

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

ATC 2-9 Revision 1 FORD 4-AT-A August 2, 2005

AIRCRAFT SPECIFICATION 2-9

This data sheet which is part of Approved Type Certificate (Group 2 approval) No. 2-9 prescribes conditions and limitations under which the product for which the type certification was issued meets the airworthiness requirements of the Federal Aviation Regulations. See note 10.

Type Certificate Holder Ford Motor Company

I. Model 4-AT-A, (Normal Category), (See Note 3) approved September 25, 1928

<u>Engines</u>	3 Wright Whirlwind J-5, engine type certificate 13. (See note 9.)
<u>Fuel</u>	87 minimum grade aviation gasoline (See note 4.)
<u>Engine Limits</u>	Maximum continuous: Sea level: 220 hp
<u>Propeller</u>	Not given (See Note 5.)
<u>Propeller Limits</u>	Maximum Diameter 118" (See notes 5 and 7.)
<u>Airspeed Limits</u>	100 mph (level flight or climb) 120 mph (glide or dive) (See note 6.)
<u>C.G. Range</u>	104.0 to 115.0 inches aft of firewall (See note 6.)
<u>Reference Datum</u>	Center engine firewall. (See note 6.)
<u>Leveling Means</u>	Not given. (See note 6)
<u>Maximum Weight</u>	9300 pounds.
<u>Minimum Crew</u>	1 (See note 8.)
<u>No. of Seats</u>	14 (9 passengers allowable - see note 8.)
<u>Maximum Baggage</u>	Not given (See note 7.)
<u>Fuel Capacity</u>	210 gallons.
<u>Oil Capacity</u>	15 gallons.
<u>Maximum Operating Altitude</u>	Not given. (See note 7.)
<u>Control Surface Movements</u>	Not given. (See note 7.)
<u>Manufacturer's Serial Numbers</u>	10. (See note 10.)

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Certification Basis

Aeronautics Bulletin No. 7A, Section 3.

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the airplane for certification. An approved center engine exhaust system must be installed that exhausts aft of the flight deck.

NOTE 1: Weight and Balance

A current weight and balance report including list of equipment included in the certificated empty weight and loading instructions when necessary, must be developed for each aircraft if not provided at the time of original certification.

The certificated empty weight and corresponding center of gravity location must include full oil and unusable fuel, if determined.

NOTE 2: The following placards must be installed:

- Day-VFR operations only.
- Operation in icing conditions prohibited.
- No more than nine passengers may be carried.

NOTE 3: The certification basis for these airplanes does not contain operating categories, i.e., normal, utility or acrobatic, as listed in the current certification regulations. However, since this airplane were designed to a basic standard that did not include utility or aerobatic capability, the airplane is limited to most conservative limitation of:

- its certification basis,
- its type design approval,
- the provisions of the normal category.

NOTE 4: Fuel: the Wright J-5 is approved for minimum 50-octane aviation gasoline. Refer to engine type certificate.

NOTE 5: The only operating airplane has been approved to use Hamilton Standard 5406AL with 1C1 blades, or equivalent. See note 6.

NOTE 6: This information was not originally given on aircraft specification 2-9. This information provided by the operator of serial number 10, the only airplane on the US registry as of revision 1 of this specification. This information is for reference.

NOTE 7: This information was not originally given on aircraft specification 2-9 and was not determined for the issuance of revision 1. The airplane's operator must determine appropriate leveling means, baggage weight and location, operating altitude and control surface movements.

NOTE 8: This information was not originally given on aircraft specification 2-9. The FAA has determined that the minimum crew is one. Airplanes may be restored for purposes of exhibition with 12 passenger seats but the airplane is to operate within the provisions of the normal category, and is limited to carrying no more than nine passengers.

NOTE 9: The Wright J-5 engines are those originally approved on the airplane. Other engines can be installed with FAA approval.

NOTE 10: Revision 1 of this TCDS was issued in 2005 to allow registration of restored airplane serial number 10 and the effectivity is limited to that airplane, as no other serials of this airplane are known to be registered. Additional airplane serials can only be added with the approval of the manager of the Chicago Airplane Certification Office.

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