

FEDERAL AVIATION AGENCY

AR-30 Revision 3 NORTH AMERICAN T-28A February 28, 1961

TYPE CERTIFICATE DATA SHEET NO. AR-30

This data sheet which is a part of type certificate No. AR-30 prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Civil Air Regulations.

Type Certificate Holder Thompson Aircraft Sales
 Phoenix, Arizona

I - Model T-28A (Restricted Category), approved September 8, 1958

Engine	Wright Military R-1300-1A or -1B
Fuel	91/96 Minimum grade aviation gasoline
Engine limits	(Straight line manifold pressure variation with altitudes shown)
	MP
	<u>HP</u> <u>RPM</u> <u>In. Hg.</u> <u>Alt.</u>
	Maximum continuous 700 2400 39.5 S.L.
	Maximum continuous 700 2400 38.0 5000'
	Takeoff (two minutes) 800 2600 44.0 S.L.
	Takeoff (two minutes) 800 2600 42.5 3500'
Propeller	Aeroproducts A422-E1 or -E2 hub and H20H-162-40M5 blades
Airspeed limits	Never exceed 351 m.p.h. (306 knots) IAS (above 2500 ft. reduce speed 6 m.p.h. (5.3 knots per 1000 ft.) Landing gear and flaps extended 160 m.p.h. (140 knots) (145.9) to (150.2) (landing gear extended)
C.G. range	None
Empty weight C.G. range	None
Datum	100.5 in. forward of fuselage jack point
Leveling means	Leveling lugs on aft end and left side of nose wheel well.
Maximum weight	6900 lb. - Serial Nos. AF48-1371 and -1372, AF49-1492 through -1756 and AF50-195 through -319 7400 lbs. - Serial Nos. AF51-3463 and up
No. seats	2. (145) and (198)
Maximum baggage	90 lb.
Fuel capacity	Serial Nos. AF48-1371, AF48-1372, AF49-1492 through AF49-1756, and AF50-195 through AF50-319: 125.4 gal. (Two tanks, 62.7 gal. ea.) Serial Nos. AF51-3463 and up: 178.6 gal. (Two tanks, 87.5 gal. ea. and one 3.6 gal.)
Oil capacity	8.8 gal.
Other operating limitations	USAF Flight Handbook T. O. 1T-28A-1

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Control surface movements	Wing flaps		Down	37.5°
	Aileron tab	Up	Down	3°
	Aileron	Up	Down	9.3°
	Elevator tab	Up	Down	15°
	Elevator	Up	Down	15°
	Rudder tab	Right	Left	20°
	Rudder	Right	Left	25°
Serial Nos. eligible	All USAF serial numbers			
Certification basis	CAR 8 as amended to October 11, 1950. Type Certificate No. AR-30 issued September 8, 1958, for the special purpose of aerial photography. Date of Application for Type Certificate May 26, 1958.			
Production basis	None. No aircraft may be produced under this approval.			
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, equipment necessary for the particular special purpose of aerial photography must be installed.			

- NOTE 1. Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions when necessary, must be in each aircraft at the time of original certification and at all times thereafter except in the case of air carrier operators having an approved weight control system.
- NOTE 2. The following placards and/or markings must be prominently displayed in both cockpits in full view of pilots:
- (a) "This airplane approved in restricted category for aerial photography only."
 - (b) "This airplane must be operated within the limitations set forth in USAF Flight Handbook T.O. 1T-28A-1 except for limitations specifically called out in CAA Type Certificate Data Sheet AR-30, in which case values in the Data Sheet must be observed."
 - (c) "Minimum altitude required for stall recovery 200 feet."
 - (d) "Solo from front cockpit only."
 - (e) "Avoid continuous engine operation between 850 and 1100 r.p.m. and between 1700 and 1900 r.p.m."
 - (f) "Turn off combustion heater prior to landing."
 - (g) "Do not extend landing gear and flaps above 160 m.p.h. (140 knots)."
 - (h) "Do not allow the same fuel to remain in the carburetor for more than 10 days."
 - (i) (adjacent to airspeed indicator)
"Never exceed 351 m.p.h. (306 knots) IAS (above 2500 ft. altitude reduce speed 6 m.p.h. or 5.3 knots per 1000 ft.)"
- NOTE 3. Prior to civil certification the following must be accomplished:
- (a) Replace the landing gear latch in accordance with T.O. 1T-28A-523.
 - (b) Remove the blind flying hood.
 - (c) Provide oxygen for crew members of airplanes to be operated above 10,000 ft. altitude.
 - (d) Reinforce the wing center section attachments in accordance with T.O. 1T-28A-527.
 - (e) Deleted.
 - (f) Deleted.
 - (g) Install fuel intake pipe drain lines in accordance with T.O. 1T-28A-524.
(Not applicable until engine modified and converted from R-1300-1A to -1B.)
 - (h) Install a cowl flap stop to provide a minimum setting of six degrees, unless USAF T.O. 2R-R1300-5, O/C No. 55 entitled, "Cylinder Head Air Deflector, Provisions of Improved," has been complied with.

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