

MODELS: Lockheed Army B-34, Navy PV-1, PV-2 (Approved 4/15/47)

SPEC. NUMBER: AL-13

(Eligible in Limited Category Only.)

(Type Certificate Holder: Air Trading Corp., New York, NY.)

I - Specifications Pertinent Only to B-34 and PV-1:

Airspeed limits	Glide or dive 350 mph (See NOTE 2)
Maximum weight	31,000 lbs.
C.G. range	23.5 percent to 33.1 percent MAC (gear down)
Datum	Structural Station 0; 7 in. aft of nose
MAC	115.84 in. L.E. MAC +155.75 in.
Other operating limitations	Army T.O. AN-01-55EA-1 for B-34 Army T.O. AN-01-55EC-1 for PV-1

II - Specifications Pertinent Only to PV-2:

Airspeed limits	Glide or dive 356 mph (See NOTE 2)
Maximum weight	33,000 lbs.
C.G. range	22 percent to 33 percent MAC (gear down)
Datum	Structural station 0; 7 in. aft of nose
MAC	122.2 in. L.E. MAC +157.5 in.
Other operating limitations	Army T.O. AN-01-55ED-1

III - Specifications Pertinent to All Models:

Engines	2 P&W R-2800-31
Engine limits	Maximum continuous (low blower): (5300 ft.) 41.5 in. Hg., 2400 rpm (1600 hp) (S.L.) 43.2 in. Hg., 2400 rpm (1600 hp) Takeoff (five minutes): 52.0 in. Hg., 2700 rpm (2000 hp) Maximum continuous (high blower): (13300 ft.) 43.0 in. Hg., 2400 rpm (1450 hp) (9000 ft.) 43.5 in. Hg., 2400 rpm (1450 hp)
Propellers (See NOTE 2b)	Hamilton Standard 23E50-287/-43 hub, 6477A-12 blades. (For interchangeable blades see Prop. Spec. No. 603, NOTE 6)
Certification basis	Limited Type Certificate No. 13 (CAR 9)
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 CAR 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. 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 such aircraft. Army or Navy weight records in current condition may be submitted in lieu of an actual weight.

- (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 Operating Limitations.

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

- (a) In full view of all 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." The placard and lettering shall be of a type which can be read easily from any seat in the cabin.
- (b) In the cockpit in full view of the pilot:
 - (1) For the B-34 and PV-1:
 - "All acrobatics prohibited."
 - "Do not exceed 140 mph with flaps down."
 - "Do not exceed 153 mph with landing gear down."
 - "Avoid continuous operation between 2500 and 2650 rpm."
 - (2) For the PV-2:
 - "All acrobatics prohibited."
 - "Do not exceed 138 mph with flaps down."
 - "Do not exceed 172 mph with landing gear down."
 - "Avoid continuous operation between 2500 and 2650 rpm."

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. AN-01-55EA-1, AN-01-55EC-1 or AN-01-55ED-1 as applicable except for limitations specifically called out in Aircraft Specification AL-13 in which case the values given in the specification must be observed. A copy of the pertinent Army Technical Orders and Aircraft Specification AL-13 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. 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 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 NL aircraft are not required by Part 9 and therefore are not available in the FAA.

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.

NOTE 6. The following Mandatory Army Technical Orders pertinent to models and serial numbers as indicated are listed for your information and must be complied with prior to certification. (The FAA does not have copies of these publications available for distribution. Also, FAA inspectors do not have such material.) The applicable Technical Orders and compliance data are also listed in the airplane's "Historical Records," AAF Forms 60A, 60B

and 61 accompanying the airplane:

No. & Date	Title	Serial Nos. Appl.
01-55-7 6/14/43	Adjustment of Main Gear Linkage	41-38020 to 41-38116
01-55EA-17 4/12/43	Modification of Hyd. Brake Press. Accumulator Fitting	All Serial Nos.
01-55E-23 12/8/43	Replacement of Lower Skin of Landing Flaps	41-38020 to 41-38219
01-55E-27 10/10/44	Installation of Wing Flap Protecting Strips	All Serial Nos.
01-55EA-9 1/29/43	Addition of Drain Pan & Outlet in Oil Cooler Air Scoop Fairing	B34: 41-38020 thru 41-38219
01-55EA-13 1/25/43	Replacement of Governor Speeder Spring	All B-34 Series, PV aircraft
01-55EA-20 1/4/43	Rework of Propeller Governor Pulley Bracket in Nose Cowl	B34: 41-38103 thru 41-38219
Buaer Ch.66 10/29/43	Engine Accessories - Carburetor Anti-Icer Line - Support Clip Installation of	PV-1: 29723 thru 29922 33066 thru 33466 34586 thru 34785
Buaer CH.112 4/14/44	Engine Accessories - Generator Blast Tube and Air Scoop - Relocation of	PV-1: 29723 thru 29922 33067 thru 33466 34586 thru 34997 48652 thru 48939 49360 thru 49659
Buaer CH.122 4/10/44	Fuel System - Selector Valve Poppet - Removal of	PV-1: 29723 thru 29922 33067 thru 33466 34586 thru 34997 48652 thru 48939 49360 thru 49659
Buaer CH.148 7/26/44	Fuel System - Wing Fuel Tanks - Auxiliary Vents - Installation of	PV-1: 29723 thru 29922 33067 thru 33466 34586 thru 34997 48652 thru 48939 49360 thru 49659
Buaer Bulletin 107 3/31/43	Fuel System - Aft Cabin Fuel Tank Vent Line - Rerouting of	PV-1: 29723 thru 29922 33067 thru 33466 34586 thru 34997 48652 thru 48939 49360 thru 49659