



**TYPE CERTIFICATE DATA SHEET Nº EA-2015T11**

Type Certificate Holder:

**WACO CLASSIC AIRCRAFT CORPORATION**  
15955 S. Airport Road  
Battle Creek, Michigan - 49015  
**USA**

EA-2015T11-00  
Sheet 01

WACO

2T-1A-2

21 October 2015

This data sheet, which is part of Type Certificate No. 2015T11, prescribes conditions and limitations under which the product, for which the Type Certificate was issued, meets the airworthiness requirements of the Brazilian Aeronautical Regulations.

**Model 2T-1A-2 (Acrobatic Category) (See NOTE 6) approved on 25 July 1974.**

<b>ENGINE</b>	Lycoming AEIO-360-B1G6 installed per Great Lake Dwg. 50148.
<b>FUEL</b>	Lycoming AEIO-360-B1G6, 91/96 minimum grade aviation fuel.
<b>ENGINE LIMITS</b>	Lycoming AEIO-360-B1G6 Takeoff 2700 r.p.m (180 hp.) Maximum continuous 2700 r.p.m (180 hp.)
<b>PROPELLER AND PROPELLER LIMITS</b>	Lycoming AEIO-360-B1G6 MT Propeller Model MTV-15-B-C/C-188-34 Diameter 188 cm (74 in) +/- 0.5 cm (0.2 in) Pitch Settings at 70.5 cm (27.75 in) sta. Low 9° +/- 0.2°, High 34° +/- 1° MT Spinner Assembly Part Number P-277-B Hartzell Hydraulic Governor No. S-4-5
<b>AIRSPPEED LIMITS</b>	Landplane Never exceed 153 m.p.h. (133 knots) Maximum structural cruise 120 m.p.h. (105 knots) Maneuvering 120 m.p.h. (105 knots)
<b>CG RANGE</b>	(+15.7) at 725.7 kg (1600 lb.) or less. (+20.0) to (+23.8) at 816.4 kg (1800 lb.) Straight line variations between points given
<b>EMPTY WT. C.G.</b>	None
<b>MAXIMUM WEIGHT</b>	816.4 kg (1800 lb.)
<b>No. OF SEATS</b>	2 (1 at 27.5, 1 at 61.5)

<b>MAXIMUM BAGGAGE</b>	4.5 kg (10 lb.) (+84.0) Serial No. 1200 and up				
<b>FUEL CAPACITY</b>	103.7 litres (27.4 gal.) (101.1 litres (26.7 gal.) usable, one 98.4 litres (26.0 gal.) tank in top wing at +13.0 and one 5.3 litres (1.4 gal.) header tank in fuselage at + 5.0). (Lycoming AEIO-360-B1G6) See NOTE 1 for data and unusable fuel				
<b>OIL CAPACITY</b>	7.57 litres (8 qt.) (-24.0) (3.79 litres (4 qt.) usable) Lycoming AEIO-360-B1G6 See NOTE 1 for data on oil system 7.57 litres (8 qt.) (-24.0)				
<b>CONTROL SURFACE MOVEMENTS</b>	Aileron	( $\pm 1^\circ$ )	Up	24°	Down 22°
	Stabilizer	( $\pm 1/2^\circ$ )	Up	7-1/4°	Up 1/4°
	Elevator	( $\pm 1^\circ$ )	Up	21°	Down 29°
	Rudder	( $\pm 1^\circ$ )	Left	35°	Right 35°
<b>SERIAL Nos. ELIGIBLE</b>	1200 and up				

**DATA PERTINENT TO ALL MODELS**

<b>DATUM</b>	Fuselage Sta. (00) is center of most forward lateral fuselage tube. A pin is located on the lower side of landing gear streamline tube to indicate datum
<b>LEVELING MEANS</b>	Upper Longeron at cockpit.
<b>CERTIFICATION BASIS</b>	Aeronautics Bulletin No. 7-A, dated 1 October 1934; 14 CFR Part 23, dated 1 February 1967, ammendments 23-1 through 23-7 for powerplant installation. Exemption No. 1163 which granted an exemption from Section 21.17 of the 14 CFR Part 21 to permit the issuance of the Type Certificate incorporating the type design portion of ATC-228.
<b>EQUIPMENT</b>	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. FAA approved Airplane Flight Manual as follows: a. Serial Nos. 1200 and up; approval date 20 March 2014 or later FAA approved revision.

- NOTE 1** **Weight and Balance**  
Current weight and balance report together with list of equipment included in certificated empty weight must be provided for each aircraft at time of original certification. The certificated empty weight and corresponding center of gravity location must include unusable fuel of 1.8 kg (4.0 lb.) at (+5.0) and system oil of 0.45 kg (1.0 lb.) at (-4.0) for airplanes with Lycoming AEIO-360-B1G6 engines.
- NOTE 2** **Marking and Placards**  
All placards specified in FAA Approved Airplane Flight Manual must be displayed in the airplane.
- NOTE 3** Reserved.

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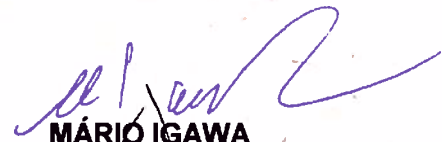
**NOTE 4** Reference CAR 04.61 Dated 31 May 1938, to determine propeller diameter and static r.p.m. limits.

**NOTE 5** Reserved.

**NOTE 6** The certification basis for the airplanes does not contain operating categories, i.e., normal, utility or acrobatic, as listed in current certification regulations. However, since certain of these models were designed to perform and have demonstrated the capability to perform the acrobatic maneuvers listed in the approved airplane flight manual plus those maneuvers not exceeding the load factors listed below, the words "acrobatic category" are included so that those persons concerned with these airplanes understand their capacity in terms of current practices. Maneuvers load factors are as follows:

2T-1A-2      +5.40 to -4.00

For the above reasons, the airworthiness certificates for 2T-1A-2 airplanes are to be issued in the acrobatic category.



**MÁRIO IGAWA**

**Gerente-Geral de Certificação de Produto Aeronáutico  
(General Manager, Aeronautical Product Certification)**

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