

NORTH AMERICAN AVIATION, INC.

MODELS: North American (Army) A-36A (Approved 4/30/47)

SPECIFICATION NUMBER: L-15-2

(Eligible for Certification in Limited Category only.)

(Holder of Limited Type Certificate: Woodrow W. Edmondson, Lynchburg, VA)

Engine	Allison V-1710-87
Fuel	Grade 100/130
Engine limits	Maximum, except take-off (6600 ft. 0.41 in.Hg., 2600 rpm (1100hp)) Take-off (five minutes) (Sea level) 47. in.Hg., 3000 rpm (1325 hp)
Propeller	Curtiss C532D-F92 hub; 89303-27W blades, 10'9" diameter, 100008-1 governor
Airspeed limits	(See NOTE 2) Glide or dive 505 mph
Maximum weight	Take-off 10,700 lbs. Landing 8,000 lbs.
C.G. range	21.5 percent MAC (gear down) to 30.0 percent MAC (gear up) (C.G. movement caused by gear retraction at 10,700 lbs., 0.3 percent MAC)
Datum	31.75 inches forward of jig point (Jig point is aft edge of propeller spinner.)
MAC	79.6 inches, L.E. MAC +118.9 inches aft of datum

Other Operating Limitations	Army TO-01-60HB-1, 6/25/44
Certification basis	Limited Type Certificate No. 15 (CAR 9 effective 11/21/46)
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 Civil Air Regulations Part 43.30 for the particular operation authorized for NC 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 presents 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. 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 C.A.A. representative, and in such form that it can be attached to the C.A.A. Operation Limitations.

NOTE 2. The following placards must be prominently displayed in the positions indicated:

- (a) In full view of passengers: "This is a military type aircraft and under the Civil Air Regulations shall not be used for the carriage of passengers or cargo for compensation or hire."
- (b) In the cockpit in full view of the pilot:
 - "Do not extend landing gear above 170 mph."
 - "Do not fully extend flaps above 165 mph."
 - "Do not open dive brakes above 350 mph."
 - "Acrobatics prohibited with external or ferrying tanks installed."

NOTE 3. The following statement must appear on the Operation Limitations: "This airplane must be operated at all times within the limitations set forth in Army Technical Order No. 01-60HB-1 (6/25/44) except for limitations specifically called out in Aircraft Specification AL-15 in which the values given in the specification must be observed. A copy of the pertinent Navy Technical Orders and Aircraft Specification AL-15 must be carried during flight." In all cases, it will be the responsibility of the applicant to secure a copy of the correct Navy Technical and Navy Service Change Orders. The CAA does not have these documents available for distribution.

NOTE 4. If any repairs or modifications are made prior to or subsequent to NL certification, it is the responsibility of the owner to furnish sufficient evidence to a Civil Aeronautics Administration representative to show that the modified airplane maintains the same degree of airworthiness as the original. The CAA can give no technical assistance on such matters since complete structural data for NL aircraft are not required by Part 9 and therefore are not available in the CAA.

NOTE 5. For certification for night flying the following must be accomplished:

- (a) Replace the wing position lights with certificated units or satisfactorily modify the lights if pertinent. NOTE: Type A-9 wing position lights (AN-3033-5 through -8) may be satisfactorily modified by painting the inside frosted portion of the cover black. Type A-9 (AN-3033-1 through -4) are satisfactory without modification.
- (b) Replace the tail light with a certificated unit.
- (c) If "Bright and Dim" conditions are provided for the position lights, either the resistors should be disconnected from the circuits and a single-pole-single-throw switch should be used to replace the two single-pole-double-throw switches presently installed for wing-tip and tail lights, or the switches should be placarded to indicate that only the "bright condition" should be used. In either case the tail light and wing-tip lights should operate on one switch.

No original NL airworthiness certificates may be issued after 8/31/48. The list of mandatory changes required prior to original certification may be obtained from CAA Aircraft Service, Washington 25, D.C. Attn: A-298.