

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

LTC-11  
Revision 4  
Cal Pacific Airmotive  
P-51C, P-51D, P-51K  
October 15, 2007

TYPE CERTIFICATE DATA SHEET NO. 11

This data sheet, which is part of Limited Type Certificate No. 11, prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Code of Federal Regulations.

Type Certificate Holder                      Cal Pacific Airmotive, Inc.  
1330 Mercer Way  
Salinas, California 93905

Type Certificate Ownership                      Cal Pacific Airmotive, Inc. became holder of LTC-11 effective July 26, 2007  
Record  
Lindair, Inc. was previous holder of LTC-11 effective July 23, 1985.  
Piper Aircraft Corporation was holder of LTC-11 effective December 1, 1971  
Cavalier Aircraft Corp. P.O. Box 1719, Sarasota, Florida, was original holder of LTC-11  
effective April 10, 1947

North American Model P-51C, P-51D, P-51K (Limited Category). Approved April 10, 1947

Engine    Rolls-Royce V-1650 – 3 or –7.

Fuel    Grade 100/ 130, 100LL

Engine Limits                                      V-1650-3:  
Maximum continuous (low blower)  
(17,400 ft.) 46 in. Hg., 2700 rpm (1110 hp)  
Maximum continuous (high blower)  
(29,500 ft.) 46 in. Hg., 2700 rpm (950 hp)  
Takeoff (five minutes)  
(Sea level) 60 in. Hg., 3000 rpm (1380 hp)

    V-1650-7:  
Maximum continuous (low blower)  
(11,300 ft.) 46 in. Hg., 2700 rpm (1180 hp)  
Maximum continuous (high blower)  
(23,400 ft.) 46 in. Hg., 2700 rpm (1065 hp)  
Takeoff (five minutes)  
(Sea level) 61 in. Hg., 3000 rpm (1490 hp)

Propeller and                                      Diameter 11'2", Governor 4010, Hamilton Standard 24D50 hubs  
Propeller limits

Blades	Stop settings at 42" sta.	
	Low	High
J6523A-24	23.2 degrees	65.2 degrees
J6487A-24		
K6523A-24		
J6487A-24	24.2 degrees	55.2 degrees
6547A-6	23.2 degrees	65.2 degrees

Aeroproducts A542A1 hub, A20-156-24M blades; diameter 11'0"

Airspeed limits                                      (See note 2 for additional placarded limitations.)

This revision updates the TC holder and reformats the specification sheet into TC Data Sheet format.

	Altitude	Maximum Glide or Dive Speed
	0 to 10,000	505 mph
	10,000 to 20,000	400 mph
	20,000 to 30,000	325 mph
	Level flight or climb speed	325 mph
C.G. Range	21 percent to 31 percent MAC gear down. (Landing gear retraction has negligible effect on C.G. movement.)	
Datum	139 inches forward of jig point (Tapped hole on bottom of wing center rib.)	
M.A.C.	79.6 inches, L.E. MAC 119.1 inches	
Leveling means	P-51B and P-51C: Longitudinal Leveling: Lugs mounted on left longeron aft of pilot seat Lateral leveling: Lugs mounted on upper left and right longeron located aft of pilots seat  P-51D and P-51K Longitudinal Leveling: Lugs mounted in cockpit on the side of the upper left longeron Lateral leveling: Lugs mounted on upper left and right longeron located aft of engine fire wall	
Maximum weight	10,500 lbs.	
Minimum crew	One Pilot	
Number of seats	One	
Maximum Baggage	None	
Fuel capacity	Forward two wing tanks, 92 gal., 163.0 inches aft of datum; aft fuselage tank, 65 gal., 210.0 inches aft of datum	
Oil capacity	12.5 gal., 115.0 inches aft of datum	
Coolant Capacity	5.2 gal, 40.0 inches aft of datum	
Maximum Operating Altitude	41,900 feet	
Other operating limitations	Army T.O. AN-01-69JD-1 and AN-01-60JE-1	
Serial numbers Eligible	All original block serial numbers for P-51C, P-51D and P-51K models. P-51B-1-NA serial number 43-12252 (see note 6)	
Certification basis	CAR 09 effective November 21, 1946 (Limited Type Certificate No. 11 issued April 10, 1947)	
Production basis	None may be produced under this approval.	
Export Eligibility	Not eligible for a Certificate of Airworthiness for export.	

Equipment:

No Equipment other than engines and propellers are specified. However, such equipment as required by Federal Regulations for the particular operation authorized for civil registered aircraft 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 or naval service. Additional equipment may be installed as can be substantiated on the basis that it present 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 or Navy weight 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 FAA Operating Limitations.

Note 2. – The following placards must be prominently displayed in the position indicated:

- (a) In the cockpit full view of all passengers: "This is a military type aircraft and under the Federal Regulations shall not be used for the carriage of passengers or cargo for compensation or hire." The placard and lettering shall be of type which can be read easily from any seat in the cabin.
- (b) In the cockpit in full view of the pilot:
  - (1) A dive limits placard in accordance with Figure 28, T.O. AN-01-60JE-1 for all models.
  - (2) "Do not extend full flaps above 165 mph."
  - (3) "Do not operate landing gear above 170 mph."
- (c) The airspeed indicator shall be marked as follows:
  - (1) A red radial line at 505 mph.
  - (2) A green radial line at 325 mph.
  - (3) A yellow arc (precautionary range) shall extend from the green radial line to the red radial line.

Note 3. – The following statement must appear on the operations Limitations:

"This airplane must be operated at all times within the limitations set forth in Army Technical Order No. AN-01-60JD-1 for the P-51D and P-51K, and T.O. 01-60-123, 01-60-126 and 01-60J-26 for applicable model except for limitations specifically called out in Aircraft Specification AL-11 in which case the values given in the Specification must be observed. A copy of Army Technical Order (insert correct T.O. number) and Aircraft Specification AL-11 must be carried during flight." In all cases it will be the responsibility of the applicant to secure a copy of the correct Technical Orders. The FAA does not have these documents available for distribution.

Note 4. – All structural repairs should be made in accordance with Army Technical Orders AN-01-60-3 for all models, or alternately use AN-01-60JD-3 for the P-51C, and AN—1-60JF-3 for the P-51D and P-51K. If any repairs or modifications are made prior to or subsequent to airworthiness certification, it is the responsibility of the owner to furnish sufficient evidence to an 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 military aircraft are not required by the regulations and therefore are not available in the FAA

Note 5. – Prior to obtaining certification for night operation, the following modifications to the exterior lighting must be made in order to comply with the general requirements of the Civil Air Regulations.

- (a) Position Lights:
  - (1) Wing tip – If Type A-7 or A-8 light assemblies are installed, they must be replaced with type certificated light assemblies. If Type A-9 (AN-303-10 or AN-3033-5 through 8) light assemblies are installed, they may be satisfactorily modified by painting the sand blasted portion of the inner surface of the AN-1042-3 and -4 covers black. The AN-3033-9 or AN-3033-1 through -4 light assemblies are satisfactory without modification.
  - (2) Tail – the Type D-1 (AN-309101 through -3) and the Type D-2 (AN-3092-1 through-3) light assemblies are unsatisfactory and must be replaced with type certificated units.
- (b) Position Light installation: The position lights shall be installed to comply with the requirements of 14 CFR sections xx and xx.
- (c) Position Light circuit and control: The Position light (wing tips and tail) shall be controlled by one SPST switch,. The circuit should be protected by its own fuse or circuit breaker. The individual wing tip and tail light switches with dim and bright positions shall be removed and the dimming resistors presently installed shall be disconnected.
- (d) Other exterior lights: With the exception of the landing lights, any other exterior light are not required and may be removed if so desired.

Note 6. – The P-51B-1 and P-51C-1 series of aircraft are identical in dimension and performance, having minor and insignificant differences in internal configuration. The noted P-51B-1 serial numbers are included based on a finding of identity with the P-51C-1 model.

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