DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

3A18
Revision 19
Interceptor
(Aero Commander)
(Meyers)
(Interceptor)
200
200A
200B
200C
200D
400

July 31, 2014

TYPE CERTIFICATE DATA SHEET NO. 3A18

This data sheet, which is a part of Type Certificate No. 3A18, prescribes conditions and limitations under which the type certificate was issued meets the airworthiness requirements of the Civil Air Regulations/Federal Aviation Regulations.

Type Certificate Holder	Interceptor Aviation Inc. 6900 NW 63rd Street, Suite 100 Bethany, Oklahoma 73008
Type Certificate ownership Record	Company name/address changed to Interceptor Aviation, Inc. 901 Industrial Road, Augusta, KS 67010 on April 3, 2014. Company name/address changed from Prop-Jets, Inc., 8901 Whetmore Road, San Antonio TX 78216 to Interceptor Aircraft Corporation, 29890 Bulverde Lane #14 Bulverde, TX 78163 on October 30 2008

I. Model 200, 4 PCLM (Normal Category), approved March 6, 1958
(The Model 200 may be converted to a Model 200A in accordance with Meyers Drawing A60B005)

Engine	Continental O-470-M	
Fuel	91/96 minimum grade aviation gasoline	
Engine limits	For all operations, 2600 rpm (240 hp)	
Propeller and propeller limits	See Note 6	
Airspeed limits	Never exceed	208 mph (181 knots)
	Maximum structural cruising	165 mph (143 knots)
	Maneuvering	132 mph (115 knots)
	Flaps extended	125 mph (109 knots)
	Maximum gear retraction speed	125 mph (109 knots)
	Maximum gear extension speed	165 mph (143 knots)
	Maximum gear extended speed	165 mph (143 knots)
C.G. Range (landing gear extended)	(+31.5) to (+33.8) in. at 3000 lbs. (+24.6) to (+33.8) in. at 2500 lbs. (+23.6) to (+33.8) in. at 2207 lbs. Straight line variation between points given. Moment change due to retracting landing gear +655 in.-lb.	
Empty Weight C.G. Range	None	
Maximum Weight	3000 lbs.	
No. of Seats	4 (2 at +30, 2 at +70)	
Maximum Baggage	200 lb. (+100)	

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Rev 19 Name corrected and address updated

Fuel Capacity	80 gal. (two 20-gal. wing tanks, 19-gal. usable in each tank, at +22), (two 20-gal. auxiliary wing tanks, 18.5 gal. usable in each tank at +41). See NOTE 1 for unusable fuel.				
Oil Capacity	3 gal. (-23). See NOTE 1 for data on system oil.				
Control surface movements	Wing flaps			Down	40°
	Aileron tab	Fixed			
	Aileron	Up	22°	Down	9.5°
	Elevator tab	Up	3°	Down	13°
	Elevator	Up	32°	Down	20°
	Rudder	Right	21°	Left	21°
Serial nos. eligible	251 and 252				

II. Model 200A, 4 PCLM (Normal Category), approved June 18, 1959
(The Model 200 may be converted to a Model 200A in accordance with Meyers Drawing A60B005.)

Engine	Continental IO-470-D	
Fuel	100/130 minimum grade aviation gasoline	
Engine limits	For all operations, 2625 rpm (260 hp)	
Propeller and propeller limits	See NOTE 6.	
Airspeed limits	Never exceed	208 mph (181 knots)
	Maximum structural cruising	165 mph (143 knots)
	Maneuvering	132 mph (115 knots)
	Flaps extended	125 mph (109 knots)
	Maximum gear retraction speed	125 mph (109 knots)
	Maximum gear extension speed	165 mph (143 knots)
	Maximum gear extended speed	165 mph (143 knots)
C.G. Range (landing gear extended)	(+31.5) to (+33.8) in. at 3000 lb. (+24.6) to (+33.8) in. at 2500 lb. (+23.6) to (+33.8) in. at 2207 lb. Straight line variation between points given.	
Empty Wt. C.G. Range	None	
Maximum Weight	3000 lb.	
No. seats	4 (2 at +30, 2 at +70)	
Maximum Baggage	200 lb. (+100)	
Fuel Capacity	80 gal. (two 20 gal. wing tanks, 18.5 gal. usable in each tank at +22), (two 20-gal. auxiliary wing tanks, 18.5 gal. usable in each tank at +41)	
Oil Capacity	3 gal. (-23). See Note 1 for data on system oil.	

Control Surface Movements	Wing flaps			Down	40°
	Aileron	Up	22°	Down	9.5°
	Elevator tab	Up	3°	Down	13°
	Elevator	Up	32°	Down	20°
	Rudder	Right	21°	Left	21°
Serial nos. eligible	253 thru 263				

III. Model 200B, 4 PCLM (Normal Category), approved March 9, 1961
Model 200C, 4 PCLM (Normal Category), approved September 12, 1963

Engine	Continental IO-470-D (see Note 5 for optional engine)	
Fuel	100/130 minimum grade aviation gasoline	
Engine limits	For all operations, 2625 rpm (260 hp)	
Propeller and propeller limits	See NOTE 6	
Airspace limits	Never exceed	236 mph (205 knots)
	Maximum structural cruising	210 mph (182 knots)
	Maneuvering	132 mph (115 knots)
	Flaps extended	125 mph (109 knots)
	Maximum gear retraction speed	125 mph (109 knots)
	Maximum gear extension speed	170 mph (148 knots)
	Emergency gear extension speed	210 mph (182 knots)
	Maximum gear extended speed	210 mph (182 knots)
C.G. range (landing gear extended)	(+31.5) to (+33.8) in. at 3000 lb. (+24.6) to (+33.8) in. at 2500 lb. (+23.6) to (+33.8) in. at 2207 lb. Straight line variation between points given. Moment change due to retracting landing gear +655 in.-lb.	
Empty Wt. C.G. Range	None	
Maximum weight	3000 lbs.	
No. seats	4 (2 at +30, 2 at +70)	
Maximum baggage	200 lbs. (+100)	
Fuel capacity	80 gal. (two 20 gal. wing tanks, 18,5 gal. usable in each tank, at +22), (two 20 gal. auxiliary wing tanks, 18.5 gal. usable in each tank at +41). See NOTE 1 for unusable fuel.	
Oil capacity	3 gal. (-23). See NOTE 1 for data on system oil.	

Control surface movements					
	Wing flaps			Down	40°
	Aileron	Up	22°	Down	9.5°
	Elevator tab	Up	3°	Down	13°
	Elevator	Up	32°	Down	20°
	Rudder	Right	21°	Left	21°

Serial nos. eligible	Model 20B: 264 thru 280 Model 20C: 281 thru 289, 291

IV. Model 200D, 4 PCLM (Normal Category), approved November 25, 1964

Engine	Continental IO-520-A	
Fuel	100/130 minimum grade aviation gasoline	
Engine limits	For all operations, 2700 rpm (285 hp)	
Propeller and propeller limits	See NOTE 6.	
Airspeed limits	Never exceed	236 mph (205 knots)
	Maximum structural cruising	210 mph (182 knots)
	Maneuvering	132 mph (115 knots)
	Flaps extended	125 mph (109 knots)
	Maximum gear retraction speed	125 mph (109 knots)
	Maximum gear extension speed	170 mph (148 knots)
	Emergency gear extension speed	210 mph (182 knots)
	Maximum gear extended speed	210 mph (182 knots)

C.G. range (landing gear extended)	(+31.5) to (+33.8) in. at 3000 lb. (+24.6) to (+33.8) in. at 2500 lb. (+23.6) to (+33.8) in. at 2207 lb. Straight line variation between points given. Moment change due to retracting landing gear +655 in.-lb.
Empty Wt. C.G. Range	None
Maximum Weight	3000 lb.
No. seats	4 (2 at +30, 2 at +70)
Maximum baggage	200 lb. (+100)
Fuel capacity	80 gal. (two 20 gal. wing tanks, 18.5 gal. usable in each tank, at +22), (two 20-gal. auxiliary wing tanks, 18.5 gal. usable in each tank at +41). (See Note 1 for unusable fuel.
Oil capacity	3 gal. (-23). See NOTE 1 for data on system oil.

Control surface movements

Wing flaps			Down	40°
Aileron	Up	22°	Down	9.5°
Elevator tab	Up	3°	Down	13°
Elevator	Up	32°	Down	20°
Rudder	Right	21°	Left	21°

Serial nos. eligible: 290, 292 and up

V. Model 400, 4 PCLM (Normal Category), approved August 20, 1971

Engine	Garrett AirResearch TPE 331-1-101J (P/N 896380)
Fuel	Jet fuel conforming to AirResearch Report PE-5064R (Jet A, A-1, B, JP-1, JP-4, and JP-5) (See NOTE 4.)
Oil	MIL-L-23699A (Type II) only, as listed in AirResearch Report No. PE-5065R.

Engine Limits

	Shaft Horsepower	Torque Pressure (psi)	RPM	EGT (°C)
Takeoff (5 min)	400	40	2000*	578
Maximum continuous	400	40**	2000	556

*A maximum of 2020 rpm for 5 minutes is allowed.
**41.2 psi MCP torque pressure permitted in 96% RPM cruise.

Propeller and propeller limits

a) Hartzell HC-B3TN-5C/T10178H-15 full feathering, reversible, constant speed three-blade propeller.
Diameter: 86 inches (no reduction permitted)

Feathered	+86.5 ± .5°
Flight idle	+ 6.5 ± .2°
Full reverse	+10.5 ± 1.0°
Start locks	+ 2.5 ± .2°

b) Hartzell D3434 spinner assembly

Airspeed limits

Maximum operating speed	240 mph (208 knots)
Maneuvering speed	155 mph (134 knots)
Flaps extended	125 mph (109 knots)
Maximum landing gear Extension/extended	165 mph (144 knots)
Maximum landing gear Retraction speed	132 mph (115 knots)

C.G. range (landing gear extemded)	(+30.5) to (+33.0) in. at 4005 lb. (+29.1) to (+33.0) in. at 3800 lb. (+27.0) to (+33.0) in. at 2750 lb. Straight line variation between points given. Moment change due to retracting landing gear +580 in.-lbs.

Empty Wt. C.G. Range	None				
Datum	Front face firewall				
Leveling means	Two external screws on left side of fuselage below the horizontal stabilizer.				
Maximum weights	Ramp	4030 lbs.			
	Takeoff	4005 lbs.			
	Landing	3800 lbs.			
	Zero fuel	3200 lbs.			
No. seats	4 (2 at +38, 2 at +70)				
Maximum baggage	200 lbs. (+100)				
Fuel capacity	155.4 gallons at +35.9 (Two 77.7 gallon tanks, 145 gallons usable). See NOTE 1 for data on system fuel.				
Oil capacity	11.5 qts. (-40.5) See NOTE 1 for data on system oil.				
Maximum operating altitude	24,000 feet				
Control surface movements	Wing flaps			Down	40° ± .5°
	Aileron	Up	22° ± 1.0°	Down	9.5° ± 1.0°
	Elevator tab	Up	1° ± 1.0°	Down	20° ± 1.0°
	Elevator	Up	28° ± .5°	Down	20° ± 1.0°
	Rudder tab	Left	20° ± 1.0°	Right	10° ± 1.0°
	Rudder	Left	15° ± 1.0°	Right	35° ± 1.0°
Serial nos. eligible	401 and up				

Data Pertinent to all Models (except as listed)

Datum	Front face of firewall
Leveling means	Two external screws on left side of fuselage below stabilizer.
Certification basis:	
Model 200, 200A, 200B, 200C, 200D	CAR 3 effective May 15, 1956 through Amendment 3-1 effective April 1, 1957. Type Certificate issued March 6, 1958. Date of application for Type Certificate April 30, 1957.
Model 400	CAR 3 effective May 15, 1956 through Amendment 3-1 effective April 1, 1957 and paragraphs 3.197, 3.270,. 3.383, 3.395 and 3.396 of Amendment 3-2 effective August 12, 1957. Special conditions outlined in Docket 9972 dated November 12, 1969. (See NOTE 7) Type Certificate 3A18 issued March 6, 1958. Date of application for original Type Certificate April 30, 1957.
Production basis	None. Prior to original certification of each aircraft an FAA representative must perform a detailed inspection for workmanship, materials and conformity with approved technical data and a check of 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 items of equipment are required:

1. Pre-stall warning indicator, Safe Flight Instrument Corp. 1-02-000 (Models 200, 200A, 200B, 200C, and 200D)

2. (a) Model 200 FAA Approved Airplane Flight Manual dated March 6, 1958
   (b) Model 200A FAA Approved Airplane Flight Manual dated June 18, 1959
   (c) Model 200B FAA Approved Airplane Flight Manual dated March 9, 1961.
   (d) Model 200C FAA Approved Airplane Flight Manual dated Sept 12, 1963.
   (e) Model 200D FAA Approved Airplane Flight Manual dated Nov 25, 1964.
   (f) Model 400 FAA Approved Airplane Flight Manual dated August 11, 1971.

3. Model 400
   (a) Stall warning indicator, Interceptor drawing D69B031.
   (b) See Interceptor Report 60M018 for additional equipment.

NOTE 1. Current weight and balance report with list of equipment included in certificated empty weight, and loading instructions when necessary must be provided for each aircraft at time of original certification.

Models 200, 200A, 200B, 200C, and 200D: The certificated empty weight and corresponding center of gravity location must include system oil of 1 lb. at -23, and unusable fuel of 18 lb. at +22, with standard wing tanks. Include additional unusable fuel at 18 lb. at -41 when auxiliary wing tanks are installed (Models 200A, 200B, 200C, and 200D).

Model 400: The certificated empty weight and corresponding center of gravity location must include system oil of 5.6 lb at -40.5, and unusable fuel of 69.7 lb. at +40.5.

NOTE 2. The following placard must be displayed on the right side of the instrument panel in clear view of the pilot:

Models 200, 200A, 200B, 200C, 200D: "THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS, AND MANUALS."

Model 400: "THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS AND MANUALS. NO ACROBATIC MANEUVERS INCLUDING SPINS APPROVED. AIRSPEED LIMITATIONS, MAXIMUM LANDING GEAR RETRACTION SPEED - 115 KTS: MAXIMUM LANDING GEAR EXTENSION/ EXTENDED SPEED - 144 KTS: MANEUVERING SPEED - 134 KTS."
All placards required to the approved airplane flight manual must be installed in the appropriate locations.

NOTE 3. Model 400. The following service life limits must be observed:
1. Interceptor Drawing C63R160 Left Pilot's Side window - 1000 hours
2. Pressurized Cabin Structure - 2000 hours

NOTE 4. All fuel used in the Model 40 airplane must contain anti-icing additive meeting the requirement of PFA-55MB. Concentration of this additive in the fuel in a loaded fuel tank must not be less than .035% nor more than .15% by volume. See AFM for blending instructions. Use of AV-GAS prohibited.

NOTE 5. Continental IO-520-A engine may be installed on the Model 200B when the airplane is modified in accordance with Meyers Aircraft Drawing B60B010, Rev A, dated March 30, 1965. Model 200B with Conversion #1 FAA Approved Airplane Flight Manual dated March 19, 1965, is required with this modification. Continental IO-520-A engine may be installed on the Model 200C when the airplane is modified in accordance with Meyers Aircraft Drawing C60B010 dated June 12, 1965. Model 200C with Conversion #1 FAA Approved Flight Manual dated June 12, 1965, is required with this modification.

NOTE 6. Propellers eligible as shown:

	200	200A	200B	200C	200D
1. McCauley constant speed Propeller installation					
(a) McCauley hub 2A3C6C18 with 900M-6 blades Pitch settings at 36 in. sta.: Low 10°, high 25° 63 lbs. (-53)	X				
(b) Woodward hydraulic governor 210105 3 lbs. (-45)	X				
(c) McCauley spinner 2A36 4 lbs. (-53)	X				

NOTE 6. Propellers eligible as shown: (cont'd)	200	200A	200B	200C	200D
2. McCauley constant speed propeller installation					
(a) McCauley hub B2A36C31 with 90M-6 blades Diameter: not over 84 in., not under 82 in. Pitch settings at 36 in. sta.: Low 11°, high 27.5° 63 lbs. (-53)		X	X	X	
(b) Woodward hydraulic governor 210105 or E210345 3 lbs. (-45)		X	X	X	
(c) McCauley spinner 2A36 4 lbs. (-53)		X	X	X	
3. McCauley constant speed propeller installation					
(a) McCauley B2A36C31-A hub with 90M-10 blades Diameter: not over 80 in., not under 80 in. Pitch settings at 36 in. sta: Low 11.4°, high 27.5° 63 lb. (-53)			X	X	
(b) Woodward hydraulic governor 210105 or E210345 3 lb. (-45)			X	X	
(c) McCauley spinner 2A36 4 lb. (-53)			X	X	
4. McCauley constant speed propeller installation					
(a) McCauley D2A36C31-A hub with 90M-10 blades Diameter: not over 80 in., not under 80 in. Pitch settings at 36 in. sta.: Low 11.4°, high 27.5° 63 lb. (-53)			X	X	
(b) Woodward hydraulic governor 210105 or E2102345 3 lb. (-45)			X	X	
(c) McCauley spinner D2A36 or McCauley spinner 2A36 with B2792 ring 4 lb. (-53)			X	X	
5. McCauley constant speed propeller installation					
(a) McCauley D2A36C33 hub with 90M-8 blades Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: Low 11.2°, high 27.5°			X	X	X
(b) Woodward hydraulic governor 210105 or E210345 3 lb. (-45)			X	X	X
(c) McCauley spinner D2A36 or McCauley spinner 2A36 with B2792 ring 4 lb. (-53)			X	X	X
6. McCauley constant speed propeller installation					
(a) McCauley D2A36C33 hub with 90M-10 blades Diameter: not over 80 in., not under 80 in. Pitch settings at 36 in. sta.: Low 11.4°, high 27.5° 63 lb. (-45)			X	X	X
(b) Woodward hydraulic governor 210105 or E210345 3 lb. (-45)			X	X	X
(c) McCauley spinner D2A36 or McCauley spinner 2A36 with B2792 ring 4 lb. (-53)			X	X	X

NOTE 6. Propellers eligible as shown (cont'd):

	200	200A	200B	200C	200D
7. Hartzell constant speed propeller installation					
(a) Hartzell HC-82XF-1DB hub with 8433S blades Diameter: not over 84 in., not under 82.5 in. Pitch settings at 30 in. sta.: Low 12°, high 24° 64 lb. (-53)	X				
(b) Woodward hydraulic governor 210105 3 lb. (-45)	X				
(c) Hartzell spinner 835-3 4 lb. (-53)	X				
8. Hartzell constant speed propeller installation					
(a) Hartzell HC-A2CF-1A(14) hub with 8433-4 or 8433R-4 blades Diameter: not over 80 in., not under 78 in. Pitch settings at 30 in. sta.: Low 14°, high 26.1° 64 lb. (-53)		X	X	X	
(b) Woodward hydraulic governor 210105 or E210340 3 lb. (-45)		X	X	X	
(c) Hartzell spinner 835-13 4 lb. (-53)		X	X	X	
9. Hartzell constant speed propeller installation					
(a) Hartzell HC-82XF-1DB hub with 8433-4 blades Diameter: not over 80 in., not under 78 in. Pitch settings at 30 in. sta.: Low 14° (-53)			X	X	
(b) Woodward hydraulic governor 210105 or E210340 3 lb. (-45)			X	X	
(c) Hartzell spinner 835-3 or 835-13 4 lb. (-53)			X	X	
10. Hartzell constant speed propeller installation					
(a) Hartzell HC-C2YF-1A hub with 8468-4 blades Diameter: not over 80 in., not under 80 in. Pitch settings at 30 in. sta.: Low 14°, high 30.5 ± 1.0° 51 lb. (-53					X
(b) Woodward hydraulic governor 210105 or E210345 3 lb. (-45)					X
(c) Hartzell spinner 835-22K 3 lb. (-53)					X
11. McCauley constant speed propeller installation					
(a) McCauley d2A34C58 hub with 90AT-8 blades Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: Low 10.3 ± 0.5°, high 27.5 ± 0.5° 52 lb. (-53)			X	X	X
(b) Woodward hydraulic governor 210105 or E210345 3 lb. (-45)			X	X	X
(c) McCauley spinner D-2771 4 lb. (-53)			X	X	X

Item 11(a), 11(b), and 11(c) are eligible on Models 200B and 200C only when airplane is modified per Note 5.

NOTE 7. The special conditions are only applicable with a 400 hp flat rated engine that is capable of maintaining rated power up to 8000 feet pressure altitude under standard day conditions plus 40°F.

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