



## Cessna 207, 207A With IO-520-F engine



### Basic Kit: (78" diameter)

Part Number: C3F00052STP

1 3-Bladed Propeller: HC-C3YF-1RF/F8468A-8R

1 Polished Spinner: A-2295-1P

1 STC Document Set: SA696AL

### Basic Kit: (80" diameter)

Part Number: C3F00119STP

1 3-Bladed Propeller: PHC-C3YF-1RF/F8468A-6R

1 Polished Spinner: A-2295-1P

1 STC Document Set: SA696AL

---

Aircraft Serial and registration numbers required when ordering  
All Prices FOB Hartzell Propeller Inc.  
Prices do not include Ohio State Sales Tax  
Installation and Dynamic Balancing available at an additional charge

Telephone: (937) 778-5726 Option 2 / (800) 942-7767 Option 2  
Internet: [www.hartzellprop.com](http://www.hartzellprop.com)

Fax: (937) 778-4215  
Email: [topprop@hartzellprop.com](mailto:topprop@hartzellprop.com)

T  
O  
P  
P  
R  
O  
P  
P  
E  
R  
F  
O  
R  
M  
A  
N  
C  
E  
C  
O  
N  
V  
E  
R  
S  
I  
O  
N  
S



**CESSNA 207 SERIES**

**Applicable Models:** 207, 207A

**Specifications:** 78 or 80 inch diameter 3-bladed aluminum hub propeller  
 2400 hour / 6 year TBO  
 76 pounds (propeller and spinner)  
 Diameter reduction allowable to 77 inches

**Replaces:** McCauley C58, C78 - 82 inch diameter 2-bladed prop  
 Diameter reduction allowable to 80 inches  
 Oil fill requirement per AD 91-15-04  
 1200 - 1500 hours/5 year TBO

McCauley C79 - 80 inch diameter 3-bladed prop  
 Diameter reduction allowable to 78 inches  
 1200 hours/5 year TBO

McCauley C90 - 80 inch diameter 3-bladed prop  
 Diameter reduction allowable to 78 inches  
 1200 - 1500 hour/5 year TBO

**Advantages:**

- vs. McCauley C58, C78 2-bladed model
  - Better take-off and climb performance
  - Longer TBO
  - Dramatically lower noise
  - Less blade tip erosion
  - Current design, Mc threaded design obsolete
- vs. McCauley C79 3-bladed model
  - Longer TBO
  - Dramatically lower noise
  - Less blade tip erosion
  - Current design, Mc threaded design obsolete
- vs. McCauley C90 3-bladed model
  - Faster cruise speed
  - Lower noise
  - Longer TBO
  - Less blade tip erosion
  - Greater repair allowance
  - Current design, Mc threaded design obsolete