

TYPE CERTIFICATE DATA SHEET No A-8

This data sheet, which is part of Type Certificate No A-8, prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the New Zealand Civil Aviation Rules.

Type Certificate Holder:	Airtourer Cooperative Ltd 7/2 Harbourview Crescent Abbotsford Cove 2046 NSW AUSTRALIA
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I - **Model Airtourer T6. Approved 23 October 70**

Engine:	Lycoming O-320-E1A. (See also Note 1.)
Fuel:	80/87 minimum grade aviation fuel. (See also Note 2.)
Engine Limits:	Take off and continuous : 2700 R.P.M. (Maximum)
Propeller:	Type: Hartzell HC-C2YL-1B/7663-4.0 Pitch: 12° 12 minutes - 35° Diameter: 72.0" max. 70.0" min. No further reduction permitted.

Airspeed Limits: (CAS)	Semi-Aerobatic (knots)	Aerobatic (knots)
Never Exceed Speed Vne:	178	203
Maximum Structural Cruise Vc:	141	161
Maximum Manoeuvring Speed Va:	123	140
Maximum flap Extended Speed Vf:	103	103

C.of G. Range:	Forward Limit: 79.2 in. aft of datum at 1400 lb. or less 82.5 in. aft of datum at 1900 lb.
	(Linear variation between these points)
	Aft limit: 86.1 in. aft of datum at all weights.

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Datum:	50 in. forward of front face of firewall.																						
Levelling means:	Fore and aft and lateral, canopy sills immediately behind windscreen.																						
Maximum Weight:	Semi-aerobatic flight 1900lb. Aerobatic flight 1800lb.																						
Number of seats:	2 at 90.5 ins. aft of datum.																						
Maximum baggage:	100 lb. at 111 in. aft of datum. Baggage is not permitted when performing aerobatics.																						
Fuel Capacity:	29.0 Imp. Gall. (28.7 Imp. Gall. usable)(+98.0 in).																						
Oil Capacity:	1.67 Imp. Gall. (+29.0 in).																						
Other Operating Limitations:	Aircraft shall be operated in compliance with the operating limitations specified in the approved Flight Manual.																						
Control Surface Movements:	<table border="0"> <tr> <td>Elevator</td> <td>22° up</td> <td>15° down</td> </tr> <tr> <td>Rudder</td> <td>18° left</td> <td>23° right</td> </tr> <tr> <td>Aileron:</td> <td>Up:</td> <td>Flap up 8°20' ; Flap full down 5°50'</td> </tr> <tr> <td></td> <td>Down:</td> <td>Flap up 3°40' ; Flap full down 11°40'</td> </tr> <tr> <td>Flapperons:</td> <td>Up:</td> <td>Flap up 7°30' ; Flap full down 7°30'</td> </tr> <tr> <td></td> <td>Down:</td> <td>Flap up 4°20' ; Flap full down 19°</td> </tr> <tr> <td>Centre Flap:</td> <td colspan="2">1st: 4° ; 2nd: 14° ; 3rd: 24° ; 4th: 34°</td> </tr> </table>		Elevator	22° up	15° down	Rudder	18° left	23° right	Aileron:	Up:	Flap up 8°20' ; Flap full down 5°50'		Down:	Flap up 3°40' ; Flap full down 11°40'	Flapperons:	Up:	Flap up 7°30' ; Flap full down 7°30'		Down:	Flap up 4°20' ; Flap full down 19°	Centre Flap:	1st: 4° ; 2nd: 14° ; 3rd: 24° ; 4th: 34°	
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Serial Numbers Eligible:	A542, A546, A552, A553, B557 – B567, B569 – B571, B573 – B575, B577 – B580.																						
Certification Basis:	New Zealand Civil Aviation Regulations 1953 as amended by amendments 1-11 inclusive. New Zealand Civil Airworthiness requirements current on 23 October 1970 and United States Federal Aviation Regulations Part 23 effective on 13 June 1969. Except 23.677(b)(1), 23.807(b)(5) and 23.1325(b)(3).																						
Flight Manual:	T6 Flight Manual No. AIR 2792 at latest revision.																						
Weight and balance:	Current weight and balance report (including a list of equipment included in empty weight and loading instructions), must be provided for each aircraft in the Approved Flight Manual at the time of original certification.																						
Maintenance and Repair Manual:	Airtourer - April 1969.																						

Drawing List: Aero Engine Services Ltd., Airtourer 100-115 and 150 Drawing List to June 1969 amended by AL.2.

Placards: Placards to be displayed in accordance with the Approved Flight Manual.

Notes

NOTE 1 O-320-D1A may be installed in accordance with approved modifications AES/AT/1048 or RNZAF ENG#4.

NOTE 2 100/130 minimum grade aviation fuel when O-320-D1A engine installed.

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