

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION TYPE CERTIFICATE DATA SHEET E-242	TCDS NUMBER E-242 REVISION: 4* DATE: DECEMBER 8, 1994 WYTWORNIA SPRZETU KOMUNIKACYJNEGO "PZL-RZESZOW" - SPOLKA AKCYJNA MODELS: FRANKLIN 6A8-215-B7F 6A8-215-B8F 6A8-215-B9F
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Engines of models described herein conforming with this data sheet (which is part of Type Certificate Number 242) and other approved data on file with the Federal Aviation Administration, meet the minimum standards for use in certificated aircraft in accordance with pertinent aircraft data sheets and applicable portions of the Federal Aviation Regulations, provided they are installed, operated, and maintained as prescribed by the approved manufacturer's manuals and other approved instructions.

TYPE CERTIFICATE (TC) HOLDER Wytwornia Sprzetu Komunikacyjnego (WSK) "PZL-RZESZOW" - Spolka Akcyjna (SA)
 ul. Hetmanska 120
 35-078 Rzeszow
 Poland

I. MODELS	6A8-215-B7F	6A8-215-B8F	6A8-215-B9F
TYPE	6HOA Direct Drive		
RATINGS			
Maximum Continuous hp, r.p.m., full throttle at: Sea level pressure altitude	215-2500-S.L.	--	--
Takeoff hp, r.p.m., full throttle	215-2500	--	--
FUEL			
Minimum grade aviation gasoline	80	--	--
COMPRESSION			
Bore and stroke, in.	5.00 x 4.25	--	--
Displacement, cu. in.	500	--	--
Compression ratio	7:1	--	--
WEIGHT (DRY) (lb) (includes cooling fan, and oil cooler)	432	--	430

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LEGEND: "--" INDICATES "SAME AS PRECEDING MODEL"

I. MODELS (Continued)	6A8-215-B7F	6A8-215-B8F	6A8-215-B9F
CENTER OF GRAVITY (in) (with all accessories) Forward from rear mount C.L.	12.8	--	--
Below prop. shaft	0.5	--	--
PROPELLER SHAFT	SAE No. 20	--	--
CARBURETION	Marvel-Schebler MA4-5 with 1-13/16 in. venturi or Bendix PS-5C	--	--
IGNITION (dual)	Two Auto-Lite battery ignition units Part No. 14611 or Part No. 14612, spark coils Part No. 14666	Two Eisemann LA-6 magnetos	Left magneto, Bendix Scintilla S6LN-31; Right, Auto-Lite battery ignition unit, Part No. 14812, coil Part No. 14811
TIMING, \emptyset BTC	32 (4 \emptyset static)	32	32 (magneto), 32 (4 \emptyset static with battery unit)
SPARK PLUGS	Champion AJ-66 or Auto- Lite A4, AH-4, AH-4A (AH- 4A eligible only if 0.125 in. center electrode incorporated).	--	--
OIL SUMP CAPACITY, QT.	12 with Sinko strainer, 11 with float strainer	--	--
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CERTIFICATION BASIS

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Type Certificate 242 issued/revised:

Model	Date of Application	Date TC Issued/Revised
6A8-215-B7F	12/18/45	12/18/45*
6A8-215-B8F	12/18/45	12/18/45*
6A8-215-B8F	05/28/63	06/11/63**
6A8-215-B9F	11/08/45	11/18/45
Reissued to WSK "PZL-RZESZOW"		11/05/81
Reissued to WSK "PZL-RZESZOW" SA	12/8/94	

*Engine models 6A8-215-B7F and 6A8-215-B8F were deleted from Type Certificate 242 on December 5, 1950. Engine Model 6A8-215-B7F is no longer eligible for installation in certificated aircraft.

**Engine model 6A8-215-B8F was reinstated and added to Type Certificate 242 on June 11, 1963.

PRODUCTION BASIS

1. Production Certificate No. 9 for U.S. production. There will be no further production of engines or replacement parts under this production certificate.
2. FAR 21.500 for production of engines or replacement parts under this type certificate by WSK "PZL-RZESZOW" SA under control of the Republic of Poland General Inspectorate of Civil Aviation (GICA).

Parts produced under either production basis are eligible to be used interchangeably.

IMPORT REQUIREMENTS

To be considered for installation on United States registered aircraft, each engine (or propeller) to be exported to the United States shall be accompanied by a certificate of airworthiness for export, or certifying statement endorsed by the exporting cognizant civil airworthiness authority, which contains the following language:

- (1) This engine (or propeller) conforms to its United States type design (Type Certificate Number 242) and is in a condition for safe operation.
- (2) This engine (or propeller) has been subjected by the manufacturer to a final operational check and is in a proper state of airworthiness.

Reference FAR Section 21.500, which provides for the airworthiness acceptance of aircraft engines or propellers manufactured outside of the United States for which a United States type certificate has been issued.

Additional guidance is contained in FAA Advisory Circular 21-23, Airworthiness Certification of Civil Aircraft, Engines, Propellers, and Related Products, imported into the United States.

NOTES

NOTE 1. Maximum permissible temperature limits are 550°F cylinder head spark plug gasket, 525°F cylinder head well type thermocouple, 325°F cylinder barrel, and 260°F oil inlet.

NOTE 2. Carburetor fuel pressure limits:
 Marvel-Shebler MA4-5, 2 to 9 psi.
 Bendix PS-5C, 9 to 14 psi.

NOTE 3. The following accessories provisions and typical engine accessories are eligible at the indicated weight increases:

ACCESSORY	Wt. lbs.
Starter - Delco Remy Part No. 14861 (12 volt)	24
Auto - Lite Part No. 15159 (12 volt)	22
Generator - Delco-Remy Part No. 14648 (35 amp.)	20
Auto-Lite Part No. 14842 (35 amp.)	25
2 Fuel Pumps - AC Diaphragm type Part Nos. 14825 and 14846 (use with PS-5C carburetor)	4 each
AC Diaphragm type Part Nos. 14876 and 14877 (use with MA4-5 carburetor)	4 each
Miscellaneous	
Oil Filter - Fram P-2	

NOTE 4. Engines with serial numbers 23,001 to 23,280, inclusive, incorporate a plain thrust bearing assembly. Engines with serial numbers 23,281 to 23,500, inclusive, incorporate a floating type thrust bearing assembly. Engines with serial numbers 23,501 and up, incorporate a ball thrust bearing assembly. Any engine of serial number 23,001 to 23,280, inclusive, which has been modified to incorporate the floating type thrust bearing assembly will have the suffix letter "F" affixed to the serial number. Any engine of serial number 23,001 to 23,500, inclusive, which has been modified to incorporate the ball thrust bearing assembly will have the suffix letter "B" affixed to the serial number.

NOTE 5. Service Bulletins, structural repair manuals, vendor manuals, aircraft flight manuals, and overhaul and maintenance manuals, which contain a statement that the document is Republic of Poland General Inspectorate of Civil Aviation (GICA) approved, are accepted by the FAA and are considered FAA approved. These approvals pertain to the type design only.

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