

CONTENT

SECTION 1: T67A

- A.I. General
- A.II. Certification Basis
- A.III. Technical Characteristics and Operational Limitations
- A.IV. Operating and Service Instructions
- A.V. Notes

SECTION 2: T67B

- B.I. General
- B.II. Certification Basis
- B.III. Technical Characteristics and Operational Limitations
- B.IV. Operating and Service Instructions
- B.V. Notes

SECTION 3: T67C

- C.I. General
- C.II. Certification Basis
- C.III. Technical Characteristics and Operational Limitations
- C.IV. Operating and Service Instructions
- C.V. Notes

SECTION 4: T67M

- D.I. General
- D.II. Certification Basis
- D.III. Technical Characteristics and Operational Limitations
- D.IV. Operating and Service Instructions
- D.V. Notes

SECTION 5: T67M-MkII

- E.I. General
- E.II. Certification Basis
- E.III. Technical Characteristics and Operational Limitations
- E.IV. Operating and Service Instructions
- E.V. Notes

SECTION 6: T67M200

- F.I. General
- F.II. Certification Basis
- F.III. Technical Characteristics and Operational Limitations
- F.IV. Operating and Service Instructions
- F.V. Notes

SECTION 7: T67M260

- G.I. General
- G.II. Certification Basis
- G.III. Technical Characteristics and Operational Limitations
- G.IV. Operating and Service Instructions
- G.V. Notes

SECTION 8: T67M260-T3A

- H.I. General
- H.II. Certification Basis
- H.III. Technical Characteristics and Operational Limitations
- H.IV. Operating and Service Instructions
- H.V. Notes

Change Record

- Issue 01: Initial issue 24 August 2007
- Issue 02: 3 September 2007. Minor editorial corrections
Deletion of reference to 'Transport category (Passenger) and replacement by 'Normal, Utility and Aerobatic'.

SECTION 1 T67A

A.I. General

- | | | | | | |
|---|-------|---|----|-------|------------------|
| Data Sheet No.: | A 390 | Issue: | 02 | Date: | 3 September 2007 |
| 1 a) Type: | | T67 | | | |
| b) Variant: | | T67A | | | |
| 2. Airworthiness Category: | | Normal, Utility and Aerobatic | | | |
| 3. Type Certificate Holder: | | Slingsby Advanced Composites Limited
Ings Lane
Kirkbymoorside
North Yorkshire
England, YO62 6EZ | | | |
| 4. Manufacturer: | | Slingsby Advanced Composites Limited
Ings Lane
Kirkbymoorside
North Yorkshire
England, YO62 6EZ | | | |
| 5. Certification Application Date: | | Not Known | | | |
| 6 CAA-UK Type Certificate | | BA17 | | | |
| 7. CAA Certification Date | | 1 st October 1981 | | | |
| 8 EASA Certification Date: | | 24 August 2007 | | | |
| 9. This EASA TCDS replaces CAA-UK TCDS BA17 | | | | | |

A.II. Certification Basis

- | | |
|--|---|
| 1. Reference Date for determining the applicable requirements: | 15 th February 1981 |
| 2 (Reserved) | |
| 3. (Reserved) | |
| 4. Certification Basis: | CAA Airworthiness Notice 15 Issue 3 dated 15-Feb-1981
Slingsby Modifications – Current Provisions FAR 23 |
| 5 Special Conditions: | None |
| 6 (Reserved): | |
| 7 Equivalent Safety Findings: | None |
| 8. Environmental Standards: | Approved Noise Levels in accordance to:
CAA Noise Certificate No 43 |

A.III. Technical Characteristics and Operational Limitations

- | | | | | | | | | |
|---------------------------------|--|---|-------------------------------|--------------|---------------------------------|------------|--------------|------------------|
| 1 | Type Design Definition: | SEL DON 010 (Modification M0)
Drawing No. T67A-00-001 | | | | | | |
| 2. | Description: | Single engine, two-seat cantilever low wing airplane, wooden construction, fixed tricycle landing gear, conventional tail | | | | | | |
| 3. | Equipment: (14 volt DC system) | Refer document SEL DON 010 | | | | | | |
| 4. | Dimensions: | | | | | | | |
| | Span | 10.6 m (34 ft 9¼ in) | | | | | | |
| | Length | 7.37 m (24 ft 2 in) | | | | | | |
| | Height | 2.37 m (7 ft 9¼ in) | | | | | | |
| | Wing Area | 12.60 m ² (135.63 ft ²) | | | | | | |
| 5. | Engines: | <p>1 Textron Lycoming O-235-L2A
Pre Mods M219, M406A, M406B
FAA Engine Type Certificate Data Sheet E-223
Or</p> <p>1 Textron Lycoming O-235-N2A
Post Mod M219,
FAA Engine Type Certificate Data Sheet E-223
Or</p> <p>1 Textron Lycoming O-235-L2C
Post Mod M406A,
FAA Engine Type Certificate Data Sheet E-223
Or</p> <p>1 Textron Lycoming O-235-N2C
Post Mod M406B,
FAA Engine Type Certificate Data Sheet E-223</p> | | | | | | |
| | 5.1 Engine Limits: for L2A, L2C, N2A & N2C | <table border="0"> <tr> <td style="padding-left: 20px;">Max take-off rotational speed</td> <td style="padding-left: 20px;">2800 r p m</td> </tr> <tr> <td style="padding-left: 20px;">Max continuous rotational speed</td> <td style="padding-left: 20px;">2800 r p m</td> </tr> </table> | Max take-off rotational speed | 2800 r p m | Max continuous rotational speed | 2800 r p m | | |
| Max take-off rotational speed | 2800 r p m | | | | | | | |
| Max continuous rotational speed | 2800 r p m | | | | | | | |
| | For powerplant limitations refer to AFM, IPT67A/FM, Section 2. | | | | | | | |
| 6. | (Reserved) | | | | | | | |
| 7. | Propellers: | 1 Hoffmann HO-14-178-120 (Composite type)
LBA Propeller Type Certificate Data Sheet 32.110/1 | | | | | | |
| | 7.1 Settings | N/A - Fixed Pitch | | | | | | |
| 8. | Fluids: | | | | | | | |
| | 8.1 Fuel: | AVGAS 100/130 or AVGAS 100 LL | | | | | | |
| | 8.2 Oil: | Oils conforming to Mil spec. MIL-L-60828
For more details see AFM, IPT67A/FM, Section 1 | | | | | | |
| 9. | Fluid capacities: | | | | | | | |
| | 9.1 Fuel: | <table border="0"> <tr> <td style="padding-left: 20px;">Total:</td> <td style="padding-left: 20px;">80 litres</td> <td style="padding-left: 20px;">17.6 Imp Gallons</td> </tr> <tr> <td style="padding-left: 20px;">Usable:</td> <td style="padding-left: 20px;">79 litres</td> <td style="padding-left: 20px;">17.4 Imp Gallons</td> </tr> </table> | Total: | 80 litres | 17.6 Imp Gallons | Usable: | 79 litres | 17.4 Imp Gallons |
| Total: | 80 litres | 17.6 Imp Gallons | | | | | | |
| Usable: | 79 litres | 17.4 Imp Gallons | | | | | | |
| | 9.2 Oil: | <table border="0"> <tr> <td style="padding-left: 20px;">Maximum:</td> <td style="padding-left: 20px;">5.678 litres</td> <td style="padding-left: 20px;">6 US qts</td> </tr> <tr> <td style="padding-left: 20px;">Minimum:</td> <td style="padding-left: 20px;">4.494 litres</td> <td style="padding-left: 20px;">4¾ US qts</td> </tr> </table> <p>For more details see AFM, IPT67A/FM, Section 2</p> | Maximum: | 5.678 litres | 6 US qts | Minimum: | 4.494 litres | 4¾ US qts |
| Maximum: | 5.678 litres | 6 US qts | | | | | | |
| Minimum: | 4.494 litres | 4¾ US qts | | | | | | |

10. Air Speeds:		
Design Manoeuvring Speed V_A :	up to 750 kg (1650 lb)	123 KIAS
Flap Extended Speed V_{FE} :	full flaps	92 KIAS
	take-off flaps	92 KIAS
Maximum structural cruising speed V_{NO} (= Maximum structural design speed V_C):		123 KIAS
Never exceed speed V_{NE} :		138 KIAS
11. Maximum Operating Altitude:	Not Specified	
12. All weather Capability:	Day-VFR	
	Night	see Note 2
	IFR	see Note 1 & 2
	Flight in icing conditions is forbidden	
13. Maximum Total Weight Authorised (MTWA):		
Take-off:	750 kg (1650 lb)	
Landing:	750 kg (1650 lb)	
For Aerobatics:	720 kg (1584 lb)	
14. Centre of Gravity Limits at MTWA:		
Cat 'A': 720 kg (1584 lb)		
Forward limit	0.81 m (2 ft 8 ins) aft of Datum	
Aft limit:	0.94 m (3 ft 1 ins) aft of Datum	
Cat. 'U': 750 kg (1650 lb)		
Forward limit	0.81 m (2 ft 8 ins) aft of Datum	
Aft limit:	0.953 m (3 ft 1½ ins) aft of Datum	
15. Datum:	Forward face of Frame 1	
16. (reserved)		
17. Levelling Means:	Port Cockpit sill (upper port longeron)	
18. Minimum Flight Crew:	1 Pilot	
19. Maximum Passenger Seating Capacity:	2, including pilot. This number is limited by the space available in the cabin	
20. (Reserved)		
21. Baggage/Cargo Compartments		
Location behind Seats	Max Allowable Load 30 kg (66 lbs)	

22	Wheels and Tyres	
	Nose Wheel Tyre Size (Pre Mod M68, or M71, or M136A)	4.00 – 4 (300 x 100)
	Nose Wheel Tyre Size (Post Mod M68, or M71, or M136A)	5.00 – 5 (minimum 4 ply rating)
	Main Wheel Tyre Size (Pre Mod M136B)	380 x 150
	Main Wheel Tyre Size (Post Mod M136B)	6.00 – 6 (minimum 4 ply rating)

A.IV. Operating and Service Instructions

I67A Aircraft Flight Manual (AFM)	IPI67A/FM-A
I67A Aircraft Maintenance Manual (MM) Incorporates Maintenance Schedule as Part of Section 2 (incl. Airworthiness Limitations) Service, Change (Modification), and Information Bulletins	IPI67A/MM-A

A.V. Notes

1. For daytime VFR and IFR flight outside controlled airspace operation, the optional Modification M 49 must be incorporated.
2. As note 2 above and Night operation the optional Modification M50 must be incorporated.
3. The following G limits apply:

Weights:	750 kg (1650 lb)	720 kg (1584 lb)
Flaps up:	+4 -1.8	+6 -3
Flaps down:	+2 0	+2 0

SECTION 2: T67B

B.I. General

Data Sheet No : A 390	Issue: 02	Date: 3 September 2007
1 a) Type:	T67	
b) Variant:	T67B Firefly	
2. Airworthiness Category:	Normal, Utility and Aerobatic	
3. Type Certificate Holder:	Slingsby Advanced Composites Limited Ings Lane Kirkbymoorside North Yorkshire England, YO62 6EZ	
4. Manufacturer:	Slingsby Advanced Composites Limited Ings Lane Kirkbymoorside North Yorkshire England, YO62 6EZ	
5. CAA-UK Type Certificate	BA17	
6. CAA Certification Date	18 th September 1984	
7. EASA Certification Date:	24 August 2007	
8. This EASA TCDS replaces CAA-UK TCDS BA17		

B.II. Certification Basis

1. Reference Date for determining the applicable requirements:	2 nd December 1982
2. (Reserved)	
3. (Reserved)	
4. Certification Basis:	Requirements Based on US CFR 14 Part 23 at Amendment 23-27 and UK CAA BCARs Section K, Chapters 2-2 to 2-5 and requirements for certification of composite structures as detailed in CAA letter to Slingsby Aviation Limited., reference 9/30/GSL2408 dated 2 nd December 1982.
5. Special Conditions:	None
6. (Reserved):	
7. Equivalent Safety Findings:	None
8. Environmental Standards:	Approved Noise Levels in accordance to: CAA Noise Certificate No.43

B.III. Technical Characteristics and Operational Limitations

- 1 Type Design Definition: SAL DON 150 (Modification M110)
Drawing No. T67B-00-001
- See note 5 for T67B to T67C conversion, ref Mod M569.
2. Description: Single engine, two-seat cantilever low wing airplane,
Composite (GRP) construction, fixed tricycle landing gear,
conventional tail
- 3 Equipment: (14 volt DC system) Refer document SAL DON 150
- 4 Dimensions:
- | | | |
|-----------|----------------------|---------------------------|
| Span | 10.6 m | (34 ft 9¼ in) |
| Length | 7.32 m | (24 ft 1 in) |
| Height | 2.36 m | (7 ft 9 in) |
| Wing Area | 12.60 m ² | (135.63 ft ²) |
- 5 Engines:
- 1 Textron Lycoming O-235-N2A
Pre Mod M406B,
FAA Engine Type Certificate Data Sheet E-223
Or
1 Textron Lycoming O-235-N2C
Post Mod M406B,
FAA Engine Type Certificate Data Sheet E-223
- 5.1 Engine Limits: for N2A & N2C
- The Highest Power in the Normal Operating Range (HPNOR) is 2600 rpm. Apart from an emergency, the power in normal operations should not exceed HPNOR.
- For powerplant limitations refer to AFM, IP T67B/FM, Section 2.
6. (Reserved)
7. Propellers:
- 1 Sensenich 72CK-0-56 (Metal type)
FAA Propeller Type Certificate Data Sheet P-904
- 7.1 Settings
- N/A - Fixed Pitch
8. Fluids:
- 8.1 Fuel: AVGAS 100 LL
- 8.2 Oil: Oils conforming to Mil. Spec. MIL-L-22851
For more details see AFM, TP T67B/FM, Section 1
9. Fluid capacities:
- 9.1 Fuel:
- | | | |
|---------|--------------|------------------|
| Total: | 117 litres | 25.8 Imp Gallons |
| Usable: | 112.5 litres | 24.7 Imp Gallons |
- 9.2 Oil:
- | | | |
|----------|--------------|-----------|
| Maximum: | 5.678 litres | 6 US qts |
| Minimum: | 4.494 litres | 4¾ US qts |
- For more details see AFM, IP T67B/FM, Section 2

10	Air Speeds:		
	Design Manoeuvring Speed V_A :	up to 862 kg (1900 lb)	130 KIAS
	Flap Extended Speed V_{FE} :	full flaps	88 KIAS
		take-off flaps	88 KIAS
	Maximum structural cruising speed V_{NO} (= Maximum structural design speed V_C):		130 KIAS
	Never exceed speed V_{NE} :		165 KIAS
11.	Maximum Operating Altitude:	3658 m (12 000 ft) without oxygen equipment being fitted	
12.	All weather Capability:	Day-VFR IMC and Night see Note 1 IFR see Note 1 Flight into known icing conditions is prohibited	
13	Maximum Total Weight Authorised (MTWA):		
	Take-off:	862 kg (1900 lb)	
	Landing:	862 kg (1900 lb)	
	For Aerobatics:	862 kg (1900 lb)	
14.	Centre of Gravity Limits at MTWA:		
	Forward limit	0 862 m (2 ft 9.94 ins) aft of Datum	
	Aft limit:	0 94 m (3 ft 1 ins) aft of Datum	
	For limits at other weights refer to the T67B Flight Manual ref. IP T67B/FM		
15.	Datum:	Forward face of Frame 1	
16	(reserved)		
17	Levelling Means:	Levelling board (T67B-88-307) placed on aft fuselage between canopy rail and fin forward fairing	
18	Minimum Flight Crew:	1 Pilot	
19	Maximum Passenger Seating Capacity:	2, including pilot. This number is limited by the space available in the cabin	
20.	(Reserved)		
21	Baggage / Cargo Compartments		
	Location behind Seats	Max Allowable Load 18 kg (40 lbs)	
22	Wheels and Tyres		
	Nose Wheel Tyre Size	5 00 – 5 (minimum 4 ply rating)	
	Main Wheel Tyre Size	6 00 – 6 (minimum 4 ply rating)	

B.IV. Operating and Service Instructions

T67B Firefly Aircraft Flight Manual (AFM)	IP.T67B/FM
T67B Firefly Aircraft Maintenance Manual (MM) Incorporates Maintenance Schedule as Part of Section 2 (incl. Airworthiness Limitations) Service, Change (Modification), and Information Bulletins	T67B/MM

B.V. Notes

1. For IFR flight Night operation refer to the Air Navigation Legislation for equipment required.
2. Aircraft airframe to be overall white, registration letters accepted, or in accordance with paint restrictions quoted in aircraft Flight Manual IP.T67B/FM.
3. Structural temperature restrictions are applicable refer aircraft Flight Manual TP.T67B/FM and note 4 below.

4. The following G limits apply:

Weights:	862 kg (1900 lb) below 50°C	50°C & above
Flaps up:	+6 -3	+4.4 -2
Flaps down:	+2 -1	+2 -1

Refer Flight Manual IP.T67B/FM for further details

5. T67B aircraft may be modified to T67C standard IAW Slingsby Modification M569, UK CAA AAN 24296 refers.

First certified aircraft is works number 2015 Aircraft retain T67B 12 volt system. T67C power plant (with 12 volt ancillaries) and propeller are fitted, general and performance data as per Section C (T67C) of this TCDS T67C G limits apply but structural temperature is limited to 40°C. For design standard refer to T67C-900-001, drawing number T67C-00-006

SECTION 3: T67C

C.I. General

Data Sheet No.: A 390	Issue: 02	Date: 3 September 2007
1. a) Type:	T67	
b) Variant:	T67C Firefly	
2. Airworthiness Category:	Normal, Utility and Aerobatic	
3. Type Certificate Holder:	Slingsby Advanced Composites Limited Ings Lane Kirkbymoorside North Yorkshire England, YO62 6EZ	
4. Manufacturer:	Slingsby Advanced Composites Limited Ings Lane Kirkbymoorside North Yorkshire England, YO62 6EZ	
5. CAA-UK Type Certificate	BA17	
6. CAA Certification Date	15 th December 1987	
7. EASA Certification Date:	24 August 2007	
8. This EASA TCDS replaces CAA-UK TCDS BA17		

C.II. Certification Basis

1. Reference Date for determining the applicable requirements:	2 nd December 1982
2. (Reserved)	
3. (Reserved)	
4. Certification Basis:	Requirements Based on US CFR 14 Part 23 at Amendment 23-27 and UK CAA BCARs Section K, Chapters 2-2 to 2-5 and requirements for certification of composite structures as detailed in CAA letter to Slingsby Aviation Limited, reference 9/30/GSL2408 dated 2 nd December 1982.
5. Special Conditions:	None
6. (Reserved):	
7. Equivalent Safety Findings:	None
8. Environmental Standards:	Approved Noise Levels in accordance to: CAA Noise Certificate No.43

C.III. Technical Characteristics and Operational Limitations

1. Type Design Definition: SAL DON 190 (Modification M130)
Drawing No T67C-00-001
2. Description: Single engine, two-seat cantilever low wing airplane,
Composite (GRP) construction, fixed tricycle landing gear,
conventional tail
3. Equipment: (28 volt DC system) Refer document SAL DON 190
4. Dimensions:
- | | | |
|----------------------|----------------------|---------------------------|
| Span | 10.6 m | (34 ft 9¼ in) |
| Length | 7.32 m | (24 ft 1 in) |
| Height Pre Mod M468 | 2.36 m | (7 ft 9 in) |
| Height Post Mod M468 | 2.29 m | (7 ft 6 in) |
| Wing Area | 12.60 m ² | (135.63 ft ²) |
5. Engines: 1 Textron Lycoming O-320-D2A
FAA Engine Type Certificate Data Sheet E-274
- 5.1 Engine Limits: Max take-off rotational speed 2700 r.p.m.
Max continuous rotational speed 2700 r.p.m.

For powerplant limitations refer to AFM, TP.T67C/FM, or TP.T67C/3/FM Section 2.

6. (Reserved)
7. Propellers: 1 Sensenich 74DM6-0-64 (Metal type)
FAA Propeller Type Certificate Data Sheet P-886
- 7.1. Settings: N/A - Fixed Pitch
8. Fluids:
- 8.1 Fuel: AVGAS 100 LL
- 8.2 Oil: Oils conforming to Mil. Spec. MIL-L-22851
For more details see AFM, TP.T67C/FM, or
TP.T67C/3/FM Section 1
9. Fluid capacities:
- 9.1 Fuel: Fuselage Tank (Pre Mod M156)
- | | | |
|---------|--------------|------------------|
| Total: | 117 litres | 25.8 Imp Gallons |
| Usable: | 112.5 litres | 24.7 Imp Gallons |
- 9.2 Fuel: Wing Tanks (Post Mod M156)
- | | | | |
|---------|--------------|-------------------|--------------------|
| Total: | 161.4 litres | 35.5 Imp Gallons | (42.6 US Gallons) |
| Usable: | 157.4 litres | 34.62 Imp Gallons | (41.54 US Gallons) |
- 9.3 Oil: Maximum: 7.57 litres 8 US qts
Usable: 5.678 litres 6 US qts
For more details see AFM, TP.T67C/FM, or
TP.T67C/3/FM Section 2

- 10 Air Speeds:
- | | | |
|---|------------------------|----------|
| Design Manoeuvring Speed V_A : | | |
| (Pre Mod M156) | up to 907 kg (2000 lb) | 140 KIAS |
| (Post Mod M156, Pre & Post Mod M357,
Pre Mod M439) | up to 953 kg (2100 lb) | 140 KIAS |
| (Post Mod M156, Post Mod M357,
Post Mod M439) | up to 953 kg (2100 lb) | 143 KIAS |
| Flap Extended Speed V_{FE} : | | |
| (Pre Mod M656) | full flaps | 88 KIAS |
| | take-off flaps | 88 KIAS |
| (Post Mod M656) | full flaps | 98 KIAS |
| | take-off flaps | 120 KIAS |
| Maximum structural cruising speed V_{NO}
(= Maximum structural design speed V_C): | | 140 KIAS |
| Never exceed speed V_{NE} : | | 180 KIAS |
- 11 Maximum Operating Altitude: 3658m (12 000ft) without oxygen equipment being fitted
- 12 All weather Capability:
- | | |
|--|------------|
| Day-VFR | |
| IMC and Night | see Note 1 |
| IFR | see Note 1 |
| Flight into known icing conditions is prohibited | |
13. Maximum Total Weight Authorised (MTWA):
- | | |
|--|------------------|
| Take-off: | |
| (Pre & Post M156, Pre Mod M357) | 907 kg (2000 lb) |
| (Post Mod M 156, Post Mod M357,
Pre Mod M495) | 953 kg (2100 lb) |
| ((Post Mod M 156,Post Mod M495) | 975 kg (2150 lb) |
| Landing: | |
| (Pre & Post M156, Pre Mod M357) | 907 kg (2000 lb) |
| (Post Mod M 156, Post Mod M357,
Pre Mod M495) | 953 kg (2100 lb) |
| ((Post Mod M 156,Post Mod M495) | 975 kg (2150 lb) |
| For Aerobatics: | |
| (Pre & Post M156, Pre Mod M357) | 907 kg (2000 lb) |
| (Post Mod M 156, Post Mod M357,
Pre Mod M495) | 953 kg (2100 lb) |
| ((Post Mod M 156,Post Mod M495) | 975 kg (2150 lb) |

- 14 Centre of Gravity Limits at MTWA:
Pre Mod M156
Forward limit: 907 kg (2000 lb) 0.81 m (2 ft 7.89 ins) aft of Datum
Aft limit: 907 kg (2000 lb) 0.901 m (2 ft 11.47 ins) aft of Datum
For limits at other weights refer to the T67C Flight Manual ref. TP T67C/FM
Post Mod M156, Pre Mod M495
Forward limit 953 kg (2100 lb) 0.862 m (2 ft 9.94 ins) aft of Datum
Aft limit: 953 kg (2100 lb) 0.901 m (2 ft 11.47 ins) aft of Datum
For limits at other weights refer to the T67C Flight Manual ref. TP T67C/3/FM
Post Mod M495
Forward limit 975 kg (2150 lb) 0.870 m (2 ft 10.25 ins) aft of Datum
Aft limit: 975 kg (2150 lb) 0.914 m (3 ft 0 ins) aft of Datum
For limits at other weights refer to the T67C Flight Manual ref. TP T67C/3/FM
- 15 Datum: Forward face of Frame 1
- 16 (reserved)
- 17 Levelling Means: Levelling board (T67B-88-307) placed on aft fuselage between canopy rail and fin forward fairing
- 18 Minimum Flight Crew: 1 Pilot
19. Maximum Passenger Seating Capacity: 2, including pilot. This number is limited by the space available in the cabin.
20. (Reserved)
- 21 Baggage / Cargo Compartments
Location Behind Seats Max. Allowable Load 30 kg (66 lbs)
- 22 Wheels and Tyres
Nose Wheel Tyre Size 5.00 – 5 (minimum 4 ply rating)
Main Wheel Tyre Size 6.00 – 6 (minimum 4 ply rating)

C.IV. Operating and Service Instructions

T67C Firefly Aircraft Flight Manual (AFM)

TP T67C/FM (Pre Mod M156) or
TP T67C/3/M (Post Mod M156)

T67C Firefly Aircraft Maintenance Manual (MM)
Incorporates Maintenance Schedule as Part of Section 2
(incl. Airworthiness Limitations)
Service, Change (Modification), and Information Bulletins

T67C/MM

C.V. Notes

1. For IFR flight Night operation refer to the Air Navigation Legislation for equipment required.
2. Modifications M357, M439, M495 and M656 are non-structural Modifications
3. Aircraft airframe to be overall white, registration letters accepted, or in accordance with paint restrictions quoted in aircraft Flight Manual TP.T67C/FM or TP.T67C/3/M.
4. Structural temperature restrictions are applicable refer aircraft Flight Manual TP.T67C/FM or TP.T67C/3/M and note 5 below.

5. The following G limits apply:

Weights: For MTWA up to 975 kg (2150 lb)	below 50°C	50°C & above
Flaps up:	+6 -3	+4.4 -2
Flaps down:	+2 -1	+2 -1

Refer Flight Manual TP.T67C/FM or TP.T67C/3/M for further details

SECTION 4: T67M

D.I. General

Data Sheet No.:	A 390	Issue:	02	Date:	3 September 2007
1 a) Type:		I67			
b) Variant:		I67M Firefly			
2. Airworthiness Category:		Normal, Utility and Aerobatic			
3. Type Certificate Holder:		Slingsby Advanced Composites Limited Ings Lane Kirkbymoorside North Yorkshire England, YO62 6EZ			
4. Manufacturer:		Slingsby Advanced Composites Limited Ings Lane Kirkbymoorside North Yorkshire England, YO62 6EZ			
5 CAA-UK Type Certificate		BA17			
6 CAA Certification Date		2 nd August 1983			
7. EASA Certification Date:		24 August 2007			
8. This EASA TCDS replaces CAA-UK ICDS BA17					

D.II. Certification Basis

1. Reference Date for determining the applicable requirements:		2 nd December 1982			
2. (Reserved)					
3. (Reserved)					
4. Certification Basis:		Requirements Based on US CFR 14 Part 23 at Amendment 23-27 and UK CAA BCARs Section K, Chapters 2-2 to 2-5 and requirements for certification of composite structures as detailed in CAA letter to Slingsby Advanced Composites Limited, reference 9/30/GSL2408 dated 2 nd December 1982.			
5 Special Conditions:		None			
6. (Reserved):					
7. Equivalent Safety Findings:		None			
8. Environmental Standards:		Approved Noise Levels in accordance to: CAA Noise Certificate No.43			

D.III. Technical Characteristics and Operational Limitations

- | | | | |
|----|--------------------------------|--|---------------------------|
| 1. | Type Design Definition: | SAL DON 110 (Modification M100)
Drawing No. I67M-00-001 | |
| 2. | Description: | Single engine, two-seat cantilever low wing airplane,
Composite (GRP) construction, fixed tricycle landing gear,
conventional tail | |
| 3. | Equipment: (28 volt DC system) | Refer document SAL DON 110 | |
| 4. | Dimensions: | | |
| | Span | 10.6 m | (34 ft 9¼ in) |
| | Length | 7.29 m | (23 ft 11 in) |
| | Height | 2.36 m | (7 ft 9 in) |
| | Wing Area | 12.60 m ² | (135.63 ft ²) |
| 5. | Engines: | 1 Textron Lycoming AEIO-320-D1B
FAA Engine Type Certificate Data Sheet 1E12 | |
| | 5.1 Engine Limits: | Max take-off rotational speed | 2700 r.p.m. |
| | | Max continuous rotational speed | 2700 r.p.m. |

For powerplant limitations refer to AFM, TP I67M/FM

- | | | | |
|-----|---|--|-----------------------|
| 6. | (Reserved) | | |
| 7. | Propellers: | 1 Hoffmann HO-V72L-V/180CB (Composite type)
LBA Propeller Type Certificate Data Sheet 32.130/19 | |
| | 7.1 Settings | Low pitch setting | 14° |
| | | High pitch setting | 30° |
| 8. | Fluids: | | |
| | 8.1 Fuel: | AVGAS 100 LL | |
| | 8.2 Oil: | Oils conforming to Mil. Spec. MIL-L-22851
For more details see AFM, TP I67M/FM | |
| 9. | Fluid capacities: | | |
| | 9.1 Fuel: | | |
| | Total: | 116.8 litres | 25.7 Imp Gallons |
| | Usable: | 109 litres | 24 Imp Gallons |
| | 9.2 Oil: | Maximum: | 7.57 litres 8 US qts |
| | | Usable: | 5.678 litres 6 US qts |
| | | For more details see AFM, TP I67M/FM, or | |
| 10. | Air Speeds: | | |
| | Design Manoeuvring Speed V _A : | up to 907 kg (2000 lb) | 140 KIAS |
| | Flap Extended Speed V _{FE} : | full flaps | 88 KIAS |
| | | take-off flaps | 88 KIAS |
| | Maximum structural cruising speed V _{NO}
(= Maximum structural design speed V _C): | 140 KIAS | |
| | Never exceed speed V _{NE} : | 180 KIAS | |
| 11. | Maximum Operating Altitude: | 3658 m (12 000 ft) without oxygen equipment being fitted | |

12. All weather Capability:	Day-VFR IMC and Night see Note 1 IFR see Note 1 Flight into known icing conditions is prohibited
13. Maximum Total Weight Authorised (MTWA):	
Take-off:	907 kg (2000 lb)
Landing:	907 kg (2000 lb)
For Aerobatics:	Refer to AFM TP T67M/FM Section 2
14. Centre of Gravity Limits at MTWA:	
Forward limit	907 kg (2000 lb) 0.810 m (2 ft 7.89 ins) aft of Datum
Aft limit:	907 kg (2000 lb) 0.930 m (3 ft 0.6 ins) aft of Datum
For limits at other weights refer to the T67M Flight Manual ref TP T67M/FM	
15. Datum:	Forward face of Frame 1
16. (reserved)	
17. Levelling Means:	Levelling board (T67B-88-307) placed on aft fuselage between canopy rail and fin forward fairing
18. Minimum Flight Crew:	1 Pilot
19. Maximum Passenger Seating Capacity:	2, including pilot This number is limited by the space available in the cabin.
20. (Reserved)	
21. Baggage / Cargo Compartments	
Location Behind Seats	Max Allowable Load 30 kg (66 lbs)
22. Wheels and Tyres	
Nose Wheel Tyre Size	5.00 – 5 (minimum 4 ply rating)
Main Wheel Tyre Size	6.00 – 6 (minimum 4 ply rating)

D.IV. Operating and Service Instructions

T67M Firefly Aircraft Flight Manual (AFM)	TP T67M/FM
T67M Firefly Aircraft Maintenance Manual (MM) Incorporates Maintenance Schedule as Part of Section 2 (incl. Airworthiness Limitations) Service, Change (Modification), and Information Bulletins	T67M/MM

D.V. Notes

1. For IFR flight Night operation refer to the Air Navigation Legislation for equipment required.
2. Aircraft airframe to be overall white, registration letters accepted, or in accordance with paint restrictions quoted in aircraft Flight Manual TP T67M/FM.
3. Structural temperature restrictions are applicable. Maximum permissible structure temperature for aerobatics is 50°C Post Mod M170 or 40°C Pre Mod M170. Refer aircraft Flight Manual TP T67M/FM.

4. The following G limits apply: See note 5

Weights:	MTWA 907 kg (2000 lb)	884 kg (1950 lb)
Flaps up:	+4.4 -1.8	+6 -3
Flaps down:	+2 -1	+2 -1

Refer Flight Manual TP T67M/FM for further details

5. For Works number 1999 maximum manoeuvring load factors at MTWA 907 kg (2000 lb) apply as follows:

Flaps up:	+4.4 -1.8
Flaps down:	+2 -1

SECTION 5: T67M-Mk II

E.I. General

Data Sheet No.: A 390	Issue: 02	Date: 3 September 2007
1. a) Type:	I67	
b) Variant:	I67M-MkII Firefly	
2. Airworthiness Category:	Normal, Utility and Aerobatic	
3. Type Certificate Holder:	Slingsby Advanced Composites Limited Ings Lane Kirkbymoorside North Yorkshire England, YO62 6EZ	
4. Manufacturer:	Slingsby Advanced Composites Limited Ings Lane Kirkbymoorside North Yorkshire England, YO62 6EZ	
5. CAA-UK Type Certificate	BA17	
6. CAA Certification Date	20 th December 1985	
7. EASA Certification Date:	24 August 2007	
8. This EASA TCDS replaces CAA-UK TCDS BA17		

E.II. Certification Basis

1. Reference Date for determining the applicable requirements:	2 nd December 1982
2. (Reserved)	
3. (Reserved)	
4. Certification Basis:	Requirements Based on US CFR 14 Part 23 at Amendment 23-27 and UK CAA BCARs Section K, Chapters 2-2 to 2-5 and requirements for certification of composite structures as detailed in CAA letter to Slingsby Aviation Limited, reference 9/30/GSL2408 dated 2 nd December 1982
5. Special Conditions:	None
6. (Reserved):	
7. Equivalent Safety Findings:	None
8. Environmental Standards:	Approved Noise Levels in accordance to: CAA Noise Certificate No 43

E.III. Technical Characteristics and Operational Limitations

1. Type Design Definition: SAL DON 205
Drawing No. T67M-00-001 issue 8
2. Description: Single engine, two-seat cantilever low wing airplane,
Composite (GRP) construction, fixed tricycle landing gear,
conventional tail
3. Equipment: (28 volt DC system) Refer document SAL DON 110
4. Dimensions:

Span	10.6 m	(34 ft 9¼ in)
Length	7.29 m	(23 ft 11 in)
Height Pre Mod M468	2.36 m	(7 ft 9 in)
Height Post Mod M468	2.29 m	(7 ft 6 in)
Wing Area	12.60 m ²	(135.63 ft ²)
5. Engines: 1 Textron Lycoming AEIO-320-D1B
FAA Engine Type Certificate Data Sheet 1E12
- 5.1 Engine Limits:

Max take-off rotational speed	2700 r.p.m
Max continuous rotational speed	2700 r.p.m

For powerplant limitations refer to AFM, IP T67M-MkII/FM.

6. (Reserved)
7. Propellers: 1 Hoffmann HO-V72L-V/180CB (Composite type)
LBA Propeller Type Certificate Data Sheet 32 130/19

7.1 Settings	Low pitch setting	14°
	High pitch setting	30°
8. Fluids:
 - 8.1 Fuel: AVGAS 100 LL
 - 8.2 Oil: Oils conforming to Mil. Spec. MIL-L-22851
For more details see AFM, IP T67M-MkII/FM
9. Fluid capacities:
 - 9.1 Fuel: Wing Tanks

Total:	161.4 litres	35.5 Imp Gallons
Usable:	157.4 litres	34.62 Imp Gallons
 - 9.2 Oil:

Maximum:	7.57 litres	8 US qts
Usable:	5.678 litres	6 US qts

For more details see AFM, IP T67M-MkII/FM, or

10. Air Speeds:
- | | | |
|---|------------------------|----------|
| Design Manoeuvring Speed V_A : | up to 907 kg (2000 lb) | 140 KIAS |
| Flap Extended Speed V_{FE} : (Pre Mod M656) | full flaps | 88 KIAS |
| | take-off flaps | 88 KIAS |
| Flap Extended Speed V_{FE} : (Post Mod M656) | full flaps | 98 KIAS |
| | take-off flaps | 120 KIAS |
| Maximum structural cruising speed V_{NO}
(= Maximum structural design speed V_C): | | 140 KIAS |
| Never exceed speed V_{NE} : | | 180 KIAS |
11. Maximum Operating Altitude: 3658. M (12 000 ft) without oxygen equipment being fitted
12. All weather Capability:
- | | |
|--|------------|
| Day-VFR | |
| IMC and Night | see Note 1 |
| IFR | see Note 1 |
| Flight into known icing conditions is prohibited | |
13. Maximum Total Weights Authorised (MTWA):
- | | | |
|--------------------------------|------------------|--|
| Take-off: | | |
| (Pre Mod M321) | 907 kg (2000 lb) | |
| (Post Mod M 321, Pre Mod M537, | 953 kg (2100 lb) | |
| (Post Mod M537) | 975 kg (2150 lb) | |
| Landing: | | |
| (Pre Mod M321) | 907 kg (2000 lb) | |
| (Post Mod M 321, Pre Mod M537, | 953 kg (2100 lb) | |
| (Post Mod M537) | 975 kg (2150 lb) | |
| For Aerobatics: | | |
| (Pre Mod M321) | 907 kg (2000 lb) | |
| (Post Mod M 321, Pre Mod M537, | 953 kg (2100 lb) | |
| (Post Mod M537) | 975 kg (2150 lb) | |
14. Centre of Gravity Limits at MTWA:
- | | | |
|---|------------------|---------------------------------------|
| Pre Mod M321 | | |
| Forward limit | 907 kg (2000 lb) | 0.840 m (2 ft 9.07 ins) aft of Datum |
| Aft limit: | 907 kg (2000 lb) | 0.927 m (3 ft 0.5 in) aft of Datum |
| For limits at other weights refer to the T67M-MkII Flight Manual TP T67M-MkII/FM | | |
| Post Mod M321, Pre Mod M537 | | |
| Forward limit | 953 kg (2100 lb) | 0.86 m (2 ft 9.86 ins) aft of Datum |
| Aft limit: | 953 kg (2100 lb) | 0.914 m (2 ft 11.98 in) aft of Datum |
| For limits at other weights refer to the T67M-MkII Flight Manual TP T67M-MkII/FM. | | |
| Post Mod M537 | | |
| Forward limit | 975 kg (2150 lb) | 0.868 m (2 ft 10.17 ins) aft of Datum |
| Aft limit: | 907 kg (2150 lb) | 0.909 m (2 ft 11.79 in) aft of Datum |
| For limits at other weights refer to the T67M-MkII Flight Manual TP T67M-MkII/FM | | |

15. Datum:	Forward face of Frame 1
16. (reserved)	
17 Levelling Means:	Levelling board (T67B-88-307) placed on aft fuselage between canopy rail and fin forward fairing
18. Minimum Flight Crew:	1 Pilot
19 Maximum Passenger Seating Capacity:	2, including pilot. This number is limited by the space available in the cabin
20 (Reserved)	
21 Baggage / Cargo Compartments	
Location Behind Seats	Max. Allowable Load 30 kg (66 lbs)
22 Wheels and Tyres	
Nose Wheel Tyre Size	5 00 – 5 (minimum 4 ply rating)
Main Wheel Tyre Size	6 00 – 6 (minimum 4 ply rating)

E.IV. Operating and Service Instructions

T67M-MkII Firefly Aircraft Flight Manual (AFM)	TP T67M-MkII/FM
T67M-MkII Firefly Aircraft Maintenance Manual (MM) Incorporates Maintenance Schedule as Part of Section 2 (incl. Airworthiness Limitations) Service, Change (Modification), and Information Bulletins	T67M-MkII/MM

E.V. Notes

1. For IFR flight Night operation refer to the Air Navigation Legislation for equipment required.
2. Aircraft airframe to be overall white, registration letters accepted, or in accordance with paint restrictions quoted in aircraft Flight Manual TP.T67M-MkII/FM.
3. Structural temperature restrictions are applicable refer aircraft Flight Manual TP.T67M-MkII/FM and note 4 below. For Post Mod M734B/D aircraft flight prohibitive above 55°C, for Post Mod M516 Addendum 1 & 2 Works numbers 2116 & 2121 flight prohibitive above 45°C.
4. The following G limits apply:

4.1 Weights:	For MTWA up to 975 kg (2150 lb)	below 50°C	50°C & above
			Refer note 2 above
Flaps up:		+6	+4 4
		-3	-2
Flaps down:		+2	+2
		-1	-1

Refer Flight Manual TP I67M-MkII/FM or for further details.

4.2 Post Mod M516 Addendum 1 & 2 Works numbers 2116 & 2121

Weights:	For MTWA up to 975 kg (2150 lb)	below 42°C	42°C & above Refer note 2 above
Flaps up:		+6 -3	+4 4 -2
Flaps down:		+2 -1	+2 -1

Refer Flight Manual TP I67M-MkII/FM or for further details.

SECTION 6: T67M200

F.I. General

Data Sheet No : A 390	Issue: 02	Date: 3 September 2007
1 a) Type:	T67	
b) Variant:	T67M200 Firefly	
2. Airworthiness Category:	Normal, Utility and Aerobatic	
3. Type Certificate Holder:	Slingsby Advanced Composites Limited Ings Lane Kirkbymoorside North Yorkshire England, YO62 6EZ	
4. Manufacturer:	Slingsby Advanced Composites Limited Ings Lane Kirkbymoorside North Yorkshire England, YO62 6EZ	
5 CAA-UK Type Certificate	BA17	
6 CAA Certification Date	19 th June 1987	
7. EASA Certification Date:	24 August 2007	
8. This EASA TCDS replaces CAA-UK TCDS BA17		

F.II. Certification Basis

1. Reference Date for determining the applicable requirements:	2 nd December 1982
2. (Reserved)	
3. (Reserved)	
4. Certification Basis:	Requirements Based on US CFR 14 Part 23 at Amendment 23-27 and UK CAA BCARs Section K, Chapters 2-2 to 2-5 and requirements for certification of composite structures as detailed in CAA letter to Slingsby Advanced Composites Limited, reference 9/30/GSL2408 dated 2 nd December 1982.
5. Special Conditions:	None
6. (Reserved):	
7. Equivalent Safety Findings:	None
8. Environmental Standards:	Approved Noise Levels in accordance to: CAA Noise Certificate No 112

F.III. Technical Characteristics and Operational Limitations

1. Type Design Definition: SAL DON 200 (Post Mod M150)
Drawing No. I67F-00-001
2. Description: Single engine, two-seat cantilever low wing airplane,
Composite (GRP) construction, fixed tricycle landing gear,
conventional tail
3. Equipment: (28 volt DC system) Refer document SAL DON 200
4. Dimensions:

Span	10.6 m	(34 ft 9¼ in)
Length	7.323 m	(24 ft 2 in)
Height Pre Mod M468	2.36 m	(7 ft 9 in)
Height Post Mod M468	2.29 m	(7 ft 6 in)
Wing Area	12.60 m ²	(135.63 ft ²)
5. Engines:

(Pre Mod M917)	1 Textron Lycoming AEIO-360-A1E FAA Engine Type Certificate Data Sheet 1E10
(Post Mod M917)	1 Textron Lycoming AEIO-360-A1E6 FAA Engine Type Certificate Data Sheet 1E10

5.1 Engine Limits: Max take-off rotational speed 2700 r.p.m.
Max continuous rotational speed 2700 r.p.m.

For powerplant limitations refer to AFM, TP I67M200/FM or I67M200/CS/POH
6. (Reserved)
7. Propellers:

(Pre Mod M333)	1 Hoffmann HO-V123K-V/180R (Composite type) LBA Propeller Type Certificate Data Sheet 32.130/17
(Post Mod M333, Pre Mod M822)	1 Hoffmann HO-V123K-V/180DI (Composite type) LBA Propeller Type Certificate Data Sheet 32.130/17
(Post Mod M822)	1 Hoffmann HO-V123K-KV/180DI (Composite type) LBA Propeller Type Certificate Data Sheet 32.130/17

7.1 Settings:

(Pre Mod M333)	Low pitch setting 13° High pitch setting 32°-34°
(Post Mod M333, Pre Mod M822)	Low pitch setting 10° 50' High pitch setting 26°
(Post Mod M822)	Low pitch setting 10° 50' High pitch setting 26°
8. Fluids:

8.1 Fuel:	AVGAS 100 LL
8.2 Oil:	Oils conforming to Mil. Spec. MIL-L-22851 For more details see AFM, TP I67M200/FM, or I67M200/CS/POH

- 9 Fluid capacities:
- 9.1 Fuel: Wing Tanks
- | | | |
|---------|--------------|-------------------|
| Total: | 161.4 litres | 35.5 Imp Gallons |
| Usable: | 157.4 litres | 34.62 Imp Gallons |
- 9.2 Oil:
- | | | |
|----------|-------------|----------|
| Maximum: | 7.57 litres | 8 US qts |
| Usable: | 3.79 litres | 4 US qts |
- For more details see AFM, TP T67M200/FM,
or T67M200/CS/POH
10. Air Speeds:
- Design Manoeuvring Speed V_A :
- | | | |
|--|-------------------------|----------|
| | up to 1020 kg (2250 lb) | 140 KIAS |
|--|-------------------------|----------|
- Flap Extended Speed V_{FE} : (Pre Mod M656)
- | | | |
|----------------|--|---------|
| full flaps | | 88 KIAS |
| take-off flaps | | 88 KIAS |
- Flap Extended Speed V_{FE} : (Post Mod M656)
- | | | |
|----------------|--|----------|
| full flaps | | 98 KIAS |
| take-off flaps | | 120 KIAS |
- Maximum structural cruising speed V_{NO}
(= Maximum structural design speed V_C):
- | | | |
|--|--|----------|
| | | 140 KIAS |
|--|--|----------|
- Never exceed speed V_{NE} :
- | | | |
|--|--|----------|
| | | 180 KIAS |
|--|--|----------|
11. Maximum Operating Altitude:
- 3658 m (12 000) without oxygen equipment being fitted
12. All weather Capability:
- Day-VFR
IMC and Night see Note 1
IFR see Note 1
Flight into known icing conditions is prohibited
13. Maximum Total Weight Authorised (MTWA):
- Take-off:
- | | |
|----------------------------------|-------------------|
| (Pre Mod M358) | 975 kg (2150 lb) |
| (Post Mod M 358, Post Mod M 914) | 1020 kg (2250 lb) |
- Landing:
- | | |
|--|-------------------|
| (Pre Mod M358, Post Mod M358,
Pre Mod M914) | 975 kg (2150 lb) |
| (Post Mod M914) | 1020 kg (2250 lb) |
- For Aerobatics:
- | | |
|--|-------------------|
| (Pre Mod M358, Post Mod M358,
Pre Mod M914) | 975 kg (2150 lb) |
| (Post Mod M914) | 1020 kg (2250 lb) |
14. Centre of Gravity Limits at MTWA:
- Pre Mod M358
- | | | |
|---------------|------------------|--------------------------------------|
| Forward limit | 975 kg (2150 lb) | 0.823 m (2 ft 8.4 ins) aft of Datum |
| Aft limit: | 975 kg (2150 lb) | 0.888 m (2 ft 10.96 in) aft of Datum |

For limits at other weights refer to the T67M200 Flight Manual TP.T67M200FM

Post Mod M358, Pre Mod M914 and Post Mod M914

Forward limit 1020 kg (2250 lb) 0.843 m (2 ft 9.19 ins) aft of Datum

Aft limit: 1020 kg (2250 lb) 0.888 m (2 ft 10.45 in) aft of Datum

For limits at other weights refer to the T67M200 Flight Manual IP.T67M200FM or T67M200/CS/POH

15. Datum: Forward face of Frame 1
16. (reserved)
- 17 Levelling Means: Levelling board (T67B-88-307) placed on aft fuselage between canopy rail and fin forward fairing
- 18 Minimum Flight Crew: 1 Pilot
- 19 Maximum Passenger Seating Capacity: 2, including pilot This number is limited by the space available in the cabin
20. (Reserved)
21. Baggage / Cargo Compartments
- | | |
|-----------------------|------------------------------------|
| Location Behind Seats | Max. Allowable Load 30 kg (66 lbs) |
|-----------------------|------------------------------------|
- 22 Wheels and Tyres
- | | |
|----------------------|---------------------------------|
| Nose Wheel Tyre Size | 5.00 – 5 (minimum 4 ply rating) |
| Main Wheel Tyre Size | 6.00 – 6 (minimum 4 ply rating) |

F.IV. Operating and Service Instructions

- | | |
|--|---------------------------------|
| T67M200 Firefly Aircraft Flight Manual (AFM) | IP T67M200/FM or T67M200/CS/POH |
| T67M200 Firefly Aircraft Maintenance Manual (MM)
Incorporates Maintenance Schedule as Part of Section 2
(incl. Airworthiness Limitations)
Service, Change (Modification), and Information Bulletins | T67M200/MM |

F.V. Notes

1. For IFR flight Night operation refer to the Air Navigation Legislation for equipment required
2. Aircraft airframe to be overall white, registration letters accepted, or in accordance with paint restrictions quoted in aircraft Flight Manual TP.T67M200/FM or T67M200/CS/POH.
3. Structural temperature restrictions are applicable. Post Mod M387 & M734A/C aircraft flight prohibitive above 55°C. Refer aircraft Flight Manual TP.T67M200/FM or T67M200/CS/POH and note 4 below.
4. The following G limits apply:

4.1 Weights: For MTWA up to 975 kg (2150 lb)	below 50°C	50°C & above
Flaps up:	+6	+4.4
	-3	-2
Flaps down:	+2	+2
	-1	-1

4.2	Weights:	For MTWA above 975 kg (2150 lb)	below 50°C	50°C & above
	Flaps up:		+3.8 -1.6	+3.8 -1.6
	Flaps down:		+2 -1	+2 -1
4.3	Post Mod M915 aircraft:			
	Weights:	For MTWA up to 1020 kg (2250 lb)	below 50°C	50°C & above
	Flaps up:		+6 -3	+4.4 -2
	Flaps down:		+2 -1	+2 -1

Refer Flight Manual IP I67M200/FM or I67M200/CS/POH for further details.

SECTION 7: T67M260

G.I. General

Data Sheet No : A.390	Issue: 02	Date: 3 September 2007
1 a) Type:	T67	
b) Variant:	T67M260 Firefly	
2. Airworthiness Category:	Normal, Utility and Aerobatic	
3. Type Certificate Holder:	Slingsby Advanced Composites Limited Ings Lane Kirkbymoorside North Yorkshire England, YO62 6EZ	
4 Manufacturer:	Slingsby Advanced Composites Limited Ings Lane Kirkbymoorside North Yorkshire England, YO62 6EZ	
5. CAA-UK Type Certificate	BA17	
6. CAA Certification Date	11 th November 1993	
7. EASA Certification Date:	24 August 2007	
8. This EASA TCDS replaces CAA-UK TCDS BA17		

G.II. Certification Basis

1 Reference Date for determining the applicable requirements:	Not Known	
2. (Reserved)		
3. (Reserved)		
4 Certification Basis:	JAR 23 Light Aeroplanes at Draft Issue 4. Features and characteristics not directly related to increased power and weight over that of the T67M200 meet the certification basis specified in the proceeding Sections B through to F above, T67B through to T67M200 respectively. Requirements for which compliance was not required as under the derivative principle they relate to features not affected by increased power or weight over that of previous models:- JAR 23 1091(b)(4) & (5) Air induction system JAR 23.1143(g) Auxiliary power unit controls JAR 23.1553 Fuel quantity indication	
5. Special Conditions:	None	

- 6 (Reserved):
7. Equivalent Safety Findings: None
8. Environmental Standards: Approved Noise Levels in accordance to:
CAA Noise Certificate No 171

G.III. Technical Characteristics and Operational Limitations

1. Type Design Definition: Doc No T67G-900-022 (Post Mod M700)
Drawing No. T67G-00-001
2. Description: Single engine, two-seat cantilever low wing airplane,
Composite (GRP) construction, fixed tricycle landing gear,
conventional tail
3. Equipment: (28 volt DC system) Refer document T67G-900-022
4. Dimensions:
- | | | |
|-----------|----------------------|---------------------------|
| Span | 10.6 m | (34 ft 9¼ in) |
| Length | 7.54 m | (24 ft 9 in) |
| Height | 2.29 m | (7 ft 6 in) |
| Wing Area | 12.60 m ² | (135.63 ft ²) |
5. Engines: (Pre Mod M917) 1 Textron Lycoming AEIO-540-D4A5
FAA Engine Type Certificate Data Sheet 1E4
UK CAA validated 8th November 1993
- 5.1 Engine Limits: Max take-off rotational speed 2700 r p m.
Max continuous rotational speed 2700 r p m
- For powerplant limitations refer to AFM, T67M260/POH
6. (Reserved)
7. Propellers: 1 Hoffmann HO-V123K-KV/180DI (Composite type)
LBA Propeller Type Certificate Data Sheet 32.130/17
- 7.1 Settings: Low pitch setting 10° 50'
High pitch setting 26°
8. Fluids:
- 8.1 Fuel: AVGAS 100 LL
- 8.2 Oil: Oils conforming to Mil Spec. MIL-L-22851
For more details see AFM, T67M260/POH,
9. Fluid capacities:
- 9.1 Fuel: Wing Tanks
- | | | |
|---------|--------------|-------------------|
| Total: | 161.4 litres | 35.5 Imp Gallons |
| Usable: | 157.4 litres | 34.62 Imp Gallons |
- 9.2 Oil: Maximum: 11.36 litres 12 US qts
Minimum: 5.68 litres 6 US qts
For more details see AFM, T67M260/POH

- 10 Air Speeds:
- | | | |
|---|-------------------------|----------|
| Design Manoeuvring Speed V_A : | up to 1157 kg (2550 lb) | 140 KIAS |
| Flap Extended Speed V_{FE} : | full flaps | 98 KIAS |
| | take-off flaps | 120 KIAS |
| Maximum structural cruising speed V_{NO}
(= Maximum structural design speed V_C): | | 156 KIAS |
| Never exceed speed V_{NE} : | | 195 KIAS |
11. Maximum Operating Altitude: 3048 m (10 000 ft) without oxygen equipment being fitted
12. All weather Capability: Day-VFR
IMC and Night see Note 1
IFR see Note 1
Flight into known icing conditions is prohibited
13. Maximum Total Weight Authorised (MTWA):
- | | | |
|-----------------|-------------------|--|
| Take-off: | | |
| (Pre Mod M605) | 1146 kg (2525 lb) | |
| (Post Mod M605) | 1157 kg (2550 lb) | |
| Landing: | | |
| (Pre Mod M605) | 1146 kg (2525 lb) | |
| (Post Mod M605) | 1157 kg (2550 lb) | |
| For Aerobatics: | | |
| (Pre Mod M605) | 1146 kg (2525 lb) | |
| (Post Mod M605) | 1157 kg (2550 lb) | |
- 14 Centre of Gravity Limits at MTWA
- | | | |
|---------------|-------------------|-------------------------------------|
| Pre Mod M605 | | |
| Forward limit | 1146 kg (2525 lb) | 0 784 m (2 ft 6 9 ins) aft of Datum |
| Aft limit: | 1146 kg (2525 lb) | 0 866 m (2 ft 10 1 in) aft of Datum |
| Post Mod M605 | | |
| Forward limit | 1157 kg (2550 lb) | 0 787 m (2 ft 7 ins) aft of Datum |
| Aft limit: | 1157 kg (2550 lb) | 0 864 m (2 ft 10 in) aft of Datum |
- For limits at other weights refer to the T67M260 Flight Manual T67M260POH.
15. Datum: Forward face of Frame 1
- 16 (reserved)
17. Levelling Means: Levelling board (T67B-88-307) placed on aft fuselage between canopy rail and fin forward fairing
- 18 Minimum Flight Crew: 1 Pilot
19. Maximum Passenger Seating Capacity: 2, including pilot This number is limited by the space available in the cabin.
20. (Reserved)

21 Baggage / Cargo Compartments

Location Behind Seats Max Allowable Load 30 kg (66 lbs)

22. Wheels and Tyres

Nose Wheel Tyre Size 5 00 – 5 (minimum 4 ply rating)

Main Wheel Tyre Size 6 00 – 6 (minimum 6 ply rating)

G.IV. Operating and Service Instructions

T67M260 Firefly Aircraft Flight Manual (AFM) T67M260/POH

T67M260 Firefly Aircraft Maintenance Manual (MM) T67M260/MM
Incorporates Maintenance Schedule as Part of Section 2
(incl. Airworthiness Limitations)
Service, Change (Modification), and Information Bulletins

G.V. Notes

- 1 For IFR flight Night operation refer to the Air Navigation Legislation for equipment required.
- 2 Aircraft airframe to be overall white, registration letters accepted, or in accordance with paint restrictions quoted in aircraft Flight Manual T67M260/POH.
- 3 Structural temperature restrictions are applicable, aircraft flight prohibitive above 55°C Refer aircraft Flight Manual T67M260/POH and note 4 below.
- 4 The following G limits apply:

4 1 Post Mod M725A:

Weights: For MTWA up to 975 kg (2550 lb)	below 50°C	50°C & above
Flaps up:	+6	+4.4
	-3	-2
Flaps down:	+3	+3
	-1	-1

4 2 Post Mod M950:

Weights: For MTWA above 975 kg (2150 lb)	below 50°C	50°C & above
Flaps up:	+3.8	+3.8
	-1.6	-1.6
Flaps down:	+2	+2
	-1	-1

Refer Flight Manual T67M260/POH for further details.

5. The following CAA Airworthiness Notes apply:

- 5.1 Airworthiness Notice No 76
- Airworthiness Notice No 88

Electrical power supplies for aircraft radio systems.
Electrical generation systems bus-bar low voltage warning. Special Conditions relating to high intensity radiation fields, (HIRF), and the direct and indirect effects of lightning

6. Item of equivalent safety:

JAR 23.961 requires that the fuel systems must be free from vapour lock when using fuel at a temperature of 110°F

This is approved on the basis of equivalent safety from tests conducted using fuel at 106°F, satisfactory experience with the similar T67M200 and the high fuel flow margin provided by the fuel pump

SAL FIR 042 cleared the T67M260 variant to 110°F (43.3°C) this showing compliance with JAR 23.961.

SECTION 8: T67M260 T-3A

H.I. General

Data Sheet No : A.390	Issue: 02	Date: 3 September 2007
1. a) Type:	T67	
b) Variant:	T67M260 T-3A Firefly	
2. Airworthiness Category:	Normal, Utility and Aerobatic	
3. Type Certificate Holder:	Slingsby Advanced Composites Limited Ings Lane Kirkbymoorside North Yorkshire England, YO62 6EZ	
4. Manufacturer:	Slingsby Advanced Composites Limited Ings Lane Kirkbymoorside North Yorkshire England, YO62 6EZ	
5. CAA-UK Type Certificate	BA17	
6. CAA Certification Date	15 th December 1993	
7. EASA Certification Date:	24 August 2007	
8. This EASA TCDS replaces CAA-UK TCDS BA17		

H.II. Certification Basis

1. Reference Date for determining the applicable requirements:	Not Known
2. (Reserved)	
3. (Reserved)	
4. Certification Basis:	14 CFR Part 23 dated February 1 st 1965 amended through amendment 23-42 effective February 4 th 1991 and those paragraphs in Subpart C, Emergency Landing Conditions, as amended through amendment 23-35, effective October 11 th 1988.
5. Special Conditions:	None
6. (Reserved):	
7. Equivalent Safety Findings:	None
8. Environmental Standards:	Approved Noise Levels in accordance to: In accordance with FAR 36 amendment 20 CAA Noise Certificate No 171

H.III. Technical Characteristics and Operational Limitations

- | | | |
|-----|---|--|
| 1. | Type Design Definition: | Doc No T67G-900-006 (Post Mod M500)
Drawing No. T67G-00-001 |
| 2. | Description: | Single engine, two-seat cantilever low wing airplane, Composite (GRP) construction, fixed tricycle landing gear, conventional tail |
| 3. | Equipment: (28 volt DC system) | Refer document T67G-900-006 |
| 4. | Dimensions: | |
| | Span | 10.6 m (34 ft 9¼ in) |
| | Length | 7.54 m (24 ft 9 in) |
| | Height | 2.29 m (7 ft 6 in) |
| | Wing Area | 12.60 m ² (135.63 ft ²) |
| 5. | Engines:
(Pre Mod M917) | 1 Textron Lycoming AEIO-540-D4A5
FAA Engine Type Certificate Data Sheet 1E4
UK CAA validated 8 th November 1993 |
| | 5.1 Engine Limits: | Max take-off rotational speed 2700 r p m
Max continuous rotational speed 2700 r p m |
| | For powerplant limitations refer to AFM, T O 1T-3A-1 | |
| 6. | (Reserved) | |
| 7. | Propellers: | 1 Hoffmann HO-V123K-KV/180DI (Composite type)
LBA Propeller Type Certificate Data Sheet 32 130/17 |
| | 7.1 Settings: | Low pitch setting 10° 50'
High pitch setting 26° |
| 8. | Fluids: | |
| | 8.1 Fuel: | AVGAS 100 LL |
| | 8.2 Oil: | Oils conforming to Mil. Spec. MIL-L-22851
For more details see AFM, T O 1T-3A-1 |
| 9. | Fluid capacities: | |
| | 9.1 Fuel: Wing Tanks | |
| | Total: | 161.4 litres 35.5 Imp Gallons 42.54 US Gallons |
| | Usable: | 157.4 litres 34.62 Imp Gallons 41.54 US Gallons |
| | 9.2 Oil: | Maximum: 11.36 litres 12 US qts
Minimum: 5.68 litres 6 US qts
For more details see AFM, T O 1T-3A-1 |
| 10. | Air Speeds: | |
| | Design Manoeuvring Speed V _A : | up to 1157 kg (2550 lb) 140 KIAS |
| | Flap Extended Speed V _{FE} : | full flaps 98 KIAS
take-off flaps 120 KIAS |
| | Maximum structural cruising speed V _{NO}
(= Maximum structural design speed V _C): | 156 KIAS |
| | Never exceed speed V _{NE} : | 195 KIAS |

11	Maximum Operating Altitude:	3810 m (12500 ft)
12	All weather Capability:	Day-VFR IMC and Night see Note 1 IFR see Note 1 Flight into known icing conditions is prohibited
13	Maximum Total Weight Authorised (MTWA):	
	Take-off:	
	(Pre Mod M605)	1146 kg (2525 lb)
	(Post Mod M605)	1157 kg (2550 lb)
	Landing:	
	(Pre Mod M605)	1146 kg (2525 lb)
	(Post Mod M605)	1157 kg (2550 lb)
	For Aerobatics:	
	(Pre Mod M605)	1146 kg (2525 lb)
	(Post Mod M605)	1157 kg (2550 lb)
14	Centre of Gravity Limits at MTWA	
	Pre Mod M605	
	Forward limit	1146 kg (2525 lb) 0.784 m (2 ft 6.9 ins) aft of Datum
	Aft limit:	1146 kg (2525 lb) 0.866 m (2 ft 10.1 in) aft of Datum
	Post Mod M605	
	Forward limit	1157 kg (2550 lb) 0.787 m (2 ft 7 ins) aft of Datum
	Aft limit:	1157 kg (2550 lb) 0.864 m (2 ft 10 in) aft of Datum
	For limits at other weights refer to the T67M260 Flight Manual T67M260POH.	
15	Datum:	Forward face of Frame 1
16	(reserved)	
17	Levelling Means:	Levelling board (T67B-88-307) placed on aft fuselage between canopy rail and fin forward fairing
18	Minimum Flight Crew:	1 Pilot
19	Maximum Passenger Seating Capacity:	2, including pilot. This number is limited by the space available in the cabin.
20	(Reserved)	
21	Baggage / Cargo Compartments	
	Location Behind Seats	Max. Allowable Load 30 kg (66 lbs)
22	Wheels and Tyres	
	Nose Wheel Tyre Size	5.00 – 5 (minimum 4 ply rating)
	Main Wheel Tyre Size	6.00 – 6 (minimum 6 ply rating)

H.IV. Operating and Service Instructions

T67M260 I-3A Firefly Aircraft Flight Manual (AFM) T O 1T-3A-1
I-3A (USAF designation) version only has been approved by
the UK CAA on behalf of the FAA, for military operation only

T67M260 I-3A Firefly Aircraft Maintenance Manual (MM) I-3A/MM
Incorporates Maintenance Schedule as Part of Section 2
(incl. Airworthiness Limitations)
Service, Change (Modification), and Information Bulletins

H.V. Notes

1. For IFR flight Night operation refer to the Air Navigation Legislation for equipment required.
2. Aircraft airframe to be overall white, registration letters accepted, or in accordance with paint restrictions quoted in aircraft Flight Manual T O 1T-3A-1
3. Structural temperature restrictions are applicable; aircraft flight prohibitive above 55°C. Refer aircraft Flight Manual T O 1T-3A-1 and note 4 below.

4. The following G limits apply:

4.1 Post Mod M605, Post Mod M725A:

Weights: For MTWA up to 975 kg (2550 lb)	below 50°C	50°C & above
Flaps up:	+6 -3	+4.4 -2
Flaps down:	+3 -1	+3 -1

Refer Flight Manual T O 1T-3A-1 for further details.

5. The following CAA Airworthiness Notes apply:

5.1 Airworthiness Notice No. 76
Airworthiness Notice No. 88

Electrical power supplies for aircraft radio systems
Electrical generation systems bus-bar low voltage
warning Special Conditions relating to high intensity
radiation fields, (HIRF), and the direct and indirect effects
of lightning

6. Item of equivalent safety:

FAR 23.961 requires that the fuel systems must be free
from vapour lock when using fuel at a temperature of
110°F.

This is approved on the basis of equivalent safety from
tests conducted using fuel at 106°F, satisfactory
experience with the similar T67M200 and the high fuel
flow margin provided by the fuel pump.

SAL FTR 042 cleared the T67M260T-3A variant to 110°F
(43.3°C) this showing compliance with FAR 23.961.

Change Record

Issue	Date	Changes
Issue 1	24 August 2007	Transfer from CAA TCDS BA17 issue 8 to the EASA Type Design