

September 21, 1960

8110-0-1

TYPE CERTIFICATE DATA SHEET NO. 1A18

This data sheet which is a part of type certificate No. 1A18 prescribes conditions and limitations under which the product for which the type certificate was issued meets the requirements of the Civil Air Regulations.

Type Certificate Holder North American Aviation, Inc.
4300 East Fifth Avenue
Columbus 16, Ohio

I - Model NA-260 (Normal Category), Approved July 29, 1960
(Conversion of USAF Model T-28A. See NOTE 2 regarding modifications required for conversion.)

Engine Wright R1820-56S
Fuel 100/130 minimum grade aviation gasoline

Engine limits	HP	R.P.M.	M.P. In.Hg.	Alt. Ft.
<u>Low Impeller Ratio</u>				
Takeoff (five minutes)	1300	2600	47.0	S.L.
Maximum continuous	1200	2500	44.0	S.L.
Maximum continuous	1200	2500	43.5	2500
<u>High Impeller Ratio</u>				
Maximum continuous	900	2500	42.0	11100
Maximum continuous	900	2500	40.0	17000

Propeller and
propeller limits

Either of the following propellers may be used:
1. Hamilton Standard constant-speed propeller installation
(a) 33D50 hub with 6951A-18 blades 340 lb. (-8)
Maximum diameter 121"
Minimum diameter 118-3/4"
Pitch settings at 42-in. station:
Low 21°, high 55°
(b) Hamilton Standard governor 4G10-3 6 lb. (+4)
2. Hamilton Standard constant-speed propeller installation
(a) 43D50 hub with 6951A-18 blades 340 lb. (-8)
Maximum diameter 121"
Minimum diameter 118-3/4"
Pitch settings at 42-in. station:
Low 20½°, high 54½°
(b) Hamilton Standard governor 4G10-3 6 lb. (+4)

Airspeed limits	Never exceed	343 m.p.h. (298 knots)
	Maximum structural cruising	278 m.p.h. (241 knots)
	Maneuvering	185 m.p.h. (161 knots)
	Flaps extended	161 m.p.h. (140 knots)
	Landing gear extended	161 m.p.h. (140 knots)

C.G. range
(landing gear extended)

(+95.1) at 7630 lb.
(+100.4) at 8350 lb.
Straight-line variation between these points

Empty weight C.G. range
Datum
Leveling means
Maximum weight

None
Fuselage Station 0 (49.5 inches forward of firewall)
Lugs in nose-wheel well on aft bulkhead and side beam
Takeoff 8350 lb.
Landing 7940 lb.

No. seats
Maximum baggage

2 (1 at +95, 1 at +148)
90 lb. (+153)

Fuel capacity

170 gal. (2 66-gal. main wing tanks at +114, 2 19-gal. aux. wing tanks at +110)

Oil capacity

8.8 gal. (+43)

Control surface
movements

Wing flaps	Down	37.50	Down	30
Aileron tab	Up	12°	Down	10°
Aileron	Up	15.50	Down	15°
Elevator tab	Up	15°	Down	16°
Elevator	Up	24°	Right	11°
Rudder tab	Left	19°	Right	24.50
Rudder	Left	25.50		

Serial Nos. eligible

U. S. Air Force 48-1371, 48-1372, 49-1492 through 49-1756 & 50-195 thru 50-319

Certification basis

CAR 3 as amended to May 15, 1956 and amendments 3-1 and 3-2.
Type Certificate No. 1A18 issued July 29, 1960.
Date of Application for type certificate February 28, 1958.

Production basis

None. Before certification and presentation to the FAA, the military version shall be inspected and found airworthy in accordance with CAR 1.67(d) amended to December 8, 1959.

Prior to original certification of each aircraft, an FAA representative must perform an inspection for workmanship, materials, and conformity with the approved technical data for the modifications from the military to the civil version; and also a check of flight characteristics.

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 following item of equipment is required:

- (a) FAA Approved Airplane Flight Manual, dated July 29, 1960. (North American Aviation, Inc. Report NA 58H-551)

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 time of original certification and at all times thereafter.

The certificated empty weight and corresponding center of gravity locations must include system oil of 62 lb. at (+20) and unusable fuel of 21 lb. at (+108) with standard wing fuel tanks.

NOTE 2. Prior to civil certification, military Model T-28A must be modified in accordance with North American Drawing No. 260-00002.

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