

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

A6EA Revision 4 Legend Aviation & Marine UC-1 (Twin-Bee) October 31, 2017

TYPE CERTIFICATE DATA SHEET NO. A6EA

This data sheet, which is a part of Type Certificate No. A6EA prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the Airworthiness requirements of the Civil Air Regulations (CAR) Part 3 and Part 4 (specifically partial 4b.356).

Type Certificate Holder: Legend Aviation & Marine, LLC
 c/o Don Dewey
 80 Pickett's Lake Way West
 Acworth, GA 30101

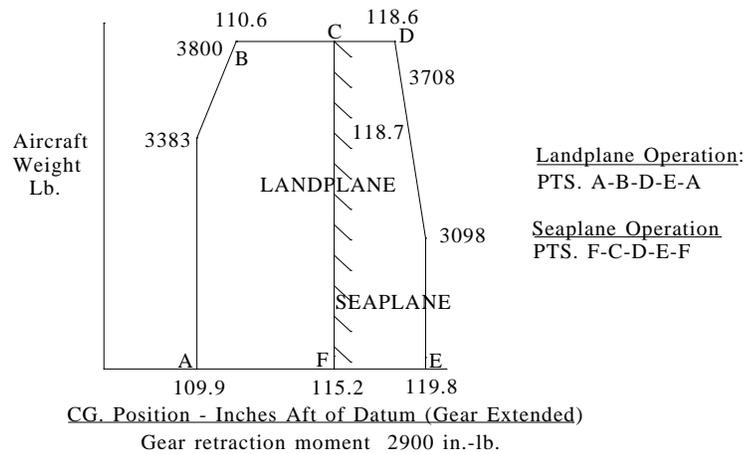
Type Certificate Holder Record STOL Aircraft Corporation Norwood Massachusetts transferred TC A6EA to Legend Aviation & Marine, LLC c/o Don Dewey on October 20, 2017
 United Consultants transferred TC A6EA to STOL Aircraft Corporation Norwood Massachusetts on October 10, 1969

I - Model UC-1 5 PCAM (Normal) Approved June 25, 1965

Engine	2 Lycoming IO-360-B1D		
Fuel	100/130 Minimum grade aviation gasoline		
Engine limits	For all operations, 2700 r.p.m. (180 h.p.)		
Propeller and propeller limits	2 Hartzell HC-C2YK-2RB/7666A-2		
	Diameter: not over 74", not under 72"; no further reduction permitted		
	Pitch setting at 30 in. station:		
	Low:	14.0°	
	Feathered:	79.3°	
	<u>Placard:</u>	Avoid continuous operation between 2000 and 2250 r.p.m.	
Airspeed limits (CAS)	Maneuvering:	Vp	131 m.p.h. (114 kt)
	Maximum Structural Cruising:	Vno	132 m.p.h. (115 kt)
	Never exceed:	Vne	166 m.p.h. (144 kt)
	Flap Extended:	Vfe	105 m.p.h. (91 kt)

Page No.	1	2	3
Rev. No.	4	2	2

C.G. range



Empty weight C.G. range	None																														
Datum	Longitudinal reference station 0 located 97.50 inches forward of leading edge of wing. Horizontal reference is located 50.00 inches below and parallel to Category the hull deck (W.L.0.00)																														
Level means	Lugs on front and rear left-hand, and rear right-hand door frames																														
Maximum weight	3800 lb.																														
Minimum crew	1 (Pilot)																														
No. of seats	5 (2 at +62.0", 2 at +96.0", 1 at +127.0")																														
Maximum baggage	300 lb. (200 lb. at +118.0", 100 lb. at +147.0")																														
Fuel capacity	Main Tank: 85 gallons at 116.0" (unusable - 1.5 gallons) Auxiliary Tank: 16 gallons at 299.5"																														
Oil capacity	2 gallons per engine at 101.9" (usable - 1.5 gallons). See Note 1 for system oil.																														
Control surface movements (Max.)	<table border="0"> <tbody> <tr> <td>Wing Flaps</td> <td>Up</td> <td>0°</td> <td>Down</td> <td>30°</td> </tr> <tr> <td>Aileron</td> <td>Up</td> <td>20°</td> <td>Down</td> <td>20°</td> </tr> <tr> <td>Rudder</td> <td>Right</td> <td>30°</td> <td>Left</td> <td>30°</td> </tr> <tr> <td>Rudder trim tab</td> <td>Right</td> <td>17 1/2°</td> <td>Left</td> <td>33°</td> </tr> <tr> <td>Elevator</td> <td>Up</td> <td>25°</td> <td>Down</td> <td>25°</td> </tr> <tr> <td>Elevator trim tab</td> <td>Up</td> <td>37°</td> <td>Down</td> <td>27°</td> </tr> </tbody> </table>	Wing Flaps	Up	0°	Down	30°	Aileron	Up	20°	Down	20°	Rudder	Right	30°	Left	30°	Rudder trim tab	Right	17 1/2°	Left	33°	Elevator	Up	25°	Down	25°	Elevator trim tab	Up	37°	Down	27°
Wing Flaps	Up	0°	Down	30°																											
Aileron	Up	20°	Down	20°																											
Rudder	Right	30°	Left	30°																											
Rudder trim tab	Right	17 1/2°	Left	33°																											
Elevator	Up	25°	Down	25°																											
Elevator trim tab	Up	37°	Down	27°																											
Serial Nos. eligible	1 and up																														
Certification basis	CAR 3 dated May 15, 1956, plus Amendments 3-1 through 3-8, plus CAR 4b.356 (except for the requirement enabling the main cabin door to be opened from the outside). Date of Application for Type Certificate February 2, 1963.																														

Production basis	<p>None. Prior to original certification of each aircraft an FAA representative must perform a detailed inspection for workmanship, materials, and conformity with the approved technical data, and a check of the flight characteristics.</p> <p>Determine that all unmodified parts (parts built under the original Republic RC-3 Type Certificate No. 769) are in an airworthy and unaltered condition.</p> <p>This determination may be accomplished by means of an examination of the aircraft records, and to the extent possible, a visual inspection of the aircraft original parts. Particular attention should be given to the following areas:</p> <ol style="list-style-type: none">(1) The rudder spar at each of the rudder-fin hinges(2) Both main landing gear (especially the actuating tube at the weld)(3) The elevator torque tube fittings(4) The hull fuel cells (for evidence of deterioration) <p>Any Republic Model RC-3 parts which may have been altered must be substantiated by the applicant to the controlling region of the Republic Model RC-3 aircraft. For information concerning the United Consultants Model UC-1 modification contact the controlling region of the United Consultants Model UC-1 aircraft.</p>
Equipment	<p>The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. In addition, the following items of equipment are required:</p> <ol style="list-style-type: none">(a) FAA approved Airplane Flight Manual
NOTE 1.	<p>Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions when necessary, must be provided for each aircraft at the time of original certification. The certificated empty weight and corresponding center of gravity location must include unusable fuel (included in main tank capacity) of 9 lb. at (+116.0") and system oil (not included in oil capacity) of 4 lb. at (+101.9")</p>
NOTE 2.	<p>All placards required in the FAA approved airplane flight manual must be installed in the appropriate locations.</p>
NOTE 3.	<p>Airworthiness Directive 53-23-3 must be compiled with for original certification and at the repetitive intervals as stated in the Airworthiness Directive.</p>

...END...