

MODELS: Boeing (Army) B-17F, B-17G (Approved 12/2/46)

SPECIFICATION NUMBER: L-1-3

(Holder of Limited Type Certificate:
Transcontinental and Western Air, Inc., Washington, D.C.)

Engines	4 Wright Cyclones R1820-97
Fuel	100 minimum octane (CFR) aviation grade gasoline
Engine limits	Maximum, except take-off (low blower plus turbo), 39.5 in. Hg., 2300 rpm (1000 hp) (sea level to 25,000 ft.) Take-off (five minutes), 55 in. Hg., 2500 rpm (1200 hp)
Propellers	1. Hamilton Standard 23E50 hub, 6153A-18 blades (for interchangeable blades see Aircraft Propeller Specification No. 603, NOTE 6). and Governor 4R11, or 2. Hamilton Standard 23E50 hub, 6477A-0 blades (for interchangeable blades see Aircraft Propeller Specification No. 603, NOTE 6), and Governor 4G8.
Airspeed limits	Level flight or climb - 225 mph True Ind. Glide or dive - 274 mph True Ind. Maximum flap speed: with power off - 144 mph True Ind. with power on - 106 mph True Ind.
Maximum weight	59,000 lbs. (See NOTE 6)
C.G. range	20 percent MAC to 32 percent MAC
Datum	Leading edge wing at root chord (196.16 in. from nose section)
MAC	177.5 in. L.E. MAC (+30.3)
Other operating limitations:	Army T.O. No. AN01-20EF-1 (Model B-17F); AN01-20EG-1 (Model B-17G) (See NOTE 2)
Certification basis	Limited Type Certificate No. 1 (CAR 9 effective 11/21/46)
Production basis	None may be produced under this approval
Export eligibility	Not eligible for a Certificate of Airworthiness for Export.

EQUIPMENT: No equipment other than engines and propellers are specified.
However, the equipment required by Civil Air Regulations Part 43.30 for
NC aircraft for the proper operation of the aircraft must be installed.

In addition, the aircraft may incorporate such military equipment (except
armament) as was originally incorporated in the type for military or naval
service. Additional equipment may be installed when it is substantiated
that it presents no hazard to safety.

NOTE 1. Weight and Balance Report including list of equipment included in
the certificated empty weight must be obtained for each aircraft. Army
or Navy weight records, when available and in reasonably current condi-
tion, may be submitted in lieu of an actual weight. The equipment list
need include no more than the following:

- Required equipment as defined under "EQUIPMENT" above.
- Additional items as may be reasonably considered removable and are
so located or of such weight that their removal or addition could
noticeably affect the weight and balance of the aircraft. Items
built into the aircraft structure need not be listed. The equipment
list must be prepared by the applicant for the approval of the
certificating C.A.A. representative and in such form that it can be
attached to the C.A.A. Operation Limitations.

NOTE 2. The following statement must appear on the Operation Limitations:
"This airplane must be operated at all times within the limitations set
forth in T.O. AN01-EF-1 (for Model B-17F) or T.O. AN01-EG-1 (for Model
B-17G) except in cases of maximum loadings and airspeed limits in which
cases the values given in Aircraft Specification No. AL-1 must be
observed. A copy of the T.O. and the aircraft specification must be
carried in the aircraft during flight." In all cases it will be the
responsibility of the applicant to secure a copy of the correct T.O.
The C.A.A. does not have these documents available for distribution.

NOTE 3. All structural repairs should be made in accordance with Army T.O.
No. 01-20E-3. If any repairs or modifications (other than those covered
in the pertinent Army or Navy repair manual) are made prior to or
subsequent to NL certification, it is the responsibility of the owner to
furnish sufficient evidence to a Civil Aeronautics Administration repre-
sentative to show that the modified airplane maintains the same degree
of airworthiness as the original. The C.A.A. can give no technical
assistance on such matters since complete structural data for NL aircraft
are not required by Part 9 and therefore are not available in the C.A.A.

NOTE 4. The following placard should be prominently displayed in the

passenger compartment: "This is a military type aircraft and under the Civil Air Regulations shall not be used for the carriage of passengers or cargo for compensation or hire."

NOTE 5. Deleted.

NOTE 6. Eligible for 59,000 pounds with outer wing tanks filled (Tokyo tanks). With outer wing tanks empty maximum weight limited to 54,000 pounds. With outer wing tanks partially filled use a straight line variation of weight between 54,000 and 59,000 pounds.

NOTE 7. For certification for night flying the following must be accomplished:

- (a) Replace the wing position lights with certificated units or satisfactorily modify the lights if pertinent. (Type A-9 wing position lights (AN-3033-5 through -8) may be satisfactorily modified by painting the inside of the frosted cover black. Type A-9 (AN-3033-1 through -4) are satisfactory without modification.
- (b) Replace the tail light with a certificated unit.
- (c) If "Bright and Dim" conditions are provided for the position lights, either the resistors should be disconnected from the circuits and a single-pole-single-throw switch should be used to replace the two single-pole-double-throw switches presently installed for wing-tip and tail lights, or the switches should be placarded to indicate that only the "bright condition" should be used. In either case the tail light and wing-tip lights should operate on one switch.

No original NL airworthiness certificates may be issued after 8/31/48. The list of mandatory changes required prior to original certification may be obtained from CAA Aircraft Service, Washington, D.C. Attn: A-298.