

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

LTC-18
Revision 3
Christopher Prevost
Army P-40N
January 20, 2006

TYPE CERTIFICATE DATA SHEET NO. 18

This data sheet, which is part of Limited Type Certificate No. 18, prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder: Christopher Prevost
23982 Arnold Drive
Sonoma, CA 95476

Type Certificate Ownership Record Boardman C. Reed was previous holder of LTC-18. Effective October 8, 2004 Christopher Prevost became TC holder

Army-Model P-40N (Limited Category), Approved May 8 1947

Engine Allison V-1710 – 81, –99 or –115.

Fuel Grade 100/ 130, 100LL

Engine Limits Maximum, except take- off:
(Sea level) 38 in. Hg., 2600 rpm (870 hp)
(14,600 ft) 38 in. Hg., 2600 rpm (1000 hp)
Maximum take-off (sea level) 52.in Hg., 3000 rpm (1200 hp)

Propeller and Propeller limits Curtiss C532D hub, 89303-24W blades
Maximum diameter 11.0 feet.
Minimum diameter 10.0 feet
Number of blades; 3
Low Pitch; 24.3 degrees measured at 42 inches from the flange
High pitch; 54.5 degrees measured at 42 inches from the flange

Airspeed limits Glide or Dive 485 mph
(See note 2 for additional placarded limitations.)

C.G. Range 19 percent MAC (gear down) to 30 percent (gear up)
(MAC 81.6 inches, L.E. MAC +102.2 Inches.)

Datum 101.5 inches forward of jig point on leading edge of wing, or 108.3 inches forward of wing jack point.

Leveling means Cockpit canopy rail, right side at pilot's seat.

Maximum weight 8260 lbs.

Minimum crew One (1) Pilot

Number of seats Two (1) at 145.5 inches aft of datum, (2) at 191.5 inches aft of datum.

Maximum Baggage 60 lbs at 211.5 inches aft of datum.

Fuel capacity Forward tank, 35 gal., 126 inches aft of datum; aft tank, 54 gal., 151 inches aft of datum

Oil capacity 8 gal., 116 inches aft of datum

Maximum Operating Altitude 20,000 feet

This revision updates the TC holder, reformats the TCDS, and removes any reference to model P-40L.

Control Surface Movements	Wing flaps	Up 0°	Down 45°
	Aileron	Up 18 3/4 °	Down 10 1/2°
	Elevators	Up 30°	Down 20°
	Elevator trim	Up 3°	Down 26°
	Rudder	Left 30°	Right 30°
	Rudder trim	Left 15°	Right 15°
Serial numbers Eligible	P40N 42-104429 to 42-106428 and 43-22752 to 43-23751.		
Certification basis	CAR 09 effective November 21, 1946 (Limited Type Certificate No. 18 issued May 8, 1947)		
Production basis	None may be produced under this approval.		
Export Eligibility	Not eligible for a Certificate of Airworthiness for export.		

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. In addition, the aircraft may incorporate such military equipment (except armament) as was originally incorporated in this type of military service. Additional equipment may be installed as can be substantiated on the basis that it presents no obvious hazard to safety. The equipment list must be prepared by the applicant for the approval of the certifying FAA representative, and in such form that it can be attached to the FAA Operations Limitations. The equipment list need include no more than the following:

- a. Required equipment as defined under "Equipment" above.
- b. Additional items as may be reasonably considered removable, and are so located or of such weight that their removal or addition could noticeably affect the weight and balance of the aircraft. Items built into the aircraft structure need not be listed.

Notes

Note 1. – A current weight and balance report including list of equipment included in the certificated empty weight and loading instructions when necessary must be provided for each aircraft at the time of original certification.

Note 2. – The following placards must be prominently displayed in the position indicated:

- a. In the cockpit full view of all passengers: "This is a military type aircraft and under the Federal Aviation Regulations shall not be used for the carriage of passengers or cargo for compensation or hire." The placard and lettering shall be of type which can be read easily from any seat in the cabin.
- b. In the cockpit in full view of the pilot:
 - "Do not lower landing gear above 175 mph."
 - "Do not lower flaps above 140 mph."
 - "Do not execute snap rolls above 140 mph."
 - "Do not execute slow rolls above 285 mph."
 - "Aerobatics prohibited: inverted flight, intentional spins, outside loops."

Note 3. – The following statement must appear on the operations Limitations:

"This airplane must be operated at all times within the limitations set forth in the Army Technical Order No. AN-01-25CN-1 except for limitations specifically called out in Type Certificate Data Sheet LTC-18 in which the values given in the specification must be observed. A copy of the pertinent Army Technical Orders and Type Certificate Data Sheet LTC-18 must be carried during flight."

In all cases it will be the responsibility of the applicant to secure a copy of the correct Technical Orders. The FAA does not have these documents available for distribution.

Note 4. – If any repairs or modifications are made prior to or subsequent to airworthiness certification, it is the responsibility of the owner to furnish sufficient evidence to an FAA representative to show that the modified airplane maintains the same degree of airworthiness as the original. The FAA can give no technical assistance on such matters since complete structural data for military aircraft are not required by the regulations and therefore are not available in the FAA

Note 5. – For certification of night flying, the following must be accomplished:

Prior to obtaining certification for "Night Flying" the airplane must be equipped with type certification position lights, installed in compliance with the requirements of CAR, Parts 15.2 and 03.538.

The position lights required are wing tip lights and tail lights, and they shall be controlled by one S.P. ST Switch. The circuit should be protected by its own fuse or circuit breaker. Individual wing tip and tail switches with dim and bright positions and dimming resistors, if presently installed, shall be removed. With the exception of the landing lights, any other exterior lights are not required and may be removed or made inoperative, if so desired.

Note 6. – The following Mandatory Technical and Service Change Orders pertinent to models and serial numbers as indicated are listed for your information and must be complied with prior to certification. The FAA does not have copies of these publications for distribution. Also, FAA inspectors do not have such material. The applicable Technical Orders and compliance data are also listed in the airplane's "Historical Records", AAF Forms 60A, 60B and 61 accompanying the airplane:

Number and date	Title	Serial Numbers
01-25C-10 May 23, 1943	Inspection of Lower Rudder Hinge Access Doors	P-40 series All serial numbers
01-25C-122 January 27, 1944	Removal of Duffle Bag Installation	P-40 series All serial numbers
01-25C-176 November 25, 1944	Inspection of Elevator Trim Tab Rod	P-40 series All serial numbers
01-25C-177 December 15, 1944	Modification of Cockpit Enclosure Canopy Installation	P-40 series All serial numbers
01-25C-N-31 January 18, 1945	Fusing Radio Range Receiver	P-40N All serial numbers
01-25CN—14 October 15, 1943	Installation of Stronger Main Landing Gear Axle	Serial numbers 42-104829 to 42- 106078
01-25C-154 July 20, 1944	Modification of the Lord Type and Fabreeka Type Engine Vibration Absorbers	All serial numbers
01-25C-199 May 11, 1945	Inspection of Wing Bulkheads Station Nos. 185, 164, 143, and 122	All serial numbers
02-5AB-19 April 21, 1945	Installation of Flexible Line for Oil Drain Tube on Automatic Manifold Pressure Regulator	All equipped with V-1710-115 engines

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