European Aviation Safety Agency

EASA

TYPE-CERTIFICATE
DATA SHEET

T67

Manufacturer:
Slingsby Advanced Composites Ltd

Slingsby Advanced Composites Limited
Ings Lane
Kirkbymoorside
North Yorkshire
England, YO62 6EZ

For variants:
T67A
T67B Firefly
T67C Firefly
T67M Firefly
T67M-MkII Firefly
T67M200 Firefly
T67M260 Firefly
T67M260-T3A Firefly

Issue 02

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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

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 1st 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: 15th February 1981

2. (Reserved)

3. (Reserved)

   Slingsby Modifications – Current Provisions FAR 23

5. Special Conditions: None

6. (Reserved): None

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-000-001

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:
   
<table>
<thead>
<tr>
<th>Parameter</th>
<th>Length</th>
<th>Height</th>
<th>Wing Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Span</td>
<td>10.6 m</td>
<td>2.37 m</td>
<td>12.6 m²</td>
</tr>
<tr>
<td>(34 ft 9 1/4 in)</td>
<td>(7 ft 9 1/4 in)</td>
<td>(135.6 ft²)</td>
<td></td>
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<tr>
<td>Length</td>
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<td>Height</td>
<td></td>
<td>2.37 m</td>
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<tr>
<td>(7 ft 9 1/4 in)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wing Area</td>
<td></td>
<td></td>
<td>12.6 m²</td>
</tr>
</tbody>
</table>

5. Engines:
   1 Textron Lycoming O-235-L2A
   Pre Mods M219, M406A, M406B
   FAA Engine Type Certificate Data Sheet E-223
   Or
   1 Textron Lycoming O-235-N2A
   Post Mod M219,
   FAA Engine Type Certificate Data Sheet E-223
   Or
   1 Textron Lycoming O-235-L2C
   Post Mod M406A,
   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 L2A, L2C, N2A & N2C
   Max take-off rotational speed 2800 r.p.m.
   Max continuous rotational speed 2800 r.p.m.

   For powerplant limitations refer to AFM, TPT67A/FM, Section 2.

6. (Reserved)

7. Propellers:
   1 Hoffmann HQ-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, TPT67A/FM, Section 1

9. Fluid capacities:

    9.1 Fuel:
   Total: 80 litres 17.6 Imp Gallons
   Usable: 79 litres 17.4 Imp Gallons

    9.2 Oil:
   Maximum: 5678 litres 6 US qts
   Minimum: 4494 litres 4¾ US qts
   For more details see AFM, TPT67A/FM, Section 2
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 $V_{L}$):
   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

167A Aircraft Flight Manual (AFM) 1P167A/FM-A
167A Aircraft Maintenance Manual (MM) 1P167A/MM-A

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

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:

<table>
<thead>
<tr>
<th>Weights:</th>
<th>750 kg (1650 lb)</th>
<th>720 kg (1584 lb)</th>
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<td>Flaps up:</td>
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<td>-3</td>
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<tr>
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<td>+2</td>
<td>+2</td>
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</table>

<table>
<thead>
<tr>
<th>Flaps down:</th>
<th>750 kg (1650 lb)</th>
<th>720 kg (1584 lb)</th>
</tr>
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</tr>
</tbody>
</table>
SECTION 2: T67B

B.I. General

Data Sheet No : A 390

1 a) Type:
   b) Variant:

2. Airworthiness Category:

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
   18th 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:
   2nd 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/GSL 2408 dated 2nd 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 9 3/4 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, TP 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, TP T67B/FM, Section 2
10. **Air Speeds:**
   - **Design Manoeuvring Speed** $V_{Ma}$:
     - 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** $V_{NO}$
     ($\approx$ **Maximum structural design speed** $V_{Ce}$):
     - 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 TP 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**

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)

Max Allowable Load 18 kg (40 lbs)
B.IV. Operating and Service Instructions

- I67B Firefly Aircraft Flight Manual (AFM)  
  TP.T67B/FM
- I67B Firefly Aircraft Maintenance Manual (MM)  
  T67B/MM
- Incorporates Maintenance Schedule as Part of Section 2  
  (incl. Airworthiness Limitations)
- Service, Change (Modification), and Information Bulletins

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 TP.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:
   
<table>
<thead>
<tr>
<th>Weights:</th>
<th>862 kg (1900 lb) below 50°C</th>
<th>50°C &amp; above</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flaps up:</td>
<td>+6</td>
<td>+4</td>
</tr>
<tr>
<td>Flaps down:</td>
<td>+2</td>
<td>+2</td>
</tr>
<tr>
<td></td>
<td>-3</td>
<td>-2</td>
</tr>
<tr>
<td></td>
<td>-1</td>
<td>-1</td>
</tr>
</tbody>
</table>

   Refer Flight Manual TP.T67B/FM for further details

5. I67B aircraft may be modified to I67C 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 (I67C) 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: 15th 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: 2nd December 1982

2. (Reserved)

3. (Reserved)


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 167C-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
   Length
   Height Pre Mod M468
   Height Post Mod M468
   Wing Area
   10.6 m  (34 ft 9 1/2 in)
   7.32 m  (24 ft 1 in)
   2.36 m  (7 ft 9 in)
   2.29 m  (7 ft 6 in)
   12.60 m²  (135.63 ft²)

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 rp.m
   Max continuous rotational speed 2700 rp.m
   For powerplant limitations refer to AFM, TP 167C/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 167C/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 167C/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 MIWA:
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) T67C/MM
Incorporates Maintenance Schedule as Part of Section 2 (incl. Airworthiness Limitations)
Service, Change (Modification), and Information Bulletins
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:
   
<table>
<thead>
<tr>
<th>Flaps up:</th>
<th>below 50°C</th>
<th>50°C &amp; above</th>
</tr>
</thead>
<tbody>
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<td>M1WA up to 975 kg (2150 lb)</td>
<td>+6</td>
<td>+4/4</td>
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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

1. a) Type: T67
   b) Variant: T67M 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: 2nd August 1983

7. EASA Certification Date: 24 August 2007

8. This EASA TCDS replaces CAA-UK TCDS BA17

D.II. Certification Basis

1. Reference Date for determining the applicable requirements: 2nd 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 2nd December 1982

5. Special Conditions: None

6. (Reserved): None

7. Equivalent Safety Findings: Approved Noise Levels in accordance to:

8. Environmental Standards: CAA Noise Certificate No 43
D.III. Technical Characteristics and Operational Limitations

1. Type Design Definition: SAL DON 110 (Modification M100)
   Drawing No. 167M-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 9 1/4 in)
   Length: 7.29 m (23 ft 11 in)
   Height: 2.36 m (7 ft 9 in)
   Wing Area: 12.60 m² (135.63 ft²)

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 167M/FM

6. (Reserved)

7. Propellers:
   1 Hoffmann HO-V721-L/V180CB (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 167M/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 167M/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 167M/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 167M Flight Manual ref TP 167M/FM

15. Datum: Forward face of Frame 1

16. (Reserved)

17. Levelling Means: Levelling board (T67B-83-307) 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**

TP T67M/FM

TP T67M/MM

Incorporates Maintenance Schedule as Part of Section 2
(incl. Airworthiness Limitations)
Service, Change (Modification), and Information Bulletins
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.167M/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.167M/FM.

4. The following G limits apply: See note 5

<table>
<thead>
<tr>
<th>Weights:</th>
<th>MTWA 907 kg (2000 lb)</th>
<th>884 kg (1950 lb)</th>
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<tbody>
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Refer Flight Manual TP.167M/FM for further details.

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

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| Flaps down | +2   |
|           | -1   |
SECTION 5: T67M-Mk II

F.I. General

Data Sheet No.: A 390

1. a) Type: T67
   b) Variant: T67M-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: 20th December 1985

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: 2nd 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 2nd 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  \( (34 \text{ ft } 9\frac{3}{4} \text{ in}) \)
   - **Length**
     - 7 29 m  \( (23 \text{ ft } 11 \text{ in}) \)
   - **Height - Pre Mod M468**
     - 2 36 m  \( (7 \text{ ft } 9 \text{ in}) \)
   - **Height - Post Mod M468**
     - 2 29 m  \( (7 \text{ ft } 6 \text{ in}) \)
   - **Wing Area**
     - 12 60 m²  \( (135 \text{ 63 ft}^2) \)

5. **Engines:**
   - 1 Textron Lycoming AEIO-320-D1B
   - FAA Engine Type Certificate Data Sheet 1E12

6. **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 T67M-MkII/FM

7. **(Reserved)**

8. **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°

9. **Fluids:**
   - **8.1 Fuel:**
     - AVGAS 100 LL
   - **8.2 Oil:**
     - Oils conforming to Mil. Spec. MIL-L-22851

   For more details see AFM, TP T67M-MkII/FM

10. **Fluid capacities:**
    - **9.1 Fuel: Wing Tanks**
      - **Total:**
        - 161 4 litres  \( 35 \text{ 5 Imp Gallons} \)
      - **Usable:**
        - 157 4 litres  \( 34 \text{ 62 Imp Gallons} \)
    - **9.2 Oil:**
      - Maximum: 7 57 litres  \( 8 \text{ US qts} \)
      - Usable: 5 678 litres  \( 6 \text{ US qts} \)
      - For more details see AFM, TP T67M-MkII/FM, or
10. Air Speeds:
   Design Maneuving 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 I
   IFR see Note I
   Flight into known icing conditions is prohibited

13. Maximum Total Weights Authorised (MTWA):
   Take-off:
   (Pre Mod M321) 907 kg (2000 lb)
   (Post Mod M321, Pre Mod M537, Post Mod M537) 953 kg (2100 lb)
   Landing:
   (Pre Mod M321) 907 kg (2000 lb)
   (Post Mod M321, Pre Mod M537, Post Mod M537) 975 kg (2150 lb)
   For Aerobatics:
   (Pre Mod M321) 907 kg (2000 lb)
   (Post Mod M321, Pre Mod M537, 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 167M-MkII Flight Manual TP 167M-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 167M-MkII Flight Manual TP 167M-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 167M-MkII Flight Manual TP 167M-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) T67M-MkII/MM

Incorporates Maintenance Schedule as Part of Section 2 (incl. Airworthiness Limitations)

Service, Change (Modification), and Information Bulletins

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 MIWA up to 975 kg (2150 lb) below 50°C 50°C & above
   Flaps up: +6 +4
   -3 4
   Flaps down: +2 +2
   -1 -1

   Refer note 2 above
Refer Flight Manual TP.T67M-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

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Refer Flight Manual TP.T67M-MkII/FM or for further details.
SECTION 6: T67M200

F.I. General

Data Sheet No : A 390

1 a) Type: I67
   b) Variant: I67M200 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 19th 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: 2nd 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 2nd 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. T67F-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:
   \[
   \begin{array}{ccc}
   \text{Span} & 10.6 \text{ m} & (34 \text{ ft } 9\frac{1}{4} \text{ in}) \\
   \text{Length} & 7.323 \text{ m} & (24 \text{ ft } 2\text{ in}) \\
   \text{Height, Pre Mod M468} & 2.36 \text{ m} & (7 \text{ ft } 9 \text{ in}) \\
   \text{Height, Post Mod M468} & 2.29 \text{ m} & (7 \text{ ft } 6 \text{ in}) \\
   \text{Wing Area} & 12.60 \text{ m}^2 & (135 \text{ ft}^2) \\
   \end{array}
   \]

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 T67M200/FM or T67M200/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/180D1 (Composite type)
   LBA Propeller Type Certificate Data Sheet 32.130/17

   (Post Mod M822)
   1 Hoffmann HO-V123K-KV/180DT (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 T67M200/FM,
   or T67M200/CS/POH
9 Fluid capacities:
\[ 9.1 \text{ Fuel: Wing Tanks} \]
\[
\begin{align*}
\text{Total:} & & 161.4 \text{ litres} & & 35.5 \text{ Imp Gallons} \\
\text{Usable:} & & 157.4 \text{ litres} & & 34.62 \text{ Imp Gallons}
\end{align*}
\]

\[ 9.2 \text{ Oil:} \]
\[
\begin{align*}
\text{Maximum:} & & 7.57 \text{ litres} & & 8 \text{ US qts} \\
\text{Usable:} & & 3.79 \text{ litres} & & 4 \text{ US qts}
\end{align*}
\]
For more details see AFM, TP T67M200/FM, or 167M200/CS/POH

10 Air Speeds:
\[ \text{Design Manoeuvring Speed } V_{AO} \]

\[
\begin{align*}
\text{Flap Extended Speed } V_{AE}: \text{ (Pre Mod M656)} & & \text{up to 1020 kg (2250 lb)} & & 140 \text{ KIAS} \\
& & \text{full flaps} & & 88 \text{ KIAS} \\
& & \text{take-off flaps} & & 88 \text{ KIAS}
\end{align*}
\]

\[
\begin{align*}
\text{Flap Extended Speed } V_{AE}: \text{ (Post Mod M656)} & & \text{full flaps} & & 98 \text{ KIAS} \\
& & \text{take-off flaps} & & 120 \text{ KIAS}
\end{align*}
\]

\[ \text{Maximum structural cruising speed } V_{NO} \]
\[ (= \text{Maximum structural design speed } V_{C}) : \]
\[ 140 \text{ KIAS} \]

\[ \text{Never exceed speed } V_{NE}: \]
\[ 180 \text{ KIAS} \]

11. Maximum Operating Altitude:
\[ 3658 \text{ m (12 000)} \text{ without oxygen equipment being fitted} \]

12. All weather Capability:
\[ \text{Day-VFR} \]
\[ \text{IMC and Night see Note 1} \]
\[ \text{IFR see Note 1} \]

\[ \text{Flight into known icing conditions is prohibited} \]

13 Maximum Total Weight Authorised (MTWA):
\[ \text{Take-off:} \]
\[ \begin{align*}
(\text{Pre Mod M358}) & & 975 \text{ kg (2150 lb)} \\
(\text{Post Mod M 358, Pre Mod M 914}) & & 1020 \text{ kg (2250 lb)}
\end{align*} \]

\[ \text{Landing:} \]
\[ \begin{align*}
(\text{Pre Mod M358, Post Mod M358, Pre Mod M914}) & & 975 \text{ kg (2150 lb)} \\
(\text{Post Mod M914}) & & 1020 \text{ kg (2250 lb)}
\end{align*} \]

\[ \text{For Aerobatics:} \]
\[ \begin{align*}
(\text{Pre Mod M358, Post Mod M358, Pre Mod M914}) & & 975 \text{ kg (2150 lb)} \\
(\text{Post Mod M914}) & & 1020 \text{ kg (2250 lb)}
\end{align*} \]

14. Centre of Gravity Limits at MTWA:
\[ \text{Pre Mod M358} \]
\[ \text{Forward limit:} \]
\[ 975 \text{ kg (2150 lb)} & & 0.823 \text{ m (2 ft 8 4 ins) aft of Datum} \]

\[ \text{Aft limit:} \]
\[ 975 \text{ kg (2150 lb)} & & 0.888 \text{ m (2 ft 10 96 in) aft of Datum} \]

For limits at other weights refer to the T67M200 Flight Manual TP T67M200/FM
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 TP T67M200/FM 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) TP T67M200/FM or T67M200/CS/POH

T67M200 Firefly Aircraft Maintenance Manual (MM) T67M200/MM

Incorporates Maintenance Schedule as Part of Section 2 (incl. Airworthiness Limitations)

Service, Change (Modification), and Information Bulletins

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


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
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<th>50°C &amp; above</th>
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4.3 Post Mod M915 aircraft:
Weights: For MTWA up to 1020 kg (2250 lb) below 50°C 50°C & above
Flaps up:

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SECTION 7: T67M260

G.I. General

Data Sheet No : A 390

1) Type: T67
   a) 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: 11th 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 9/4 in) |
   | Length | 7.54 m  | (24 ft 9 in)   |
   | Height | 2.29 m  | (7 ft 6 in)    |
   | Wing Area | 12.60 m² | (135.63 ft²) |

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 t p m
   Max continuous rotational speed 2700 t p m

   For powerplant limitations refer to AFM, T67M260/POH

6. (Reserved)

7. Propellers:

   1 Hoffmann HQ-V123K-KV/180DT (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

<table>
<thead>
<tr>
<th>Location Behind Seats</th>
<th>Max Allowable Load 30 kg (66 lbs)</th>
</tr>
</thead>
</table>

22. Wheels and Tyres

<table>
<thead>
<tr>
<th>Nose Wheel Tyre Size</th>
<th>5 00 – 5 (minimum 4 ply rating)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Wheel Tyre Size</td>
<td>6 00 – 6 (minimum 6 ply rating)</td>
</tr>
</tbody>
</table>

### 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.


4. The following G limits apply:
   4.1 Post Mod M725A:
   
<table>
<thead>
<tr>
<th>Flaps up</th>
<th>below 50°C</th>
<th>50°C &amp; above</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>+6</td>
<td>+4.4</td>
</tr>
<tr>
<td></td>
<td>-3</td>
<td>-2</td>
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<table>
<thead>
<tr>
<th>Flaps down</th>
<th></th>
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<tbody>
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<td>+3</td>
<td></td>
<td>+3</td>
</tr>
<tr>
<td>-1</td>
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<td>-1</td>
</tr>
</tbody>
</table>

   4.2 Post Mod M950:
   
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<th>50°C &amp; above</th>
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<td>+3 8</td>
</tr>
<tr>
<td></td>
<td>-1 6</td>
<td>-1 6</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Flaps down</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>+2</td>
<td></td>
<td>+2</td>
</tr>
<tr>
<td>-1</td>
<td></td>
<td>-1</td>
</tr>
</tbody>
</table>

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:
   b) Variant:
   I67
   I67M260 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
   15th 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:

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
II.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 9½ in)
   Length 7.54 m (24 ft 9 in)
   Height 2.29 m (7 ft 6 in)
   Wing Area 12.60 m² (135.63 ft²)

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, T O IT-3A-1

6. (Reserved)

7. Propellers:
   1 Hoffmann HO-V123K-KV/180D1 (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 IT-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 IT-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 167M260 Flight Manual 167M260POH

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-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)  
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:

<table>
<thead>
<tr>
<th>Flaps up:</th>
<th>50°C &amp; above</th>
<th>below 50°C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flaps down:</td>
<td>50°C &amp; above</td>
<td>below 50°C</td>
</tr>
</tbody>
</table>

4.1 Post Mod M605, Post Mod M725A:

Weights: For MTWA up to 975 kg (2550 lb)

\[\begin{align*}
\text{Flaps up:} & \\
+6 & +4.4 \\
-3 & -2 \\
\text{Flaps down:} & \\
+3 & +3 \\
-1 & -1
\end{align*}\]

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 167M200 and the high fuel flow margin provided by the fuel pump.  
SAL FTR 042 cleared the 167M2601-3A variant to 110°F (43.3°C) this showing compliance with FAR 23.961.
## Change Record

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<tr>
<td>Issue 1</td>
<td>24 August 2007</td>
<td>Transfer from CAA TCDS BA17 issue 8 to the EASA Type Design</td>
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