

<u>Certification Basis</u>	Limited Type Certificate No. 27 (CAR 9 effective 11/21/46)
<u>Production Basis</u>	None may be produced under this approval.
<u>Export Eligibility</u>	Not eligible for a Certificate of Airworthiness for Export
<u>Equipment</u>	No equipment other than engine and propellers are specified. However, equipment as required by Civil Air Regulations Part 43.30 for the particular operation authorized must be installed. Also, any additional equipment necessary for the proper operation of the aircraft. In addition, the aircraft may incorporate such military equipment (except armament) as was originally incorporated in the type for military service. Additional equipment may be installed as can be substantiated on the basis that it presents no obvious hazard to safety.

NOTE 1. Weight and Balance Report including list of equipment included in the certificated empty weight must be submitted for each aircraft. Army records in current condition may be submitted in lieu of an actual weight. 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. The equipment list must be prepared by the applicant for the approval of the certificating FAA representative, and in such form that it can be attached to the pertinent Operation Limitations.

NOTE 2. The following placards must be prominently displayed in the positions indicated:

- (a) In full view of passengers:
"This is a military type aircraft and under the Civil Air Regulations shall not be used for the carriage of passengers or cargo for compensation or hire."
- (b) In the cockpit in full view of the pilot:
"Do not extend flaps above 125 mph."
"Maneuvers prohibited: BT-9 and BT-9A – inverted spin, inverted flight, outside loop;
BT-9B and BT-9C – snap rolls above 128 mph, slow rolls above 170 mph, more than 3 turn spin."
"This airplane must be operated at all times within the limitations set forth in Army Technical Order No. AN-01-60C-1 for the BT-9 and BT-9A and AN-01-60D-1 for the BT-9B and BT-9C, except for limitations specifically called out in Aircraft Specification AL-27 in which case the values given in the Specification must be observed. A copy of pertinent Army Technical Order must be carried during flight."
In all cases it will be the responsibility of the applicant to secure copies of the Army Technical Orders. The FAA does not have these documents available for distribution.

NOTE 3. If any repairs or modifications are made prior to and/or subsequent to NL certification, it is the responsibility of the owner to furnish sufficient evidence to a 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 NL aircraft are not required by Part 9 and therefore are not available in the FAA.

NOTE 4. For certification for night operation, the following must be accomplished:

- (a) Replace the wing position lights with certificated units or satisfactorily modify the lights if pertinent. NOTE: Type A-9 wing position lights (AN-3033-5 through -8) may be satisfactorily modified by painting the inside frosted portion of the cover black. Type A-9 (AN-3033-1 through -4) are satisfactory without modification.
- (b) Replace the tail light with a certificated unit.

- (c) If “Bright and Dim” conditions are provided for the position lights, either the resistors should be disconnected from the circuits and a single-pole-single-throw switch should be used to replace the two single-pole-double-throw switches presently installed for wing-tip and tail lights, or the switches should be placarded to indicate that only the “bright condition” should be used. In either case the tail light and wing-tip lights should operate on one switch.

NOTE 5. The list of mandatory changes required prior to original certification may be obtained from FAA Aircraft Service, Washington 25, D.C.

NOTE 6. On August 28, 2015 a search of all FAA files and records was conducted and no type design records were found.

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