

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

A10WE  
Revision 7  
WEATHERLY  
201  
201A  
201B  
201C  
  
December 3, 2001

TYPE CERTIFICATE DATA SHEET NO. A10WE

This data sheet which is part of type certificate No. A10WE prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder                      Weatherly Aircraft Company  
5000 Bailey Loop  
McClellan, California 95652

Type Certificate Ownership Record      Weatherly Aviation Company, Inc. transferred ownership of TC A10WE to Weatherly Aircraft Company on October 20, 2000

I - Model 201 (Restricted Category) Approved January 30, 1967

Engine    Pratt & Whitney R985-AN1, AN-3, or AN-14B

Fuel     80/87 Minimum Grade Aviation Gasoline

Engine Limits

Engine Model AN-1 & AN-3	HP	RPM	In. Hg.	Press Alt.
Takeoff (1 min.) at SL	450	2300	37.5	SL
Max. Continuous at SL	290	2000	30.0	SL
Max. Continuous (Rated Press Alt.)	327	2000	30.0	6300

Engine Model AN-14B	HP	RPM	In. Hg.	Press Alt.
Takeoff (1 min.) at SL	450	2300	36.5	SL
Max. Continuous at SL	310	2000	30.0	SL
Maximum Continuous (Rated Press Alt.)	343	2000	30.0	6500

Propeller and propeller limits              Hamilton Standard 2D-30 Hub, 6101A or 6167A blades  
Diameter: Not over 108 ins.; Not under 99 ins.

Air Speed limits                                 $V_{ne}$  - Never Exceed              145 mph (126 knots) EAS  
 $V_{no}$  - Max. Structural              128 mph (111 knots) EAS  
 $V_p$  - Maneuvering                    115 mph (100 knots) EAS

C.G. range                                        Inches Aft of Datum    (+20.8) to (+24.84) at all weights

Empty weight C.G. range                    None

Datum    Wing Leading Edge

Max. weight                                      3500 Lbs.

Page No.	1	2	3	4	5	6
Rev. No.	6	6	6	6	6	6

Leveling means	Leveling lugs on right side of fuselage Aft of Pilot's Seat			
No. seats	1 (+67.0)			
Hopper capacity	1000 Lbs. (+15.0)			
Fuel capacity	48 Gal. Total - 2 wing tanks 24 Gal. Ea. Unusable Fuel - 2 Gal. per tank (+36.0)			
Oil capacity	7 1/2 Gal. plus 1 Gal. in System (+86.0)			
Control surface movements	Rudder	Left	20° ± 1°	Right 20° ± 1°
	Elevator	Up	28° ± 1°	Down 15° ± 1°
	Elevator tab	Up	7° ± 1°	Down 15° ± 1°
	Aileron	Up	27° ± 1°	Down 16° ± 1°
Serial Nos. eligible	101 thru 109			

II - Model 201A (Restricted Category) Approved November 27, 1968

Same as Model 201 except for larger wing fuel tanks, tail wheel gear and minor changes.

Engine Pratt & Whitney R985-AN1, AN-3, or AN-14B

Fuel 80/87 Minimum Grade Aviation Gasoline

Engine Limits

Engine Model AN-1 & AN-3	HP	RPM	In. Hg.	Press Alt.
Takeoff (1 min.) at SL	450	2300	37.5	SL
Max. Continuous at SL	290	2000	30.0	SL
Max. Continuous (Rated Press Alt.)	327	2000	30.0	6300

Engine Model AN-14B	HP	RPM	In. Hg.	Press Alt.
Takeoff (1 min.) at SL	450	2300	36.5	SL
Max. Continuous at SL	310	2000	30.0	SL
Maximum Continuous (Rated Press Alt.)	343	2000	30.0	6500

Propeller and  
propeller limits

Hamilton Standard 2D-30 Hub, 6101A or 6167A blades  
Diameter: Not over 108 ins.; Not under 98 ins.

Pitch Settings at 42" Station:

(Two Position) - 15° Low 17° High

Static RPM at Max. permissible throttle settings: Not over 2150;  
not under 2050

(Constant Speed Optional) - 14° Low 23° High

Air Speed limits

Vne - Never Exceed 145 mph (126 knots) EAS  
Vno - Max. Structural 128 mph (111 knots) EAS  
Vp - Maneuvering 115 mph (100 knots) EAS

C.G. range

Inches Aft of Datum (+20.8) to (+24.84) at all weights

Empty weight C.G. range

None

Datum

Wing Leading Edge

Max. weight	3500 Lbs.			
Leveling means	Leveling lugs on right side of fuselage. Aft of Pilot's Seat			
No. seats	1 (+67)			
Hopper capacity	1000 Lbs. (+15.0)			
Fuel capacity	55 Gal. Total - 2 wing tanks 27 1/2 Gal. Each Unusable Fuel - 2 1/2 Gal. per tank (+36.0)			
Oil capacity	7 1/2 Gal. plus 1 Gal. in System (+86.0)			
Control surface movements	Rudder	Left	20° ± 1°	Right 20° ± 1°
	Elevator	Up	27° ± 1°	Down 15° ± 1°
	Elevator tab	Up	7° ± 1½°	Down 15° ± 1½°
	Aileron	Up	25° ± 1°	Down 16° ± 1°
Serial Nos. eligible	110 thru 601			

### III - Model 201B (Restricted Category) Approved 2 December 1971

Same as Model 201A except for new leading edge fillet at wing root, wider canopy and other minor changes.

Engine Pratt & Whitney R985-AN1, AN-3, or AN-14B

Fuel 80/87 Minimum Grade Aviation Gasoline

#### Engine Limits

Engine Model AN-1 & AN-3	HP	RPM	In. Hg.	Press Alt.
Takeoff (1 min.) at SL	450	2300	37.5	SL
Max. Continuous at SL	312	2000	30.0	SL
Max. Continuous (Rated Press Alt.)	340	2000	30.0	6600

Engine Model AN-14B	HP	RPM	In. Hg.	Press Alt.
Takeoff (1 min.) at SL	450	2300	36.5	SL
Max. Continuous at SL	310	2000	30.0	SL
Maximum Continuous (Rated Press Alt.)	343	2000	30.0	6500

#### Propeller and propeller limits

Hamilton Standard 2D-30 Hub, 6101A or 6167A blades  
Diameter: Not over 108 ins.; Not under 98 ins.

Pitch Settings at 42" Station:

(Two Position) - 15° Low 17° High

Static RPM at Max. permissible throttle settings: Not over 2150;  
not under 2050

(Constant Speed Optional) - 14° Low 23° High

#### Air Speed limits

Vne - Never Exceed 145 mph (126 knots) EAS  
Vno - Max. Structural 128 mph (111 knots) EAS  
Vp - Maneuvering 115 mph (100 knots) EAS

#### C.G. range

Inches Aft of Datum (+20.8) to (+24.84) at all weights

Empty weight C.G. range	None			
Datum	Wing Leading Edge outboard of fillet			
Max. weight	3500 Lbs.			
Leveling means	Leveling lugs on right side of fuselage. Aft of Pilot's Seat			
No. seats	1 (+67.0)			
Hopper capacity	1000 Lbs. (+15.0)			
Fuel capacity	55 Gal. Total - 2 wing tanks 27 1/2 Gal. Each Unusable Fuel - 2 1/2 Gal. per tank (+36.0)			
Oil capacity	7 1/2 Gal. plus 1 Gal. in System (+86.0)			
Control surface movements	Rudder	Left	20° ± 1°	Right 20° ± 1°
	Elevator	Up	27° ± 1°	Down 15° ± 1°
	Elevator tab	Up	7° ± 1½°	Down 15° ± 1½°
	Aileron	Up	25° ± 1°	Down 16° ± 1°
Serial Nos. eligible	602 thru 1000			

IV - Model 201C (Restricted Category) Approved December 23, 1975

Same as Model 201B except aft fuselage same monocoque and extended 6 inches, engine mount extended 1 inch, changes to cockpit arrangement, added center section fuel tank, relocated oil tank forward in engine compartment, steel beam tail gear instead of shock strut, chemical hopper reshaped, relocated battery, and other minor changes.

Engine Pratt & Whitney R985-AN1, AN-3, or AN-1-14B

Fuel 80/87 Minimum Grade Aviation Gasoline

Engine Limits

Engine Model AN-1 & AN-3	HP	RPM	In. Hg.	Press Alt.
Takeoff (1 min.) at SL	450	2300	37.5	SL
Max. Continuous at SL	290	2000	30.0	SL
Max. Continuous (Rated Press Alt.)	327	2000	30.0	6300

Engine Model AN-14B	HP	RPM	In. Hg.	Press Alt.
Takeoff (1 min.) at SL	450	2300	36.5	SL
Max. Continous at SL	310	2000	30.0	SL
Maximum Continuous (Rated Press Alt.)	343	2000	30.0	6500

Propeller and  
propeller limits

Hamilton Standard 2D-30 Hub, 6101A blades  
Diameter: Not over 108 ins.; Not under 102 ins.

Pitch Settings at 42" Station:  
(Constant Speed) - 10.5° Low 17° High

Hamilton Standard 2D-30 Hub, with A6-100-4S Blades  
Diameter: Not over 104 ins.; Not under 102 ins.

Pitch Settings at 42" Station:  
(Constant Speed) - 9.5° Low 17° High

Propeller and propeller limits (cont'd)	Hartzell HC-B3R30-4 Hub with R10152 - 5 1/2 R Blades Diameter: Not over 95 1/2 ins., Not under 95 1/2 ins. Pitch Settings at 30" Station: (Constant Speed) 17° Low 25° High Static RPM at maximum throttle setting not over 2300 RPM, Not under 2200 RPM Hartzell HC-B3R30-4 Hub with R10160-6 Blades Diameter: Not over 95 ins., Not under 95 ins. Pitch Settings at 30" Station (Constant Speed) 17° Low 25° High Placard Required See NOTE 2 B. Static RPM at maximum throttle setting not over 2300 RPM; not under 2200 RPM			
Air Speed limits	Vne - Never Exceed	145 mph (126 knots)	EAS	
	Vno - Max. Structural	128 mph (111 knots)	EAS	
	Vp - Maneuvering	115 mph (100 knots)	EAS	
C.G. range	Inches Aft of Datum (+20.8) to (+25.3) at all weights			
Empty weight C.G. range	None			
Datum	Wing Leading Edge outboard of fillet			
Max. weight	3500 Lbs.			
Leveling means	Leveling lugs on outboard side of right hand fuselage, frame near Pilot's seat.			
No. seats	1 (+68)			
Hopper capacity	1000 Lbs. (+15.0)			
Fuel capacity	72.5 Gal. Total - 1 Right Wing Tank 27 1/2 Gal. with Unusable Fuel 2 1/2 Gal. (+36.0) - 1 Left wing tank (Combined with center tank) 45 Gal. with Unusable 5 Gal. (+36.0)			
Oil capacity	6.7 Gal. plus 1 Gal. in System (-22.2)			
Control surface movements	Rudder	Left 20° ± 1°	Right 20° ± 1°	
	Elevator	Up 27° ± 1°	Down 15° ± 1°	
	Elevator tab	Up 7° ± 1°	Down 15° ± 1°	
	Aileron	Up 26° ± 1°	Down 15° ± 1°	
Serial Nos. eligible	1001 thru 1500			

#### Specifications Pertinent to All Models

Certification basis	FAR 21.25(a) Effective February 1, 1965 and CAM 8 Appendix B Airworthiness Requirements.  Restricted Type Certificate issued January 30, 1967. Application for Type Certificate dated December 20, 1965.
Production basis	None. Prior to original certification of each model, an FAA representative must perform a detailed inspection for workmanship, materials and conformity with the approved technical data, and perform a check of the flight characteristics.
Export eligibility	Aircraft will be eligible for issuance of an Export Certificate of Airworthiness subject to compliance with Federal Aviation Regulation Part 21. Subpart L, Sections 21.321 thru 21.339. The applicable procedures are contained in Advisory Circular 21-2.

