



HAMILTON PROPELLER BLADES
DHC8 & ATR AIRCRAFT

The basic part number is: **SFA13**

The next letter means:

- N** = for DHC8-200/300 & ATR72, Propeller 14SF-15 + 14SF-11(E) + 14SF-23
- S** = for DHC8-200/300 & ATR72, Propeller 14SF-15 + 14SF-11(E) + 14SF-23
- M** = for DHC8-100 & ATR42 , Propeller 14SF-5 & -7
- U** = for DHC8-100 & ATR42 , Propeller 14SF-5 & -7

(Example SFA13S)

The next digit is always a "1".

The next position means: **P = A TAPERBORE inspection was done during the production of the blade.**

R = A TAPERBORE inspection has been done sometime after the production of the blade, e.g. during overhaul.

(Example SFA13S1R)

Note: There can be cases where there is only a – (dash) after the 1. this means that the TAPERBORE inspection has not been done. However, if it has been done, the – (dash) must be followed by a +D or a +E.

(Example SFA13S1-+D)

The last two positions: **Should always be = 0A (Zero, Alpha).**

Note:

There may be log book entries or data plate markings after the last letter, or the last dash, as follows:

+A,+B, or +C = which indicates old TAPERBORE inspections

+E = indicates a shank inspection

+D = indicates the latest TAPERBORE inspection

These should not be used in combination with the letters "P" or "R" in the part number but they still are now and then.

An "SK" number may be found stamped on the Blade butt OD after the Blade partnumber . This indicates that a heavy duty nickel abrasion sheath has been fitted per SB14SF-61-90.