

FEDERAL AVIATION ADMINISTRATION

A-758  
Revision 23  
APDC  
(AAMSA)  
(AERO COMMANDER)  
(INTERMOUNTAIN)  
(CALLAIR)  
A, A-2, A-3, A-4,  
A-5, A-5T, A-6, A-7, A-  
7T, A-9, A-9B  
January 1, 1982

AIRCRAFT SPECIFICATION NO. A-758

Type Certificate Holder: Aircraft Parts & Development Corp.  
P. O. Box 1849  
Laredo, Texas 78041

I - Model A, 2 PCLM, Approved July 26, 1944

Engine	Lycoming O-235																									
Fuel	73 min. grade aviation gasoline																									
Engine limits	For all operations, 2550 rpm (100 hp)																									
Airspeed limits	Level flight or climb 125 mph (109 knots) True Ind. Glide or dive 150 mph (131 knots) True Ind.																									
C.G. range	(+12.7) to (+18.0) (See NOTE 2 for serials 2, 3, 4, & 5)																									
Maximum weight	1550 lbs.																									
No. seats	2 (+25.5)																									
Maximum baggage	50 lbs. (+55)																									
Fuel capacity	25 gals. (-6)																									
Oil capacity	2 gals. (-40)																									
Control surface movements (See Note 2 for serials 2, 3, 4, 5)	<table border="0"> <tbody> <tr> <td>Elevator</td> <td>Up</td> <td>16 degrees</td> <td>Down</td> <td>25 degrees</td> </tr> <tr> <td>Elevator trim tab</td> <td>Up</td> <td>15 degrees</td> <td>Down</td> <td>25 degrees</td> </tr> <tr> <td>Ailerons</td> <td>Up</td> <td>21 degrees</td> <td>Down</td> <td>21 degrees</td> </tr> <tr> <td>Rudder</td> <td>Right</td> <td>21 degrees</td> <td>Left</td> <td>21 degrees</td> </tr> <tr> <td>Rudder trim tab</td> <td>Fixed</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Elevator	Up	16 degrees	Down	25 degrees	Elevator trim tab	Up	15 degrees	Down	25 degrees	Ailerons	Up	21 degrees	Down	21 degrees	Rudder	Right	21 degrees	Left	21 degrees	Rudder trim tab	Fixed			
Elevator	Up	16 degrees	Down	25 degrees																						
Elevator trim tab	Up	15 degrees	Down	25 degrees																						
Ailerons	Up	21 degrees	Down	21 degrees																						
Rudder	Right	21 degrees	Left	21 degrees																						
Rudder trim tab	Fixed																									
Serial Nos. eligible	2 to 5 incl. (Also see NOTE 3)																									
Required equipment	In addition to the pertinent required basic equipment specified in CAR 4a, the following items of equipment must be installed: 1, 101, 201, 202, and 205.																									

II - Model A-2, 2 PCLM, Approved July 31, 1946

(Same as Model A except for revised powerplant installation, elevator tab control installation, and smaller rudder.)

Engine	Lycoming O-290-A, O-290-B, or 0290-C
Fuel	73 minimum aviation gasoline
Engine limits	For all operations, 2600 rpm (125 hp)
Airspeed limits	Level flight or climb 125 mph (109 knots) True Ind. Glide or dive 150 mph (131 knots) True Ind.
C.G. range	(+12.7) to (+18.0)

Page No.	1	2	3	4	5	6	7	8	9	10	11	12
Rev No.	23	22	22	22	22	22	22	23	23	22	23	23

Reformatted 2/94.

Empty weight C.G.	(+14.2) to (+15.6) When the empty weight C.G. falls within this range, computation of critical fore and aft C.G. positions is unnecessary. Range is not valid for nonstandard arrangements.				
Maximum weight	1550 lbs.				
No. seats	2 (+25.5)				
Maximum baggage	50 lbs. (+55) (See Item 401 for additional baggage)				
Fuel capacity	25 gals. (-6)				
Oil capacity	2 gals. (-40)				
Control surface movements	Elevator	Up	16 degrees	Down	25 degrees
	Elevator trim tab	Up	15 degrees	Down	25 degrees
	Ailerons	Up	21 degrees	Down	21 degrees
	Rudder	Right	21 degrees	Left	21 degrees
	Rudder trim tab				
	Ground adjustable				
	Stabilizer	Fixed			
Serial Nos. eligible	6, 7, 8, 110, 111, 123, 126, 128, 129 (Also see NOTE 3) In addition				
Required equipment	to the pertinent required basic equipment specified in CAR 4a, the following items of equipment must be installed: Items 2, 101, 202, and 205				

III - Model A-3, 2 PCLM, Approved June 11, 1947

(Same as Model A-2 except for different powerplant installation, and minor changes.)

Engine	Continental C125-2				
Fuel	73 min. grade aviation gasoline				
Engine limits	For all operations, 2550 rpm (125 hp)				
Airspeed limits	Level flight or climb 125 mph (109 knots) True Ind. Glide or dive 150 mph (131 knots) True Ind.				
C.G. range	(+12.7) to (+18.0)				
Empty weight C.G.	(+14.2) to (+15.6) When the empty weight C.G. falls within this range, computation of critical fore and aft C.G. positions is unnecessary. Range is not valid for nonstandard arrangements				
Maximum weight	1550 lbs.				
No. seats	2 (+25.5)				
Maximum baggage	50 lbs. (+55) (See Item 401 for additional baggage).				
Fuel capacity	25 gals. (-6)				
Oil capacity	2 gals. (-40)				
Control surface movements	Elevator	Up	16 degrees	Down	25 degrees
	Elevator trim tab	Up	15 degrees	Down	25 degrees
	Ailerons	Up	21 degrees	Down	21 degrees
	Rudder	Right	1 degrees	Left	21 degrees
	Rudder trim tab	Ground adjustable			
	Stabilizer	Fixed			
Serial Nos. eligible	109, 112 through 122, 124, 125, 127, (Also See NOTE 3)				
Required equipment	In addition to the pertinent required basic equipment specified in CAR 4a, the following items of equipment must be installed: Items 2, 101, 105, 201, 202, and 205.				

IV - Model A-4, 2 PCLM, Approved November 15, 1954

(Same as Model A-2 and A-3 except for engine, engine mount, propeller, and associated minor changes.)

Engine	Lycoming O-290-D2 (See Item 109 for optional engine)				
Fuel	Min. grade 80/87 aviation gasoline				
Engine limits	For all operations, 2600 rpm (135 hp)				
Airspeed limits	Level flight or climb 125 mph (109 knots) True Ind. Glide or dive 150 mph (131 knots) True Ind.				
C.G. range	(+12.7) to (+18.0)				

Empty weight C.G.	(+15.4) to (+17.25) When empty weight C.G. falls within this range, computation of critical fore and aft C.G. positions is unnecessary. Range is not valid for nonstandard arrangements				
Maximum weight	1550 lbs.				
No. seats	2 (+25.5)				
Maximum baggage	50 lbs. (+55) (See Item 401 for additional baggage).				
Fuel capacity	25 gals. (-6) (See Item 107 for auxiliary tank) (Optional)				
Oil capacity	2 gals. (-40)				
Control surface movements	Elevator	Up	16 degrees	Down	25 degrees
	Elevator trim tab	Up	15 degrees	Down	25 degrees
	Ailerons	Up	21 degrees	Down	21 degrees
	Rudder	Right	21 degrees	Left	21 degrees
	Rudder trim tab	Ground adjustable			
	Stabilizer	Fixed			
Serial Nos. eligible	137, 141 through 201, and 203 through 207 (also See NOTE 3)				
Required equipment	In addition to the pertinent required basic equipment specified in CAR 4a, the following items of equipment must be installed: 4, 101, 105(b), 105(c), 108, 201(d), 202(d), and 205(d).				

V - Model A-5, 1 PO-CLM, (Restricted Category Only), Approved May 19, 1958

(See NOTE 4 for additional limitations)

Engine	Lycoming O-320-A2A					
Fuel	80/87 min. grade aviation gasoline					
Engine limits	For all operations, 2700 rpm (150 hp)					
Airspeed limits	Never exceed 135 mph True Ind.					
C.G. range	(+12.7) to (+18.0)					
Maximum weight	1550 lbs.					
No. seats	1 (+25.5)					
Fuel capacity	25 gals. (-6.0)					
Oil capacity	2 gals. (-38.0)					
Control surface movements	Elevator	Up	16 degrees	Down	25 degrees	
	Elevator trim tab	Up	15 degrees	Down	25 degrees	
	Aileron	Up	21 degrees	Down	21 degrees	
	Rudder	Right	21 degrees	Left	21 degrees	
	Rudder trim tab	Ground adjustable				
Serial Nos. eligible	208 through 243, 245 through 247, 249 through 251, 253 through 261, 266, 267, 272, 274, 275, 277, 278, 280, 283, 286, 290, 291, 292, 301, 302, 304, 305, 309, 310, 312.					
Required equipment	In addition to the pertinent required basic equipment specified in CAR 8, the following items of equipment must be installed: Items 5, 101, 108, 201(e) or (f), 202(e) or (f), 205(d) or (e), 307(d), 305(b)					

VI - Model A-5T, 1 PO-CLM, (Restricted Category Only), Approved January 31, 1961

(See NOTE 7 for additional limitations)

Engine	Lycoming O-320-A2A			
Fuel	80/87 min. grade aviation gasoline			
Engine limits	For all operations, 2700 rpm (150 hp)			
Airspeed limits	Never exceed 135 mph True Ind.			
C.G. range	(+16.4) to (+18.0)			
Maximum weight	1550 lbs.			
No. seats	1 (+25.5)			
Fuel capacity	25 gals. (-6.0)			
Oil capacity	2 gals. (-38.0)			
Control surface movements	Elevator	Up	16 degrees	Down 25 degrees
	Elevator trim tab	Up	15 degrees	Down 25 degrees
	Aileron	Up	21 degrees	Down 21 degrees
	Rudder	Right	21 degrees	Left 21 degrees
	Rudder trim tab	Ground adjustable		

Serial Nos. eligible	303, 315 through 318, 320, 5T-321 and up (U.S. mfg. acft. only)
Required equipment	In addition to the pertinent required basic equipment specified in CAR 8, the following items of equipment must be installed: Items 5, 101, 108, 201(e) or (f), 202(e) or (f), 205(d) or (e)

VII - Model A-6, 1 PO-CLM, (Restricted Category Only), Approved September 2, 1958

(See NOTE 5 for additional limitations)

Engine	Lycoming O-360-A1A or -C1A																									
Fuel	91/96 min. grade aviation gasoline																									
Engine limits	For all operations, 2700 rpm (180 hp)																									
Airspeed limits	Never exceed 135 mph True Ind.																									
C.G. range	(+12.7) to (+18.0)																									
Maximum weight	1550 lbs.																									
No. seats	1 (+25.5)																									
Fuel capacity	40 gals. (+26.0)																									
Oil capacity	2 gals. (-39.0)																									
Control surface movements	<table border="0"> <tr> <td>Elevator</td> <td>Up</td> <td>16 degrees</td> <td>Down</td> <td>25 degrees</td> </tr> <tr> <td>Elevator trim tab</td> <td>Up</td> <td>15 degrees</td> <td>Down</td> <td>25 degrees</td> </tr> <tr> <td>Aileron trim tab</td> <td>Up</td> <td>21 degrees</td> <td>Down</td> <td>21 degrees</td> </tr> <tr> <td>Rudder</td> <td>Right</td> <td>21 degrees</td> <td>Left</td> <td>21 degrees</td> </tr> <tr> <td>Rudder trim tab</td> <td colspan="4">Ground adjustable</td> </tr> </table>	Elevator	Up	16 degrees	Down	25 degrees	Elevator trim tab	Up	15 degrees	Down	25 degrees	Aileron trim tab	Up	21 degrees	Down	21 degrees	Rudder	Right	21 degrees	Left	21 degrees	Rudder trim tab	Ground adjustable			
Elevator	Up	16 degrees	Down	25 degrees																						
Elevator trim tab	Up	15 degrees	Down	25 degrees																						
Aileron trim tab	Up	21 degrees	Down	21 degrees																						
Rudder	Right	21 degrees	Left	21 degrees																						
Rudder trim tab	Ground adjustable																									
Serial Nos. eligible	202, 244, 248, 252, 262 through 265, 268 through 271, 273, 279, 281, 282, 276, 284, 285, 287 through 289, 293 through 295, 297, 298, 300, 307 through 308, 313																									
Required equipment	In addition to the pertinent required basic equipment specified in CAR 8, the following items of equipment must be installed: Items 6 or 7, 101, 105(d), 105(e) or (f), 108, 201(e) or (f), 202(e) or (f), 205(d) or (e), 305, 307																									

VIII - Model A-7, 1 POLM, (Restricted Category Only), Approved July 20, 1961

(See NOTE 8 for additional limitations)

Engine	Gulf Coast Dusting Company W670-240 NOTE: Aircraft is not eligible for waiver to permit operation over congested areas because of uncertificated powerplant components.																									
Fuel	80/87 min. grade aviation gasoline																									
Engine limits	Takeoff (2 min.) 2200 rpm (240 hp) Maximum continuous, 1925 rpm (218 hp)																									
Airspeed limits	Never exceed 135 mph True Ind.																									
C.G. range	(+12.7) to (+18.0)																									
Maximum weight	1550 lbs.																									
No. seats	1 (+25.5)																									
Fuel capacity	20 gals. (+26.0)																									
Oil capacity	4.4 gals. (-4.0)																									
Control surface movements	<table border="0"> <tr> <td>Elevator</td> <td>Up</td> <td>16 degrees</td> <td>Down</td> <td>25 degrees</td> </tr> <tr> <td>Elevator trim tab</td> <td>Up</td> <td>15 degrees</td> <td>Down</td> <td>25 degrees</td> </tr> <tr> <td>Aileron</td> <td>Up</td> <td>21 degrees</td> <td>Down</td> <td>21 degrees</td> </tr> <tr> <td>Rudder</td> <td>Right</td> <td>21 degrees</td> <td>Left</td> <td>21 degrees</td> </tr> <tr> <td>Rudder trim tab</td> <td colspan="4">Ground adjustable</td> </tr> </table>	Elevator	Up	16 degrees	Down	25 degrees	Elevator trim tab	Up	15 degrees	Down	25 degrees	Aileron	Up	21 degrees	Down	21 degrees	Rudder	Right	21 degrees	Left	21 degrees	Rudder trim tab	Ground adjustable			
Elevator	Up	16 degrees	Down	25 degrees																						
Elevator trim tab	Up	15 degrees	Down	25 degrees																						
Aileron	Up	21 degrees	Down	21 degrees																						
Rudder	Right	21 degrees	Left	21 degrees																						
Rudder trim tab	Ground adjustable																									
Serial Nos. eligible	299, 7-001 and up (U.S. manufactured aircraft only)																									
Required equipment	In addition to the pertinent required basic equipment specified in CAR 8, the following items of equipment must be installed: Items 8 or 9, 101, 105(g) and (h), 201(e) or (f), 202(f), 205(d) or (e)																									

IX - Model A-7T, 1 PO-CLM, (Restricted Category Only), Approved September 21, 1961  
(See NOTE 9 for additional limitations)

Engine	Gulf Coast Dusting Company W670-240				
	NOTE: Aircraft is not eligible for waiver to permit operation over congested areas because of uncertificated powerplant components.				
Fuel	80/87 Min. grade aviation gasoline				
Engine limits	Takeoff (2 min.) 2200 rpm (240 hp)				
	Maximum continuous, 1925 rpm (218 hp)				
Airspeed limits	Never exceed 135 mph True Ind.				
C.G. range	(+12.7) to (+18.0)				
Maximum weight	1900 lbs.				
No. seats	1 (+25.5)				
Fuel capacity	40 gals. (+26.0)				
Oil capacity	4.4 gals. (-4.0)				
Control surface movements	Elevator	Up	16 degrees	Down	25 degrees
	Elevator trim tab	Up	15 degrees	Down	25 degrees
	Aileron	Up	21 degrees	Down	21 degrees
	Rudder	Right	21 degrees	Left	21 degrees
	Rudder trim tab	Ground adjustable			
Serial Nos. eligible	311, 7T-001 and up (U.S. manufactured aircraft only)				
Required equipment	In addition to the pertinent required basic equipment specified in CAR 8, the following items of equipment must be installed: Items 8 or 9, 101, 105(g) and (h), 201(e) or (f), 202(f), 205(d) or (e)				

X - Model A-9, 1 PL-CLM, (Restricted Category Only), Approved November 9, 1962

Engine	Lycoming O-540-B2B5 with carburetor setting No. 10-4404			
Fuel	80/87 min. grade aviation gasoline			
Engine limits	2575 rpm (235 hp) for all operations			
Airspeed limits	Never exceed 135 mph True Ind.			
C.G. range	(+18.0) to (+21.0)			
No. seats	1 (+64.0)			
Fuel capacity	40 gals. - 2 tanks, 20 gals. each (+26) (See NOTE 1 for unusable fuel)			
Oil capacity	3 gals. (-35.0)			
Control surface movements	Elevator	Up	16 degrees	Down 25 degrees
	Elevator trim tab	Up	25 degrees	Down 25 degrees
	Aileron	Up	21 degrees	Down 21 degrees
	Rudder	Right	21 degrees	Left 21 degrees
Serial Nos. eligible	1000 through 1125, Nos. 1061 through 1125 are eligible for 3,000 lbs. gross weight. These aircraft may also be certificated as Models A-9A under CAR 3, (Data Sheet A4WE) by complying with FAA approved Aero Commander Report No. 550 dated 6/14/68.			
Required equipment	In addition to the pertinent required basic equipment specified in CAR 8, the following items of equipment must be installed: Items 10 (or 11, 12, or 14), 105(i), 105(j), or 105(k), 108(c), 201(f), 202(f), 205(e), 305(c) or 306(a) or 306(b), and 307(e) or 307(f) or 307(g) or 307(h) or 307(i).			

XI - Model A-9, 1 PO-CLM, (Restricted Category Only), with flaps, droop ailerons and wing leading edge change, Approved January 5, 1965

Engine	Lycoming O-540-B2B5 with carburetor setting No. 10-4404
Fuel	80/87 min. grade aviation gasoline
Engine limits	2575 rpm (235 hp) for all operations

Airspeed limits	Never exceed 135 mph True Ind.			
C.G. range	(+18.0) to (+21.0)			
Max. weight	3000 lbs.			
No. seats	1 (+64.0)			
Fuel capacity	40 gals. - 2 tanks, 20 gals. each (+26) (See NOTE 1 for unusable fuel)			
Oil capacity	3 gals. (-35.0)			
Control surface movements	Elevator	Up	22 degrees	Down 25 degrees
	Elevator trim tab	Up	25 degrees	Down 25 degrees
	Aileron (zero flap)	Up	20 degrees	Down 15 degrees
	Aileron Droop			Down 10½ degrees
	Flaps			Down 24 degrees
	Rudder	Right	21 degrees	Left 21 degrees
Serial Nos. eligible	1048, 1126 through 1263, 1265 through 1615. These same serial numbered airplanes may also be certificated as Models A-9A, under CAR 3. See Data Sheet A4WE, when modified in accordance with FAA approved Aero Commander Report No. 550 dated 6/14/68.			
Required equipment	In addition to the pertinent required basic equipment specified in CAR 8, the following items of equipment must be installed:  Items 10 (or 11, 12, or 14), 105(i), 105(j), or 105(k), 108(c), 201(f), 202(f), 205(e), 305(c) or 306(a) or 306(b), and 307(e) or 307(f) or 307(g) or 307(h) or 307(i).			

#### XII - Model A-9B, 1 PCLM, (Restricted Category Only), Approved December 16, 1966

Engine	Lycoming IO-540-G1C5			
Engine Limits	2575 RPM (290 hp) for all operations			
Optional Engine	Lycoming IO-540-K1A5			
Engine Limits	2700 RPM (300 hp) for all operations (+56 lb.)			
Fuel	100/130 min. grade aviation gasoline			
Airspeed limits	Never exceed 135 mph True Ind.			
C.G. range	(+18.0) to (+21.0)			
Maximum weight	3000 lbs.			
No. seats	1 (+64.0)			
Fuel capacity	40 gals. - 2 tanks, 20 gals. each (+26)			
	(See NOTE 1 for unusable fuel)			Oil capacity 3 gals. (-35.0)
Control surface movements	Elevator	Up	22 degrees	Down 25 degrees
	Elevator trim tab	Up	25 degrees	Down 25 degrees
	Aileron (Zero flap)	Up	20 degrees	Down 15 degrees
	Aileron droop			Down 10½ degrees
	Flaps			Down 24 degrees
	Rudder	Right	21 degrees	Left 1 degrees
Serial Nos. eligible	1306 thru 1615 and 5001 and on			
Required equipment	In addition to the pertinent required basic equipment specified in CAR 8, the following items of equipment must be installed: Items 13, 105(l), 105(m), 108(d), 201(f), 202(f), 202(f), 205(e) 306(c), and 307(h) or 307(i)			

#### SPECIFICATIONS PERTINENT TO ALL MODELS

Datum	Leading edge of wing at fuselage
Leveling means	Models A, A-2, A-3, A-4, A-5, A-5T, A-6, A-7 and A-7T - Vertical lugs on fuselage aft left door on bulkhead, Model A-9, A-9B, bottom of first rib outboard of fuselage.
Certification basis	Type Certificate No. 758 (Models A, A-2, A-3, and A-4 - CAR 4a; Models A-5, A-5T, A-6, A-7, A-7T, A-9, and A-9B - CAR 8
Production basis	None.

Equipment: A Plus (+) or minus (-) sign preceding the weight of an item indicates the net weight change when that item is installed.

#### PROPELLERS AND PROPELLER ACCESSORIES

1. Propeller (Model A) (incl. hub) 14 lbs. (-59)  
Any fixed wood which is eligible for the engine power and speed which meets the following limits:  
Static rpm at maximum permissible throttle setting:  
Not over 2380, nor under 2080.  
No additional tolerance permitted.  
Diameter: Not over 74 in., not under 72 in.
2. Propeller (Model A-2) - Sensenich 76JB or 15 lbs. (-59)  
(Model A-3) - Sensenich 76JR, meeting the following static 15 lbs. (-59)  
rpm and diameter limits: or any other fixed wood propeller eligible for the engine power and speed which meets the following limits:  
Static rpm at maximum permissible throttle setting  
No additional tolerance permitted.  
Model A-2 - Not over 2350, not under 2050.  
Model A-3 - Not over 2310, not under 2050.  
Diameter: Not over 76 in., not under 74.5 in.
3. Propeller (Model A-2 only) - McCauley 1A170-LL with the following limits: 33 lbs. (-59)  
Static rpm at maximum permissible throttle setting:  
Not over 2350, not under 2100.  
No additional tolerance permitted.  
Diameter: Not over 76 in., not under 74.5 in.
4. Propeller (Model A-4 with Lycoming O-290-D2 engine only). 24 lbs. (-58.5)  
Sensenich M76AM-2, fixed pitch metal  
Static rpm at maximum permissible throttle setting:  
Not over 2325, not under 2225.  
No additional tolerance permitted.  
Diameter: Not over 76 in., not under 74.5 in.
5. Propeller (Models A-4, A-5, and A-5T with Lycoming O-320-A2A engine only) 30 lbs. (-58.50)  
Sensenich M74DM, fixed pitch, metal  
Static rpm at maximum permissible throttle setting:  
Not over 2480, , not under 2250.  
Diameter: Not over 74 in., not under 72 in.
6. (a) Propeller (Model A-6 with Lycoming O-360-A1A or -C1A engine only) 58 lbs. (-62)  
McCauley 2D36C14/78KM-4, constant speed  
Pitch at 36 in. sta.: Low 13.5°, high 27°  
Diameter: Not over 74 in., not under 72 in.  
(b) Propeller governor, Woodward G210105 3 lbs. (-27.5)
7. Propeller (Model A-6 with Lycoming O-360-A1A or C1A engine only) 43 lbs. (-60.5)  
McCauley 1A200-FA, fixed pitch metal  
Static rpm at maximum permissible throttle setting:  
Not over 2310, not under 2210.  
Diameter: Not over 82 in., not under 80 in.

8. Propeller (Model A-7 or A-7T with Gulf Coast Dusting Co. W670-240 engine only) 57 lbs. (-43.5)  
 Universal 220/0-93 Aeromatic  
 Static rpm at full throttle:  
 Not over 1975, not under 1875  
 Pitch at 30 in. sta.: Low 15½°, high 27°  
 Diameter: 90 in.  
 Installation in accordance with propeller manufacturer's instructions.
9. Propeller (Model A-7 OR A-7T with Gulf Coast Dusting Co. W670-240 engine only) 59 Lbs. (-43.5)  
 Universal 220/0-93 Aeromatic  
 Static rpm at full throttle:  
 Not over 1985, not under 1885  
 Pitch at 30 in. sta.: Low 15°, high 27°  
 Diameter: 93 in.  
 Installation in accordance with propeller manufacturer's instructions.
10. Propeller (Model A-9 with Lycoming O-540-B2B5 engine only) 42 lbs. (-60)  
 McCauley 1A200-FA fixed pitch metal (S/N 1000 through 1035)  
 Static rpm at maximum permissible throttle setting:  
 Not over 2350, not under 2250  
 Diameter: Not over 84 in., not under 82 in.
11. Propeller (Model A-9 with Lycoming O-540-B2B5 engine only) 38 lbs. (-60)  
 McCauley 1P235-PFA fixed pitch metal  
 Static rpm at maximum permissible throttle setting:  
 Not over 2400, not under 2250  
 Diameter: Not over 84 in., not under 82 in.  
 (a) Propeller spinner, McCauley P/N C-3245, and 3 lbs. (-64)  
 (b) Nose cowl installation per IMCO Dwg. No. 12500 9 lbs. (-58)  
 are required with this propeller installation
12. Propeller (Model A-9 with Lycoming O-540-B2B5 engine only) 54 lbs. (-60)  
 McCauley 2D34CT69/84HF two positions  
 Pitch at 30 in. station: Low 14°, high 17°  
 Diameter: Not over 84 in., not under 82 in.  
 (a) Propeller spinner, McCauley P/N D-28093 lbs. (-64)  
 (b) Nose cowl installation per IMCO Dwg. 12500 are required with this 9 lbs. (-58)  
 installation  
 (c) Woodward governor 2104273.5 lbs. (-54)
13. Propeller Model A-9B (with Lycoming IO-540-G1C5 or IO-540-K1A5 engines) 44 lbs. (-60)  
 McCauley 1A200 DFA  
 Static rpm at maximum permissible throttle setting:  
 Not over 2400, not under 2250  
 Diameter: Not over 90 in., not under 88 in.  
 (a) Propeller Spinner, McCauley P/N D-3328 when modified in accordance with  
 McCauley Service Bulletin NO. 61
14. Propeller (Model A-9 with Lycoming O-540-B2B5 engine only) 44 lbs. (-60)  
 McCauley 1A200 DFA  
 Static rpm at maximum permissible throttle setting:  
 Not over 2400, not under 2325  
 Diameter: Not over 90 in., not under 84 in.  
 (a) Propeller spinner, McCauley P/N D-3328



ENGINE AND ENGINE ACCESSORIES - Fuel and Oil System

101. Exhaust manifolds with carburetor air heater	Use actual wt. and arm
102. Deleted October 31, 1950	
103. Deleted October 31, 1950	
104. Starter	
(a) Continental Part No. 50309 (Model A-3 only)	15 lb. (-26)
(b) 12 Volt E-80 Eclipse Model 50 or 54 (Model A-2 only)	19 lb. (-28)
(c) Delco Model 1109657-12UA12V (Model A-4 only)	10.5 lb. (-51)
(d) Delco Model 1109673 (Model A-6 only)	18 lb. (-49)
(e) Delco Model 1109688 (Model A-9 only 119511 or equivalent)	18.0 lb. (-46)
(f) Prestolite Model MHB 4001 or 4016 (A-9B only)	(-46)
105. Fuel pumps	
(a) Engine-driven (Continental Part No. 40585) (Model A-3 only)	2 lb. (-53)
(b) Hand emergency (Aero Supply Part No. 54609-1) (Models A-3 and A-4 only)	3 lb. (-25)
(c) Engine-drive AC Type AH (Model A-4 only)	3 lb. (-30.5)
(d) Engine-drive AC Type AH (Model A-6 only)	3.5 lb. (-30)
(e) Electric emergency (Bendix Model 478360) (Model A-6 only)	2 lb. (-26)
(f) Hand emergency (AC Model 4460) (Model A-6 only)	3.5 lb. (-25.5)
(g) Engine-drive (Titan Model 4170) (Models A-7 and A-7T)	Use actual wt. and arm
(h) Hand emergency (AN 2009 Type D-2)	Use actual wt. and arm
(i) Engine-driven AC diaphragm type (Lycoming P/N 74082) (Model A-9 only)	1.5 lb. (-22)
(j) Electric emergency (Bendix Model 478360, 12 volt (2 req.) (Lycoming P/N 74082) (Model A-9 only)	4 lb. (-3)
(k) Electric emergency (Bendix Model 476-088 or 480-500) (24 volt) (2 required) (Model A-9 only)	4 lb. (-3)
(l) Electric boost pump (Weldon 1003F) (24 volt) (1 required) (Model A-9B only)	2 lb. (-15)
(m) Engine-driven pump (Lear Siegler RG17980) (Model A-9B only)	1 lb. (-22)
106. Deleted August 2, 1955. (See Item 104)	
107. 13-1/2 gal. auxiliary fuel tank (Model A-4) Arm of fuel(+28) (To be used for level flight cruise operation only)	13 lb. (+28)
108. Oil radiator	
(a) Harrison AP-13-CJ03-1 (Model A-4 only)	6 lb. (-26)
(b) Harrison AP-12-CU03-01 (Models A-5, A-5T, A-6 only)	7 lb. (-60)
(c) Harrison 8526250 (Model A-9 only)	2.0 lb. (-54)
(d) Harrison P/N 8534108 (Model A-9B only)	6 lb. (-54)
109. Lycoming O-320-A2A (Eligible on Model A-4 when installed in accordance with Callair Dwg. No. 335) Engine Limits: For all operations, 2700 rpm (150 hp) Fuel: 80/87 min. grade aviation gasoline Propeller - Item 5 required.	282 lb. (-42.5)
110. Deleted March 15, 1962.	
111. Deleted March 15, 1962.	

LANDING GEAR AND FLOATS

201. Two main wheel-brake assemblies, Type III	
(a) Hayes Model 840, 8.00-4	6 lb. (+4.5)
(b) Hayes Model 841, 8.00-4	10 lb. (+4.5)
(c) Firestone Model 6C5YFB, 6.00-6	16 lb. (+4.5)
(d) Goodyear Model LF6HBD, 6.00-6 Wheel Assembly 511960-M, brake assembly 9520517	12 lb. (+4.5)
(e) Goodyear Model LF6HBD, 6.00-6 Wheel Assembly 511960-M, brake assembly 9520517	14.5 lb. (+2)

(f) Cleveland	Use actual wt. (+2)
Wheel Assembly 40-99, or 40-24; brake assembly 30-41 or 30-6 (see Note 12)	Use actual wt. (+2)
(g) Cleveland	
Wheel Assembly 40-47; Brake Assembly 30-32 (see note 13)	Use actual wt. (+2)
202. Two main gear 4 ply rating tires	
(a) Type III, 8.00-4 with tubes	18 lb. (+4.5)
(b) Type III, 6.00-6 with tubes	18 lb. (+4.5)
(c) Type III, 7.00-6 with tubes	21 lb. (+4.5)
(d) Goodyear Nylon cord, 7.00-6 helicopter tires and tubes	14 lb. (+4.5)
(e) Goodyear Nylon cord, 7.00-6 helicopter tires and tubes	14 lb. (+2)
(f) Type III, 8.50-6 with tubes	Use actual wt. (+2)
205. Tail Wheel Assembly	
(a) Scott G5A with 6X2 solid tire	5 lb. (+208.5)
(b) Scott 3-24B with Heath 42-T-1 rudder arm and 6X2 solid tire	6 lb. (+208.5)
(c) Maule Model SFS-1-2 steerable with Heath 42-T-1 rudder arm and 6X2 solid tire	7 lb. (+208.5)
(d) Maule Model SFS-1-2P8 steerable with 42-T-1 rudder arm and 8" pneumatic tire and tube	7 lb. (+208.5)
(e) Scott Model 3200	8 lb. (+207.5)
208. Skis-Call S1, S2, S5, or S7 (Dwgs. 37, 1003, 1014)	Use actual wt. change
210. Wheel fenders (Call Dwg. 211)	6 lb. (+4)

#### ELECTRICAL EQUIPMENT

305. Battery and box (12 volt 24 amp. hr.)	
(a) Models A-2, A-3, A-4	27 lb. (+98)
(b) Model A-5, A-6	26 lb. (+56)
(c) Model A-9	21 lb. (-5.0)
306. Battery and box (12 volt 35 amp. hr.)	
(a) Model A-9	27 lb. (-5.0)
(b) Model A-9 (optional) (24 volts) (2 required)	54 lb. (-5.0)
(c) Model A-9B (2 required)	54 lb. (-5.0)
307. Generators/Alternators	
(a) 12 volt Leece-Neville 15 amp. Type E7A (Model A-2 only)	24 lb. (-27)
(b) 14.5 volt Pierson Electric Type E128 8 amp. (Model A-2 only)	8 lb. (-27)
(c) Delco-Remy Model 110189.12UA12V (Model A-4 only)	17 lb. (-48.5)
(d) Delco-Remy Model 1101899 (12 volt 20 amp.) (Models A-5 and A-6 only)	11 lb. (-50.5)
(e) Delco-Remy Model 1101899 (12 volt 20 amp.) (Model A-9 only)	11 lb. (-48)
(f) Delco-Remy Model 1101915 (12 volt 50 amp.) (Model A-9 only)	17 lb. (-48)
(g) Delco-Remy Model 1105055 (24 volt 50 amp.) (Optional A-9)	25 lb. (-48)
(h) Delcotron 24 volt 50 amp. Alternator 1100718	15 lb. (-48)
(i) Prestolite 24 volt 50 amp. Alternator ALT-8404 or ALU 8421	12 lb. (-48)
(j) Prestolite 24 volt 70 AMP Alternator ALU 8403 (see note 14)	
308. Narco VHT-4 radio(+48)	

#### INTERIOR EQUIPMENT

401. Optional front baggage compartment and enlarged rear baggage compartment, Call dwgs. Nos. 300, 301, 126, and 127 (Models A-2, A-3, and A-4)	
Front baggage compartment	6 lb. (-14)
Rear baggage compartment	5 lbs. (+55)
Maximum baggage - front compartment	50 lbs. (-14)
Maximum baggage - rear compartment	100 lbs. (+55)
The following placards must be displayed on the inside of the respective baggage compartment doors:	

Front Baggage Compartment

"Maximum Capacity 50 lbs. Wt. in this compartment not to exceed the weight in rear compartment."

Rear Baggage Compartment

"Maximum Capacity 100 lbs. Wt. in this compartment not to exceed weight in front compartment by more than 50 lbs."

402. Cockpit Doors 10 lbs. (+67)

MISCELLANEOUS

- |      |   |                |
|------|---|----------------|
| 601. | (a) Transland "Boom Master" spray system installed per IMCO Dwg. 13500-1    | 55 lbs. (+20)  |
|      | (b) Transland "Swathmaste" dispersal system installed per IMCO Dwg. 13500-2 | 125 lbs. (+20) |
|      | (c) Transland (Spreader) dispersal system installed per IMCO Dwg. 13500-3   | 63 lbs. (+20)  |
|      | (d) Wire cutter installation, IMCO Dwg. 14040                               | 7 lbs. (+26)   |

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 (except in the case of operators having an approved weight control system). Unusable fuel is 3.0 gallons per tank.

NOTE 2. Model A, Serial Nos. 2, 3, 4, and 5, also approved for a rearward C.G. limit of (+20.7) in conjunction with an elevator up travel of 15° and a larger rudder having a travel of Right 19.5° and Left 19.5°.

NOTE 3. Serial numbers listed as being eligible for each model indicate the original model configuration as certificated. Airplanes with serial numbers listed under Models A-2, A-3, and A-4 (except as noted below) are eligible for certification with specification limits shown for either Model A-2, A-3, or A-4 if modified to use the pertinent engine, engine mount, propeller, and other associated changes corresponding to that model. Model A-4 aircraft with serial numbers 141 through 148, 150 through 201, and 203 through 207 were extensively modified by the manufacturer for agricultural use in the restricted category. These aircraft are not eligible for normal category operations nor conversion to the A-2 or A-3 configuration. The manufacturer added a dash A or the letters "MOD" following the model number of these aircraft in some instances to denote the agricultural configuration. It should also be noted that the manufacturer in some instances added a dash number to the serial number of A series aircraft for his own record purposes. This dash number should not be considered as part of the serial number.

NOTE 4. (a) Model A-5 (Restricted Category) is basically a Model A-4 but is manufactured in accordance with Callair Report No. 27.  
 (b) Operating limitations: To be prescribed for the particular special purpose operations in accordance with Civil Aeronautics Manual 8.30-1(b).  
 (c) The following placards must be displayed:  
 (1) Maximum capacity of hopper in pounds.  
 (2) Placard "Restricted" displayed at entrance to cockpit.

NOTE 5. (a) The Model A-6 (Restricted Category) is basically a Model A-4 but is manufactured in accordance with Callair Report No. 31.  
 (b) Operating limitations: To be prescribed for the particular special purpose operations in accordance with CAM 8.30-1(b).  
 (c) The following placards must be displayed:  
 (1) Maximum capacity of hopper in pounds.  
 (2) Placard "Restricted" displayed at entrance to cockpit.

NOTE 6. Aircraft Serial Nos. 143 to 180 and 183 to 186, not already incorporating extended wing panels, are eligible for the installation of a wing span extension kit as per Callair Service Bulletin No. 5.

- NOTE 7. (a) The Model A-5T (Restricted Category) is basically a Model A-4 but is manufactured in accordance with Callair Report No. 41.
- (b) Operating Limitations: To be prescribed for the particular special purpose operations in accordance with Civil Aeronautics Manual 8.30-1(b).
  - (c) The following placards must be displayed.
    - (1) Maximum capacity of hopper in pounds.
    - (2) Placard "Restricted" displayed at entrance to cockpit.
- NOTE 8. (a) The Model A-7 (Restricted Category) is basically a Model A-4 but is manufactured in accordance with Callair Report No. 45.
- (b) Operating limitations: To be prescribed for the particular special purpose operations in accordance with Civil Aeronautics Manual 8.30-1(b).
  - (c) The following placards must be displayed.
    - (1) Maximum hopper capacity in pounds.
    - (2) Placard "Restricted" at entrance to cockpit.
    - (3) In cockpit in full view of the pilot. "This aircraft is not eligible for waiver to permit operation over congested areas because of uncertificated powerplant components."
- NOTE 9. (a) The Model A-7T (Restricted Category) is basically a Model A-4 but is manufactured in accordance with Callair Report No. 48.
- (b) Operating limitations: To be prescribed for the particular special purpose operations in accordance with Civil Aeronautics Manual 8.30-1(b).
  - (c) The following placards must be displayed.
    - (1) Maximum capacity of hopper in pounds.
    - (2) Placard "Restricted" displayed at entrance to cockpit.
    - (3) In cockpit in full view of the pilot. "This aircraft is not eligible for waiver to permit operation over congested areas because of uncertificated powerplant components."
- NOTE 10. (a) The Model A-9 (Restricted Category) is basically a Model A-4 modified for agriculture use. The hopper is forward of the pilot. The rear C.G. has been extended and the aft portion of the fuselage is reinforced.
- (b) Operating limitations: To be prescribed for the particular special purpose operations in accordance with Civil Aeronautics Manual 8.30-1(b).
  - (c) The following placards must be displayed.
    - (1) Maximum capacity of hopper in pounds.
    - (2) Placard "Restricted" displayed at entrance to cockpit.
    - (3) Placard "Both vents must remain open when cabin side doors re installed" is required adjacent to cabin vents on top of fuselage to preclude carbon monoxide contamination (S/N 1000 through 1125 only).
- NOTE 11. (a) The Model A-9B (Restricted Category) is basically a Model A-9 except for installation of the Lycoming IO-540-G1C5, or IO-540-K1A5 engine. The hopper is forward of the pilot. The rear C.G. has been extended and the aft portion of the fuselage is reinforced.
- (b) Operating limitations: To be prescribed for the particular special purpose operations in accordance with Civil Aeronautics Manual 8.30-1(b).
  - (c) The following placards must be displayed.
    - (1) Maximum capacity of hopper in pounds.
    - (2) Placard "Restricted" displayed at entrance to cockpit.
- NOTE 12. Aircraft serial nos. eligible-1306 thru 1615 and 5002 thru 5009
- NOTE 13. Aircraft serial nos. eligible-5010 and up
- NOTE 14. Aircraft serial nos. Eligible-1587 thru 1615 and 5001 and up (optional)

....END....