DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

2A12
Revision 2
Clark
12
December 1, 2000

TYPE CERTIFICATE DATA SHEET NO. 2A12

This data sheet which is a part of type certificate No. 2A12 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	Clark Aircraft, Inc. 11462 Keithville – Keatchie Rd. Keithville, Louisiana 71047

I - Model 12, 1 POLB (Restricted Category), Approved June 28, 1960 (See NOTES Section)

Engine	Lycoming R-680-B4 Series (See NOTE 3 for optional engine)
Fuel	80 minimum grade aviation gasoline
Engine limits	For all operations, 2100 r.p.m., 225 hp.
Propeller and propeller Limits	McCauley 41D5926/SS135-6 Diameter: Not over 102 in., Not under 100in. No further reduction permitted. Static r.p.m. at maximum permissible throttle setting: Not over 1925, not under 1800. No additional tolerance permitted.
Airspeed limits	Never exceed speed 117 m.p.h. (1102 knots) True Ind. Maneuvering speed 90 m.p.h. (78 knots) True Ind.
C.G. range	(+ 8.6) to (+10. 8)
Empty weight C.G. range	None
Datum	Leading edge of lower wing
Leveling means	Top of fuselage just aft of firewall
Maximum weight	3340 lb.
No. seats	1 (+63)
Maximum cargo	1000 lb. (+9)
Fuel capacity	46 gal. (-3) (45 gal. usable) See NOTE 1 for data on fuel system.
Oil capacity	4.4 gal. (-33)

Control surface movements	Elevator	Up	24 degrees
		Down	18 degrees
	Elevator tab	Up	22 degrees
		Down	22 degrees
	Rudder	Right	30 degrees
		Left	30 degrees
	Aileron	Up	24 degrees
		Down	23 degrees

Serial Nos. eligible — 12-1 and up

Certification basis — CAR 8 dated October 11, 1950 and CAM 8 dated September 1956 including all Supplements 1 thru 18 dated March 10, 1958. Type Certificate No. 2A12 issued-June 28, 1960. Date of Application for Type Certificate March 13, 1959.

Production basis — None. Prior to original certification of each aircraft an FAA representative must perform a detailed inspection for workmanship, material, and conformity with the approved technical data, and a check of flight characteristics.

Equipment — The basic required equipment as prescribed in the applicable airworthiness regulations (see certification basis) must be installed in the aircraft for certification.

NOTES

1. Current weight and balance report including list of equipment included in the certificated empty weight and loading instructions when necessary must be in each aircraft at the time of certification and at all time thereafter except in cases of operators having an approved weight control system.

The certificated empty weight and corresponding center of gravity location must include unusable fuel 6 lbs. (-3).

Notes cont.,

2. The following placards must be displayed:

(a) In clear view of the pilot:
"THIS AIRPLANE MUST BE OPERATED IN ACCORDANCE WITH THE FOLLOWING LIMITATIONS:
Maximum Speed 117 MPH
Maximum gross weight 3340 lbs.
No acrobatic maneuvers including spins authorized.
C.G. range (+8.6) to (+10.0) at 3340 lbs."

(b) On the hopper compartment:
"MAXIMUM HOPPER CAPACITY 1000 LBS."

(c) Adjacent to the fuel shut-off valve:
"USABLE FUEL 45 GALS. 80 OCTANE."

(d) On tachometer, when Continental W-670 engines installed:
"AVOID CONTINUOUS OPERATION BETWEEN 1500 AND 1650 RPM."

3. Optional Engine Installation

Engine	Continental W-670-6A or W-670-6N
Fuel	80 minimum grade aviation gasoline
Engine limits	For all operations, 2075 r.p.m. (220 hp.)
Propeller and propeller limits	McCauley hub D-1093 and blades SS-138-6 or hub 41 D5926 and blades SS-135-6 This propeller must be indexed in the zero degree position (blades in line with the crankthrow). Diameter: Not over 102 in., not under 100 in. No further reduction permitted. Static r.p.m. at maximum throttle setting: Not over 1900, Not under 1850

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