

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

H4WE  
Revision 2  
PIASECKI (VERTOL)  
Navy HUP-3  
Revised January 24, 2005

TYPE CERTIFICATE DATA SHEET NO. H4WE

This data sheet which is a part of type certificate No. H4WE prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder: **This Type Certificate (TC) has been designated as ABANDONED** (See Note 5)

Type Certificate Holder Record: Charles D. Linza  
4145 Ann Arbor Road  
Lakewood, California

**I - Model HUP-3 (Restricted Category), approved July 16, 1965**

Engine	Continental R975-46	
Fuel	115/145 or 100/130 minimum grade aviation gasoline	
Engine limits	Normal Maximum (30 minute limit) 2350 RPM and 39 in. Hg. (475 HP) Maximum allowable continuous 2350 RPM & 37.5 in.Hg. (450 HP)	
Rotor limits and engine operating speeds	Power Off (Rotor Tach.) Maximum 360 r.p.m. Minimum 230 r.p.m.	Power On (Engine Tach.) Maximum 2350 r.p.m. Minimum 2100 r.p.m.
Airspeed limits	Vne (never exceed) 75 KIAS	
C.G. range	14 in. forward to 5.5 in. aft of datum	
Datum	Point midway between rotors	
Maximum weight	5500 lb.	
Minimum crew	1 (Pilot)	
Fuel capacity	150 gal. (900 lb.)	
Oil capacity	Engine oil 9.5 gal. Forward transmission 3.0 quarts Aft transmission 4.0 quarts	
Other operating limitations	Navy Flight Handbook NW01-250 HCA-1, revised July 1, 1960 and, Charles D. Linza FAA approved Rotorcraft Flight Manual Supplement dated July 16, 1965.	
Serial Nos. eligible	The following Navy Bureau numbers are eligible for certification (mfg. serial numbers in parenthesis): 147582 (41)      147601 (23) 147585 (10)      147605 (58) 147588 (8)      147615 (68) 147590 (16)      147624 (69) 147593 (26)      147626 (55) 147595 (37)      147612 (no mfg. S/N avail.)	

Page No.	1	2
Rev. No.	2	2

Certification basis	<p>FAR 21.25(a)(2), effective February 1, 1965</p> <p>Type certificate No. H4WE issued July 16, 1965 for the special purpose of:</p> <p>(1) Actual serial oil and mineral exploration only. This does not include the transportation of passengers or cargo to and/or from ground sites.</p> <p>(2) Any other valid special purpose operation approved by Chief, Aircraft engineering Division, Western Region, FAA.</p> <p>Date of application for Type Certificate February 4, 1965.</p>
Production basis	None. No helicopter may be produced under this approval.
Equipment:	The basic required equipment as prescribed in the applicable airworthiness regulations (see certification basis) must be installed in the helicopter for certification. In addition, equipment necessary for the particular special purpose must be installed.
NOTE 1.	Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions, when necessary, must be in each helicopter at time of original airworthiness certification and at all times thereafter.
NOTE 2.	<p>Prior to Civil Airworthiness Certification, the following must be accomplished:</p> <p>(a) The alterations listed in Charles D. Linza Report No. 209, dated 24 June 1965, as applicable to the particular vehicle being presented for Certification.</p> <p>(b) To ensure protection against corrosion of the rotor blade spar tube, inspect all rotor blade sets P/N 18R1010-5, P/N 18R1010-6, P/N 18R1010-50 and P/N 18R1010 60 and rework or replace as necessary in accordance with instructions contained in "Handbook - Overhaul and Structural Repair," NAVWEPS 03-95A-501 Revised 1 June 1962, as specifically covered by Section II, paragraphs 2-16B through 2-16GF, unless the inspection and rework have been accomplished within six (6) months prior to issuance of the Airworthiness Certificate.</p>
NOTE 3.	This helicopter must be serviced and maintained in compliance with Maintenance Handbook NW01-250HCA-2, revised July 1, 1960, and Inspection Requirements Handbooks NW01-250HCA-6, revised March 15, 1963 and NW01-250HCA-7, revised March 15, 1963.
NOTE 4.	<p>The following placard must be prominently displayed in the cockpit in full view of the pilot (reference Charles D. Linza Drawing CDL-2, dated June 17, 1965):</p> <p>"This rotorcraft must be operated in accordance with restricted category operating limitations specified in FAR 91.39 and FAA approved Rotorcraft Flight Manual Supplement."</p>
NOTE 5.	<p><b>This Type Certificate (TC) has been designated "ABANDONED".</b> A "Notice of Intent To Designate as Abandoned Certain Type Certificates Issued in the Restricted Category," was published by the Federal Aviation Administration (FAA) in the Federal Register on August 8, 2003 (68 FR 47379). That Notice listed this TC. The FAA received no comments on the published Notice. The FAA has been unable to contact this TC holder. Hence, the FAA has determined that this TC holder is not complying with its Continued Operational Safety (COS) responsibilities. Therefore, no additional aircraft will be added to this TC and no additional original airworthiness certificates will be issued based on this TC. The effectiveness of this TC is limited to those aircraft that received original airworthiness certification prior to the incorporation of this note (Date of Incorporation, January 24, 2005). Subsequently, if the TC holder is located and assumes their COS responsibilities, the restriction(s) imposed by this note may be lifted.</p>

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