

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

1A18
Revision 5
BOEING
(NORTH AMERICAN)
NOMAD NA-260
(T-28A)
November 18, 2009

TYPE CERTIFICATE DATA SHEET NO. 1A18

This data sheet which is a part of Type Certificate No. 1A18 prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the requirements of the Civil Air Regulations.

Type Certificate Holder The Boeing Company
4000 Lakewood Blvd.
Long Beach, California 90846

Aircraft Specification Holder Rockwell International transferred ownership to The Boeing Company on July 23, 2009
Record
North American Aviation transferred ownership to Rockwell International Corp. on
February 20, 1996

I - Model NA-260 (Normal Category), Approved July 29, 1960

(Conversion of USAF Model T-28A. See NOTE 2 regarding modifications required for conversion.)

Engine Wright R1820-56S
Fuel 100/130 minimum grade aviation gasoline

Engine limits	HP	R.P.M.	M.P. In.Hg.	Alt. Ft.
<u>Low Impeller Ratio</u>				
Takeoff (five minutes)	1300	2600	47.0	S.L.
Maximum continuous	1200	2500	44.0	S.L.
Maximum continuous	1200	2500	43.5	2500
<u>High Impeller Ratio</u>				
Maximum continuous	900	2500	42.0	11100
Maximum continuous	900	2500	40.0	17000

Propeller and
propeller limits

Either of the following propellers may be used:

1. Hamilton Standard constant-speed propeller installation
 - (a) 33D50 hub with 6951A-18 blades 340 lb. (-8)
Maximum diameter 121"
Minimum diameter 118-3/4"
Pitch settings at 42-in. station:
Low 21°, High 55°
 - (b) Hamilton Standard governor 4G10-3 6 lb. (+4)
2. Hamilton Standard constant-speed propeller installation
 - (a) 43D50 hub with 6951A-18 blades 340 lb. (-8)
Maximum diameter 121"
Minimum diameter 118-3/4"
Pitch settings at 42-in. station:
Low 20 1/2°, High 54 1/2°
 - (b) Hamilton Standard governor 4G10-3 6 lb. (+4)

Airspeed limits Never exceed 343 m.p.h. (298 knots)

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	Maximum structural cruising	278 m.p.h.	(241 knots)																												
	Maneuvering	185 m.p.h.	(161 knots)																												
	Flaps extended	161 m.p.h.	(140 knots)																												
	Landing gear extended	161 m.p.h.	(140 knots)																												
C.G. range (landing gear extended)	(+95.1) at 7630 lb. (+100.4) at 8350 lb. Straight-line variation between these points																														
Empty weight C.G. range	None																														
Datum	Fuselage Station 0 (49.5 inches forward of firewall)																														
Leveling means	Lugs in nose-wheel well on aft bulkhead and side beam																														
Maximum weight	Takeoff 8350 lb. Landing 7940 lb.																														
No. seats	2 (1 at +95, 1 at +148)																														
Maximum baggage	90 lb. (+153)																														
Fuel capacity	170 gal. (2 66-gal. main wing tanks at +114, 2 19-gal. aux. wing tanks at +110)																														
Oil capacity	8.8 gal. (+43)																														
Control surface movements	<table><tr><td>Wing flaps</td><td></td><td>Down</td><td>37.5°</td></tr><tr><td>Aileron tabs</td><td>Up 12°</td><td>Down</td><td>3°</td></tr><tr><td>Aileron</td><td>Up 15.5°</td><td>Down</td><td>10°</td></tr><tr><td>Elevator tabs</td><td>Up 15°</td><td>Down</td><td>15°</td></tr><tr><td>Elevator</td><td>Up 24°</td><td>Down</td><td>16°</td></tr><tr><td>Rudder tab</td><td>Left 19°</td><td>Right</td><td>11°</td></tr><tr><td>Rudder</td><td>Left 25.5°</td><td>Right</td><td>24.5°</td></tr></table>			Wing flaps		Down	37.5°	Aileron tabs	Up 12°	Down	3°	Aileron	Up 15.5°	Down	10°	Elevator tabs	Up 15°	Down	15°	Elevator	Up 24°	Down	16°	Rudder tab	Left 19°	Right	11°	Rudder	Left 25.5°	Right	24.5°
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Serial Nos. eligible	U. S. Air Force 48-1371, 48-1372, 49-1492 through 49-1756 & 50-195 thru 50-319.																														
Certification basis	CAR 3 as amended to May 15, 1956 and amendments 3-1 and 3-2. Type Certificate No. 1A18 issued July 29, 1960. Date of Application for type certificate February 28, 1958.																														
Production basis	None. Before certification and presentation to the FAA, the military version shall be inspected and found airworthy in accordance with CAR 1.67(d) amended to December 8, 1959. Prior to original certification of each aircraft, an FAA representative must perform a detailed inspection for workmanship, materials, and conformity with the approved technical data for the modifications from the military to the civil version; and also a check of the flight characteristics.																														
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. In addition, the following item of equipment is required: (a) FAA Approved Airplane Flight Manual, dated July 29, 1960. (North American Aviation, Inc. Report NA 58H-551)																														

NOTE 1. Current weight and balance report, including list of equipment included in certificated empty weight, and loading instructions when necessary, must be in each aircraft at the time of original certification and at all times thereafter.

The certificated empty weight and corresponding center of gravity locations must include system oil of 62 lb. at (+20) and unusable fuel of 21 lb. at (+108) with standard wing fuel tanks.

NOTE 2. Prior to civil certification, military Model T-28A must be modified in accordance with North American Drawing No. 260-00002.

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