	J 3 F 50	Franklin	4 A C 150	50	70 F 43, 70 F 45	
Piper	J 3 F 50 S	Franklin	4 A C 150	50	70 F 43	
Piper	J 3 F 60	Franklin	4 A C 171	60	70 F 47, 72 F 40	
Piper	J 3 F 60 S	Franklin	4 A C 171	60	70 F 45, 72 F 40	
Piper	J 3 F 65	Franklin	4 A C 176 B	65	72 F 42	
Piper	J 3 L	Lycoming	O 145 A 1	50	70 L 43	
Piper	J 3 L	Lycoming	O 145 A 2	55	70 L 45	
Piper	J 3 L S	Lycoming	O 145 A 2	55	70 L 43	
Piper	J 3 L 65	Lycoming	O 145 B	65	70 LY 34, 70 LY 36	
Piper	J 3 L 65 S	Lycoming	O 145 B	65	70 LY 34, 70 LY 36	
Piper	J 3 P	Lenape	L M 3, A R 3	50	72 L	
Piper	J 4	Continental	A 50	50	76 B 47, 76 B 49	

Airplane	Model	Engine Mfg.	Engine Model	H.P.	Recommended Sensenich Propeller	Note
Piper	J 4 A	Continental	A 65	65	72 C 42, 72 C 44	
Piper	J 4 A S	Continental	A 65	65	76 C 40, 76 C 42	
Piper	J 4 B	Franklin	4 A C 171	60	70 F 47, 72 F 40	
Piper	J 4 E	Continental	A 75	75	70 D 42, 70 D 44	
Piper	J 4 F	Lycoming	O 145 B	65	70 LY 36, 70 LY 38	
Piper	J 5 A, J 5	Continental	A 75	75	70 D 40, 70 D 42	
Piper	J 5 B	Lycoming	G O 145 C	75	78 LY 52	
Piper	J 5 C, A E 1	Lycoming	O 235	100	74 FE 46	
Porterfield	35-70	Leblond	5 D E	70	78 R 50	
Porterfield	90	Leblond	5 D F	90	78 R 50	
Porterfield	90	Warner	Scarab, Jr.	90	80 W	(1)
Porterfield	35 W, 75 C	Warner	Scarab, Jr.	90	80 W	(1)
Porterfield	C P 40, C P 40 A	Continental	A 40	40	69 J	
Porterfield	C P 50, C P 55	Continental	A 50	50	76 B 49	
Porterfield	C P 65	Continental	A 65	65	72 C 44	
Porterfield	F P 65	Franklin	4 AC 176 B 1	65	72 F 46	
Porterfield	L P 65	Lycoming	O 145 B	65	70 LY 38	
Porterfield	75 C	Continental	A 75	75	70 D 44	
Rearwin	3000	Szekely	S R 3	45	755	
Rearwin	4000	Aeromarine	A R 3	50	755 C	
Rearwin	4000	Leblond	5 D E	70	78 R 50	
Rearwin	6000 M	Menasco	C 4	125	80 R 70	
Rearwin	6000 M S	Menasco	C 4 S	150	80 R 72	
Rearwin	7000	Ken Royce	5 E	70	78 R 50	
Rearwin	8125	Ken Royce	7 F, 7 G	120	78 R 57	
Rearwin	8130	Ken Royce	5 F, 5 G	90	78 R 50	
Rearwin	8135	Ken Royce	7 F, 7 G	120	78 R 59	
Rearwin	8500	Leblond	5 D F	85	78 R 50	
Rearwin	9000	Warner	Scarab, Jr.	90	80 W	(1)
Rearwin	8000 K R	Ken Royce	5 F, 5 G	90	78 R 50	
Rearwin	9000 L	Leblond	5 D F	90	78 R 50	
Rearwin	Skyranger 165	Continental	A 65	65	72 C 44	
Rearwin	Skyranger 175	Continental	A 75	75	70 D 44	
Rearwin	Skyranger 180	Continental	A 80	80	70 D 42	
Rearwin	Skyranger 180 F	Franklin	4 A C 176 F 3	80	70 DF 48	
Rearwin	Skyranger 190 F	Franklin	4 A C 199 E 3	90	72 DF 49	
Rose	Parakeet A 1	Continental	A 40	40	69 J	
Ryan	S T A	Menasco	C 4	125	80 R 70	
Ryan	S T A Special	Menasco	C 4 S	150	80 R 72	
Ryan	S C W 145	Warner	Super Scarab	145	82 RA 77	(2)
Ryan	S C W 145	Warner	Super Scarab	145	82 R 77	(1)
Ryan	S T 3 K R, PT 21	Kinner	B 54	132	86 CASP 76	(2)
Ryan	S T 3 K R, PT 22	Kinner	R 56	160	90 HSP 90	(2)
Ryan	S T 3 K R, PT 22	Kinner	R 56	160	90 HA	(5)
Stearman	N 2 S 3, P T 17	Continental		220	98 A A 64	(5)
Stearman	N 2 S 5, P T 13 D	Lycoming		225	98 A A 64	(5)
Stearman Hammond	Y 1 S	Menasco	C 4 S	150	80 C	
Stinson	H W 75	Continental	A 75	75	70 D 40, 70 D 42	
Stinson	10, 105	Continental	A 80	80	70 D 42	
Stinson	10 A voyager	Franklin	4 A C 199 E 2	90	72 DF 48, 72 DF 49	
Stinson	L 5	Lycoming	O 435	190	85 LY 57	
Swallow	T P	Curtiss	OX 5	90	102	
Taylorcraft	A	Continental	A 40	40	69 J	
Taylorcraft	B C	Continental	A 50	50	76 B 51	
Taylorcraft	B C S	Continental	A 50	50	76 B 49	

RECOMMENDED PROPELLERS

Airplane	Model	Engine Mfg.	Engine Model	H.P.	Recommended Sensenich Propeller	Note
Taylorcraft	B C, B C 12 65	Continental	A 65	65	72 C 42, 72 C 44	
Taylorcraft	B C S, B C S 12 65	Continental	A 65	65	76 C 44, 76 C 42	
Taylorcraft	B C T, D C	Continental	A 65	65	72 C 42, 72 C 44	
Taylorcraft	B F	Franklin	4 A C 150	50	70 F 45	
Taylorcraft	B F 60	Franklin	4 A C 171	60	70 F 47, 72 F 40	
Taylorcraft	B F B F 12 65	Franklin	4 A C 176 B 2	65	72 F 42, 72 F 44	
Taylorcraft	B F S, B F S 16 65	Franklin	4 A C 176 B 2	65	72 F 42	
Taylorcraft	B F T, D F	Franklin	4 A C 176 B 2	65	72 F 42, 72 F 44	
Taylorcraft	B L	Lycoming	O 145 A 1	50	70 L 45	
Taylorcraft	B L	Lycoming	O 145 A 2	55	70 L 47	
Taylorcraft	B L S	Lycoming	O 145 A 1	50	70 L 43	
Taylorcraft	B L, B L 12 65	Lycoming	O 145 B	65	70 LY 36, 70 LY 38	
Taylorcraft	B L T	Lycoming	O 145 A 1	50	70 L 45	
Taylorcraft	B L T	Lycoming	O 145 A 2	55	70 L 47	
Taylorcraft	B L T, D L	Lycoming	O 145 B 2	65	70 LY 36, 70 LY 38	
Taylorcraft	D C O, L 2	Continental	A 65	65	72 C 42	
Taylorcraft	Tandem	Continental	A 65	65	72 C 42, 72 C 44	
Taylorcraft	Tandem	Franklin	4 A C 176	65	72 F 42, 72 F 44	
Taylorcraft	Tandem	Lycoming	O 145 B 2	65	70 LY 36, 70 LY 38	
Travelair	2000	Curtiss	O X 5	90	102	
Travelair	2000 T	Tank	V 502	115	96 T 69	
Travelair	K 4000	Kinner	K 5	100	90 BA 49	(1)
Travelair	W 4000	Warner	Scarab	125	90 BA 45	(1)
Travelair	16 W, 12 W	Warner	Scarab	125	90 BA 45	(1)
Travelair	16 K, 12 K	Kinner	B 5	125	90 D 67	(1)
Travelair	12 Q	Wr. Gipsy	L 320	90	88 A	(4)
Waco	9, 10, G X E	Curtiss	O X 5	90	102	
Waco	10, G X E	Curtiss	O X 6	100	102 A	
Waco	10, G X E	Tank	V 502	115	96 T 69	
Waco	R N F, R B A	Warner	Scarab	125	90 BA 45	(1)
Waco	I N F, I B A	Kinner	B 5	125	90 D 67	(1)
Waco	U B F, U M F Open	Continental	R 670 A C	210	94 A 60	
Waco	U I C, U B A, V E C, Cabin	Continental	R 670 A C	210	100 A	
Waco	Y P T 14, U P F 7	Continental	W 670 B A	225	98 C 70	
Waco	U K S 7, U P F 7	Continental	W 670 B A	225	98 C A 70	(5)
Waco	YQC, YPF, YKS, YKC	Jacobs	L 4	225	100	
Waco	P B A, F, P C F	Jacobs	L A 1	170	96 B	
Waco	Q C F, Q D C, Q S O	Continental	A 70, A 70, 2	165	100 B	
Welch	O W 5 M	Continental	A 40	40	69 J	
Welch	O W 6 M	Aeronca	E 113, A, B, C	36	69 A 33	

Notes:
(1) Taper shaft engine.
(2) Spline shaft engine.
(3) Monel tipping.
(4) Specify hub dimensions.
(5) For A N std. S A E No. 20 spline hub. Army des. 41G2325.



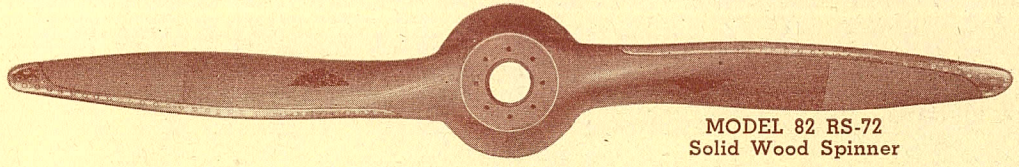
MODEL 98 AA-64
For PT 225 h.p.

DESIGN & DESIGNATION CHANGES

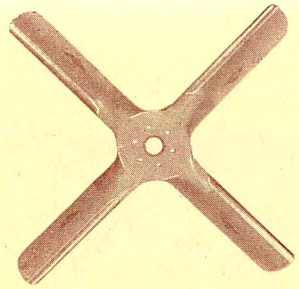
SINCE PREVIOUS PRICE LIST

Please note the following new models which replace former models and designations.

Former	New	Former	New
69A	69A-35	80B	78R-52
69B	69A-33	80D	78R-50
69E	69A-33	80R	80R-72
69F	69J	80R-1	80R-70
70F	70F-43	82	80W
70F-1	70F-45	86B	86B-53
70L	70L-43	86B-1	86B-55
70L-1	70L-45	86C	86C-67
72	72A-30	86C-1	86C-63
76B	76B-51	86CA	86CA-67
76B-1	76B-49	88B	86B-53
76B-2	76B-51	88B-1	86B-55
76B-3	76B-47	90	90BA-49
78L-50	78R-50	90A	90BA-51
78L-52	78R-52	90B	90BA-45
78L-54	78R-54	90HSP	90HA



MODEL 82 RS-72
Solid Wood Spinner

TEST  CLUBS

Sensenich test clubs of standard design can be furnished for engines up to 2000 H.P. Special clubs will be made to order or designed to meet specific testing problems.

All test clubs must be calibrated for the individual test stand or test house installation. The accepted method is to "cut down" test clubs to the required diameter. For that reason all Sensenich test clubs are designed over size.

Prices—which will be quoted on application—are net. Test clubs are generally supplied without tipping, but fabric and metal tipping can be added at a slight additional charge.

If your engine is not listed on the following pages, a recommendation will be made promptly upon receipt of the following information:

(A) Rated engine R.P.M.
(B) Rated H.P.
(C) If geared, propeller shaft R.P.M.
(D) Hub make and model or Hub dimensions.

RECOMMENDED TEST CLUBS (Prices on Application)

Engine Model	Rating	Hub Type	Recom. Sensenich Test Club	Notes
Continental, A50-7, -8, -9	50 HP @ 1900	Continental No. 0 Taper	TC4CC-40	(1)
Continental, A65-7, -8, -9	65 HP @ 2300	Continental No. 0 Taper	TC4CC-40	(1)
Continental, A75-8, -9	75 HP @ 2600	Continental No. 0 Taper	TC4CC-40	(1)
Continental, A80-8, -9	80 HP @ 2700	Continental No. 0 Taper	TC4CC-40	(1)
Continental, W670K	225 HP @ 2175	Cont Hub No. 4064 or 4273	TC4FD-48	(2)
Continental, W670M	240 HP @ 2200	Cont Hub No. 4064 or 4273	TC4FD-48	(2)
Continental, W670-6A, 6N	220 HP @ 2075	Cont Hub No. 4064 or 4273	TC4FD-50	(2)
Franklin, 4AC-150	50 HP @ 2300	Integral Engine Flange	TC4CB-40	(3)
Franklin, 4AC-176-B2	65 HP @ 2200	Integral Engine Flange	TC4CB-40	(3)
Franklin, 4AC-176-F	80 HP @ 2500	Integral Engine Flange	TC4CB-40	(3)
Franklin, 4AC-199-E3	90 HP @ 2500	Integral Engine Flange	TC4CB-40	

RECOMMENDED TEST CLUBS (Prices on Application)

Engine Model	Rating	Hub Type	Recom. Sensenich Test Club	Notes
Franklin, 4ACG-199-H3	113 HP @ 3500	Kinner SAE 10 Spline	TC4AN-48	
Franklin, 6AC-298	130 HP @ 2600	Integral Engine Flange	TC4AO-44	
Jacobs, L-4	225 HP @ 2000	Jacobs Hub Dwg. No. 3026	TC4FB-50	(2)
Jacobs, L-5	285 HP @ 2000	Jacobs Hub Dwg. No. 3026	TC4FB-54	(2)
Jacobs, L-6	300 HP @ 2100	Jacobs Hub Dwg. No. 3026	TC4FB-52	(2)
Ken Royce 90-5G	90 HP @ 2250	Ken Royce No. 1 Taper	TC4AP-44	
Ken Royce 7G	120 HP @ 2225	Ken Royce No. 1 Taper	TC4AP-48	
Kinner B-5	125 HP @ 1925	Kinner Hub No. 610	TC4AQ-54	
Kinner B-54	125 HP @ 1925	Kinner Hub No. 1475	TC4AN-54	
Kinner R-53, 54, 56	160 HP @ 1850	AN Std. SAE No. 20 Spline Hub	TC4FA-50	
LeBlond 85-5F & 5DF	85 HP @ 2125	LeBlond No. 1 Taper	TC4AP-44	
LeBlond 90-5F	90 HP @ 2250	LeBlond No. 1 Taper	TC4AP-44	
Lycoming O-145-A1	50 HP @ 2300	Integral Engine Flange	TC4CA-40	(3)
Lycoming O-145-A2	55 HP @ 2300	Integral Engine Flange	TC4CA-40	(3)
Lycoming O-145-B2	65 HP @ 2550	Integral Engine Flange	TC4CA-40	(3)
Lycoming GO-145-C2	75 HP @ 3200	Integral Engine Flange	TC4AL-46	(4)
Lycoming O-235	100 HP @ 2550	Integral Engine Flange	TC4AB-44	
Lycoming O-290	125 HP @ 2450	Integral Engine Flange	TC4AH-44	
Lycoming O-290-B, -C	125 HP @ 2600	Integral Engine Flange	TC4AH-44	
Lycoming O-350	150 HP @ 2500	AN Std. SAE No. 20 Spline Hub	TC4AD-46	(5)
Lycoming O-435	175 HP @ 2300	AN Std. SAE No. 20 Spline Hub	TC4AD-50	(5)
Lycoming O-435C	185 HP @ 2450	AN Std. SAE No. 20 Spline Hub	TC4AD-50	(5)
Lycoming R-680B	225 HP @ 2100	AN Std. SAE No. 20 Spline Hub	TC4FA-50	
Lycoming R-680E1	275 HP @ 2200	AN Std. SAE No. 20 Slpine Hub	TC4FA-50	
Lycoming R-680E2	265 HP @ 2200	AN Std. SAE No. 20 Spline Hub	TC4FA-50	
Lycoming R-680E3	285 HP @ 2300	AN Std. SAE No. 20 Spline Hub	TC4FA-50	
Ranger 6-410	175 HP @ 2450	OX-5 Hub (Taper Shaft)	TC4AR-48	
Ranger 6-440-C2	175 HP @ 2450	AN Std. SAE No. 20 Spline Hub	TC4AD-48	(5)
Ranger 6-440-C3	180 HP @ 2450	AN Std. SAE No. 20 Spline Hub	TC4AD-48	(5)
Ranger 6-440-C5	200 HP @ 2450	AN Std. SAE No. 20 Spline Hub	TC4AD-50	(5)
Ranger SGV-770	450 HP @ 2900	AN Std. SAE No. 30 Spline Hub	TC4FA-62	
Warner Scarab Jr.-40, -50	90 HP @ 2025	OX-5 Hub (Taper Shaft)	TC4AR-48	
Warner Scarab 40, 50	125 HP @ 2025	OX-5 Hub (Taper Shaft)	TC4AR-52	
Warner Super Scarab 40, 50	145 HP @ 2050	OX-5 Hub (Taper Shaft)	TC4AR-52	
Warner Super Scarab 50A	145 HP @ 2050	AN Std. SAE No. 20 Spline Hub	TC4AD-52	(5)
Warner Super Scarab 165	165 HP @ 2100	AN Std. SAE No. 20 Spline Hub	TC4AD-54	(5)

(1) Hub bolts 5/8" longer than standard are required. 4" thickness between flanges.
(2) If AN Std. SAE 20 Spline hub use Model TC4FA series.
(3) Hub bolts 3/4" longer than standard are required, 4" thickness between flanges.
(4) Hub bolts 1/2" longer than standard are required, 4" thickness between flanges.
(5) If Warner Hub No. 7900 or No. 8599 is used, Model TC4AC series are required.
The AAF design number for the AN Std. SAE No. 20 spline hub is 41G2325.

SENSENICH MODEL NUMBERS and THEIR MEANINGS

Sensenich Simplified Model or Part Number system can be explained by use of the following examples:

(a) 86C-67
(b) 86CA-67
(c) 86CASP-72
(d) 86CS-72
(e) 86CAL-67

The first two figures, 86, indicate the propeller diameter in inches. The following letter, C, designates one basic blade design selected from a group applicable to the particular diameter. All of the above listed propellers have the same basic blade design.

A letter other than 'L' or 'S' following the first letter in the Model designation indicates a variation in hub dimensions from another Model having the same diameter and same basic blade design.

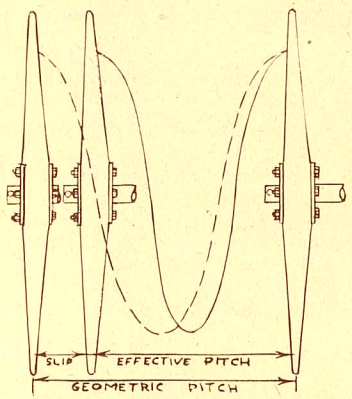
The letter 'L' following in any position after the first letter in the Model designation indicates a left-hand rotating propeller. All other propellers are right-hand rotation. Example (e) is the same as example (b) except that it is left-handed.

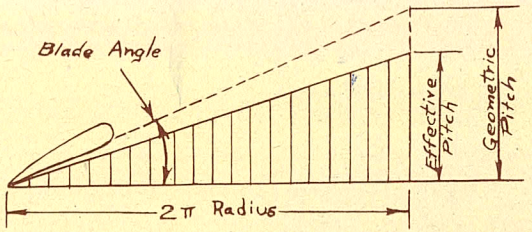
The letter 'S' following in any position after the first letter in the Model designation indicates that the propeller has a built-in spinner. If the letter 'S' is followed by the letter 'P' the spinner is constructed of plywood. Example (c) is of the same basic blade design, fits the same hub and differs from example (b) only in so far as it has an integral spinner constructed of plywood. If the letter 'P' does not follow the letter 'S' then the integral spinner is of solid wood construction as in example (d).

The last two numbers indicate the pitch of the propeller in inches. Examples (a), (b), and (e) have a pitch of 67 inches. Examples (c) and (d) each have a pitch of 72 inches. This is the geometric pitch measured at 75% of the radius.

TECHNICAL DEFINITIONS

PITCH, GEOMETRIC—The geometrical pitch of an element of a propeller is the distance which the element would advance along a helix of slope equal to its blade angle. The nominal or standard pitch of our propellers is the geometric pitch as determined at 75% of the radius.





PITCH, EFFECTIVE—The effective pitch of a propeller is the distance an aircraft actually advances along its flight path in one revolution of the propeller.

ROTATION—The rotation of the propeller is determined when viewing the propeller from the slipstream. A right-hand propeller is one which rotates clockwise when viewed from the slipstream, that is, from the cockpit in a tractor installation. A left-hand propeller is one which rotates counterclockwise when viewed in the same manner.

Wood Propellers—INSTALLATION

The propellers covered by these instructions are all of the two-blade, fixed-pitch type constructed of laminated birch wood. They have metal leading edge strips which protect the wood against abrasion. The metal strips are attached to the wood with wood screws and rivets. In addition to the metal strips, 10 to 15 inches of the outer area of each blade is covered with sturdy fabric as further protection against damage from stones during take-off or landing.

Some of the propellers covered by these instructions have integral spinners constructed of molded plywood.

INSTALLATION OF HUB

1. Make sure threads on the bolts are free from metal chips and other foreign matter.

2. Coat threads with light engine oil.

3. Insert bolts in holes so that nuts will be on front face of propellers. On some flange-mounted installations it may be necessary to install bolts with heads on front face of propeller. Use soft headed hammer, if necessary, to drive bolts through the hub.

4. Put on hub bolt nuts and draw up evenly, a little at a time, moving back and forth across the hub from one bolt to another. This will help prevent throwing the propeller out of track and pitch.

5. Use a torque wrench to tighten the nuts to a torque reading as recommended in table below. A tolerance of plus or minus 25 inch-pounds can be allowed on these values. It is important that the nuts are not tightened beyond the recommended value, in order that the surface of the wood propeller hub will not be fractured. Any fracture of the wood at the edge of the hub flange will allow moisture to enter the wood, thus leading to checking of the wood and consequent early rejection from service.

Bolt Diameter	Recommended Torque
3/8 inch	200 inch-pounds
7/16 inch	250 inch-pounds
1/2 inch	300 inch-pounds

OK 10/80

TRACK

1. After the hub has been installed the complete assembly should be placed on a conventional checking stand and checked to determine if the blades track within 1/16 inch of each other.

2. If the blades do not track the hub bolts should be loosened and hard paper, pasteboard, or thin metal shims placed between the fixed hub flange and the propeller hub face, so as to bring the tips of the blades in alignment within 1/16 inch of each other. Tighten the hub bolts nuts with the recommended torque when checking the track.

BALANCE

All propellers should be checked for balance before installation on an engine. This is especially true of propellers coming from spare propeller stocks. Propellers that have been in stock any length of time may have lost their balance and, therefore, should be checked and corrected before installation on engine.

INSTALLATION ON ENGINE

1. **GENERAL**—After balance has been corrected and cotter pins or safety wire installed through hub bolts, the propeller is ready for installation on engine.

2. **PRE-INSTALLATION OPERATIONS**—Observe, where applicable, the following operations:

(a) Recheck entire surface of propeller including fabric covering and tipping.

(b) Clean shaft threads and splines thoroughly, removing all nicks, burns, and galls from the shaft.

(c) In the case of spline shaft installations, clean the rear cone and place it on the shaft.

(d) Clean thoroughly and coat the threads of the propeller shaft and nut with an approved antiseize compound.

(e) Locate propeller on the shaft, being careful not to damage the shaft, shaft threads, or rear cone seat.

(f) On spline shaft installations make certain the halves of the front cone are mates. Place them on the nut. If the cone is new it may come in one piece, in which case it will be necessary to saw the halves apart and carefully remove the metal left in the split.

(g) Carefully start the nut on the threads of the engine shaft. Tighten the nut by means of a 3-foot bar placed through the holes in the nut. This applies to the No. 20 shaft only. On the No. 0 taper shaft and the No. 10 splined shaft use an 18-inch bar.

CAUTION

Hammering on the bar should be avoided.

(h) Install the snap ring and safety the shaft nut in the manner provided on the particular hub being used.

(i) When installing propellers on integral hub flange shafts, place propeller on the stub shaft, insert bolts in the flange and tighten, as explained previously.

STORAGE

If the propeller does not go into service immediately after repair, it should be stored in a horizontal position, supported at the hub and not at the blades. Propellers should never be allowed to stand against a wall, or be stored in such a manner that the weight is taken by the blades. Propellers should not be stored where they are close to, or in a direct line with, the flow of air from any heating or cooling equipment If at all possible, a relative humidity of from 30 to 60 per cent should be maintained in the storage room.

REPAIRS

We strongly recommend that propellers needing repairs be sent only to approved propeller repair stations or propeller manufacturers or their branches.

Confidence in Quality

These aircraft manufacturers have selected **SENSENICH** Propellers as standard equipment on many of their airplanes for both military and commercial use.

Aeronca	Meyers
Akron Funk	Monocoupe
Bellanca	Piper
Culver	Porterfield
Ercoupe	Rearwin
Fairchild	Ryan
Grumman	Stinson
Howard	Taylorcraft
Luscombe	Welch

AIRCRAFT SENSENICH PROPELLERS LITITZ PA.