

CIVIL AERONAUTICS ADMINISTRATION

A-2-573 TIMM N2T-1  January 7, 1949
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AIRCRAFT SPECIFICATION NO. A-2-573

Manufacturer Timm Aircraft Corporation  
 Van Nuys, California

I - Model N2T-1, 2POLM. Approved November 19, 1945

Engine	Continental W-670-6A	
Fuel	65 min. octane aviation gasoline	
Engine limits	For all operations, 2075 rpm (220 hp)	
Airspeed limits	Level flight or climb	160 mph True Ind.
	Glide or dive	205 mph True Ind.
	Flaps extended	108 mph True Ind.
	(Front face of Airspeed Calibration ring on pilot tube must be 4-5/8 inches aft of nose of pitot tube).	
Propeller limits	Static rpm at maximum permissible throttle setting, not over 1870, not under 1750.	
	No additional tolerance permitted.	
	Diameter: Not over 98 in., not under 91 in.	
C.G. range	(+46.2) to (+52.3)	
E.W. C.G. range	(+46.3) to (47.5). (If the empty weight C.G. falls within this range it is unnecessary to check the critical forward and aft C.G. positions. This range is not valid for non-standard arrangements).	
Datum	Front face of firewall	
Leveling means	Lugs inside baggage compartment.	
Maximum weight	2725 lbs.	
No. seats	2 (+43.5) and (+96.5)	
Maximum baggage	20 lbs. (+126.5)	
Fuel capacity	42 1/2 gals. (+62.5)	
Oil capacity	3-3/4 gals. (-4)	
Control surface movements	Elevators	34.5° up      36° down
	Ailerons	17.5° up      14° down
	Rudder	24° right      24° left
Serial Nos. eligible	Navy serial numbers 32387 to 39181 inclusive and 39193 and up. It should be noted that 39182 to 39191 inclusive are not eligible since they do not conform to airplane investigated for certification. Use manufacturers serial numbers for certification if available.	
Required equipment	Items 1, 101, 103, 104, 201(a) or (b), 202.	
Certification basis	Airworthiness Certificate only (CAR 4a.031)	
Export eligibility	Eligible for export as follows subject to the provisions of MOP 2-4: (Export license from State Department may be required for this airplane).	
	(a)	Canada - Landplane eligible - Skiplane not eligible
	(b)	All other countries except Australia and New Zealand

EQUIPMENT:

Propellers and Propeller Accessories

- Fahlin D-762-71 or D-760-68 or any other fixed pitch wood propeller eligible for the engine power and speed and which meets the propeller limits for static rpm and diameter specified under "Propeller limits". Index propeller in 90° position (Blades at right angles to crankthrow). 27 lbs. (-37)

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Engines and Engine Accessories - Fuel and Oil System

101. Carburetor air heater	4 lbs. (-10.5)
102. Starter - hand inertia (Bendix series 6)	19 lbs. (-10)
103. Fuel pump, engine driven Thompson Products AN-4100	(-10)
104. Wobble pump - U.A.P. U-2175-2	(+38)

Landing Gear

201. (a) 7.00-8 wheels and brakes (Firestone 8C1YFB) with tires and tubes	56 lbs. (+33)
(b) 7.50-10 wheels and brakes (Hayes 752-A) with 6.50-10 6 ply rayon tires and tubes	64 lbs. (+33)
202. Steerable tail wheel (Shinn B0200 with tire and tube)	(+213)

Electrical Equipment

See Notes 2(e), (f) and (g).

Note 1. A weight and balance report including a list of equipment included in certificated empty weight must be submitted for each aircraft with original inspector's report and each subsequent report covering change in equipment. Each airplane must be weighed to determine its weight and balance prior to original certification unless a satisfactory Navy weight and balance report is available.

- Note 2. Prior to certification each airplane must comply with the following:
- If the vertical link connecting to the pedal arm on the rear cockpit brake actuating linkage is 10-1/2 inches long, it must be replaced by an 11-3/8 inch link of the same or better material.
  - Provide a metal identification plate showing the airplane model (Navy N2T-1), the date of manufacture (if available) and serial number.
  - Mark the tachometer and airspeed indicator with the limitations specified under "Engine Limits" and "Airspeed limits".
  - If the aileron trim tab is at the outboard end, the aileron must be reworked in accordance with Timm Service Bulletin No. 5 and Project Slips Nos. 2145 and 2252, or the airplane presented to the Civil Aeronautics Administration for flight tests.
  - If a battery is installed, there should be provision for draining spilled acid and adjacent parts of the structure should be painted with acid proof paint.
  - If a battery is installed, a master switch should also be provided. If only one switch is provided, the other cockpit should be placarded, "Fly Solo From Other Cockpit Only." The cable length between the battery and master switch should not exceed approximately two feet.
  - In order to be eligible for night operation:
    - Certificated wing tip position lights should be installed unless AN 3033-1 and -2 lights, which are satisfactory, are already installed, and
    - Certificated tail light should be installed.
  - Both cockpits should be placarded "Intentional Spinning Prohibited".
  - The baggage compartment should be placarded "Maximum Capacity 20 lbs.".

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