## FEDERAL AVIATION AGENCY

A4IN **JODEL** DR-1050

November 23, 1962

## TYPE CERTIFICATE DATA SHEET NO. A4IN

This data sheet which is a part of type certificate No. A4IN prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Civil Air Regulations.

Type Certificate Holder Avions Jodel

Route de Seurre

Beaune (Cote d'Or), France

## I - Model DR-1050, 3 PCLM (Normal Category), Approved April 19, 1962

Continental O-200-A Engine

80/87 minimum grade aviation gasoline Fuel Engine limits For all operations, 2750 r.p.m. (100 hp.)

Propeller and propeller limits Any approved fixed pitch wood propeller which is eligible for the engine power

and speed and which meets the following limits: Static r.p.m. at maximum permissible throttle setting:

Not over 2400, not under 2300. No additional tolerance permitted.

Diameter: Maximum 69 1/2 in., minimum allowable for repairs 67 1/2 in. No

further reduction permitted.

Airspeed limits Never exceed 162 m.p.h. (140 knots)

> 131 m.p.h. (114 knots) Maximum structural cruising 106 m.p.h. (92 knots) Maneuvering 94 m.p.h. (82 knots) Maximum speed for drag brakes

C.G. range (+12.6) to (+20.1)

Empty weight C.G. range None

Leading edge of wing Datum Upper longeron of fuselage Leveling means

Maximum weight 1660 lb.

No. seats 3 (2 at +19, 1 at +47) (See NOTE 3 for rear seat occupancy)

Maximum baggage See NOTE 3

Fuel capacity Two tanks: 14 gal. usable (-10), 13 gal. usable (+47)

Oil capacity 5 qt. (-28)

Control surface movements Aileron Up 12° Down 12°

Elevator 25° Down 20° Up Elev. trim tab Up 40° Down 25° Right 25° Left 25° Rudder

(Tolerance permitted on all surface travels +3°, -0°)

Serial Nos. eligible The S.G.A.C. certificate of airworthiness for export endorsed as noted below under

"Certification basis" must be submitted for each individual airplane for which

application for certification is made.

Certification basis CAR 10. Type Certificate No. A4IN issued April 19, 1962.

Application for Type Certificate dated February 1, 1962.

Each aircraft and any replacement parts manufactured in France must be designated as "import" and clearly labeled as such in accordance with CAR 10.30.

Page No.	1	2
Rev. No.	-	-

A U. S. Airworthiness Certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by a representative of the French Secretariat General a l'Aviation Civile (SGAC) containing the following statement: "The airplane covered by this certificate has been examined and found to comply with U.S. Civil Air Regulations Part 3 dated May 15, 1956, including amendments 3-1 through 3-6 and conforms to T.C. A4IN."

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:

(a) Pre-stall warning indicator, Safe Flight Instrument Corporation 164.

Equipment

NOTE 1. 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 and system fuel of 5 lb. at (+47).

NOTE 2. (a) The following placard must be displayed in front and in clear view of the pilots:

"THIS AIRPLANE MUST BE OPERATED IN NORMAL CATEGORY IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS AND MANUALS. NO ACROBATIC MANEUVERS, INCLUDING SPINS, APPROVED."

(b) The following placard must be displayed in the rear seat:

"MAX. WEIGHT ON REAR SEAT 240 LB."

- NOTE 3. Rear seat may be occupied by two persons provided:
  - (a) The total weight on the rear seats (including baggage) does not exceed 240 lb.
  - (b) The rear seat is equipped with two separate safety belts.
  - (c) Aircraft weight and C.G. position are within approved limits.