FEDERAL AVIATION AGENCY

A1IN
Revision 4
PROCAER
F 15/B
F 15/C

July 30, 2021

TYPE CERTIFICATE DATA SHEET NO. A1IN

This data sheet which is a part of type certificate No. A1IN 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	Procaer S.p.A. 78 Strada Alzaia Naviglio Pavese Milan, Italy.

I - Model F 15/B, 4 PCLM (Utility Category), Approved April 14, 1962.

Engine	Lycoming O-360-A1A	
Fuel	91/96 Minimum grade aviation gasoline	
Engine limits	For all operations, 2700 r.p.m. (180 Hp)	
Propeller and propeller limits	Hartzell HC-92ZK-8D/8447A-12A Diameter: Maximum 72 in., minimum allowable for repairs 70 in. No further reduction permitted. Pitch setting at 33 in. radius: Low 13°, High 27°	
Airspeed limits (IAS)	Vne (Never exceed)	219 mph (191 knots)
	Vno (Max. structural cruising)	176 mph (153 knots)
	Vp (Maneuvering speed)	152 mph (132 knots)
	Vfe (Max. with flaps ext. at 20°)	112 mph (97 knots)
	Vfe (Max. with flaps ext. at 38°)	100 mph (87 knots)
	Vle (Max. landing gear extended)	124 mph (108 knots)
C.G. range	(+78.0) to (+85.5)	
Empty weight C.G. range	None	
Leveling means	Longitudinal references on the fin, transverse references on upper part of the right wing tip	
Maximum weight	2470 lbs.	
No. of seats	4 (2 at +83) (2 at +118)	
Maximum baggage	90 lbs. (+142)	
Fuel capacity	48 U.S. gal. total (2 wing tanks of 24 U.S. gal. each) (+96) Usable 46 U.S. gal. See NOTE 1 for unusable fuel	
Oil capacity	8 qt. (+18) usable 6 qt. See NOTE 1 for system oil.	

II - Model F 15/C, 4 PCLM (Normal and Utility Categories), Approved July 28, 1966.

(Same as F 15/B except for powerplant installation, maximum weight, wing tip tanks added, landing gear)

Engine	Continental IO-470-E	
Fuel	100/130 Minimum grade aviation gasoline	
Engine limits	For all operations, 2625 r.p.m. (260 Hp)	
Propeller and propeller limits	McCauley D2A34C49/90A-14; Diameter: 76 in., No further reduction permitted. Or McCauley D2A34C58/S-90AT-12; Diameter: Maximum 78 in., minimum allowable for repairs 76 in., no further reduction permitted. Pitch setting at 30 in. radius for both propellers; low 11°, high 27°	
Airspeed limits (IAS)	Vne (Never exceed)	219 mph (191 knots)
	Vno (Max. structural cruising)	176 mph (153 knots)
	Vp (Maneuvering speed)	152 mph (132 knots)
	Vfe (Max. with flaps ext. 20°)	124 mph (108 knots)
	Vfe (Max. with flaps ext. 38°)	103 mph (90 knots)
	Vle (Max. landing gear extended)	138 mph (120 knots)
C.G. range	(+77.5) to (+86.5)	
Empty weight C.G. range	None	
Leveling means	Longitudinal references on the fin, transverse references on right wing tip tank.	
Maximum weight	2870 lbs. for Normal Category 2700 lbs. for Utility Category	
No. of seats	4 (2 at +85) (2 at +120)	
Maximum baggage	90 lbs. (+144)	
Fuel capacity	85 U.S. gal. total (2 wing tanks of 24 U.S. gal. each) (+98) (2 tip tanks of 18.5 U.S. gal. each) (+84) Usable 79.5 U.S. gal. See NOTE 1 for unusable fuel	
Oil capacity	12 qt. (+18) usable 8 qt. See NOTE 1 for system oil.	

DATA PERTINENT TO ALL MODELS

Datum Front surface of the engine flange

Control surface movements	Wing flaps	1st position (takeoff)			20° ± 2°
		2nd position (landing)			38° ± 2°
	Ailerons	Up	20° ± 2°	Down	14° ± 2°
	Elevator	Up	26° ± 2°	Down	14° ± 2°
	Elevator tab	Up	25° ± 2°	Down	25° ± 2°
	Rudder	Right	30° ± 2°	Left	30° ± 2°

Serial Nos. eligible	The Registro Aeronautico Italiano (RAI) Certificate of Airworthiness endorsed as noted below under "Import Requirements" must be submitted for each individual aircraft for which application for certification is made.
Certification basis	CAR 10. Type Certificate No. A1IN issued April 14, 1962. Date of Application for Type Certificate January 9, 1961.
Import requirements	A U.S. Airworthiness Certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by representative of the Registro Aeronautico Italinao (RAI) containing the following statement: "The airplane covered by this certificate has been examined and found to comply with U.S. Civil Air Regulation Part 3, dated May 15, 1956 including Amendments 3-1 through 3-5, and conforms to T.C. A1IN."

Refer to the applicable bilateral agreement to verify eligibility for import into the United States of both new and used aircraft based on the scope of the agreement, to identify any required statements by the exporting authority on the export certificate of airworthiness (or equivalent document), and for procedures for coordinating exceptions to conformity statements on these documents. Refer to FAA Order 8130.2, *Airworthiness Certification of Aircraft*, for requirements for issuance of an *airworthiness certificate* for imported aircraft.

Equipment

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: (all items noted as standard equipment in the manufacturer's approved equipment list).

a) Pre-stall warning indicator, Safe Flight Instrument Corp. 164 R.

b) RAI approved Airplane Flight Manual

NOTE 1. Current weight and balance report including list of equipment in certificated empty weight, and loading instructions, must be provided for each aircraft at the time of original certification.

The certificated empty weight and corresponding center of gravity location must include the following:

For F 15/B: system oil of 4 lbs at (+18) and unusable fuel of 12 lbs. at (+96).

For F 15/C: system oil of 7.5 lbs. at (+18) and unusable fuel of 12 lbs. at (+98) and 21 lbs. at (+85).

NOTE 2. The following placard must be displayed as indicated.

F 15/B Model

A) On instrument panel:

(1) THIS AIRPLANE MUST BE OPERATED AS A UTILITY CATEGORY AIRPLANE IN COMPLIANCE WITH THE LIMITATIONS SHOWN IN PLACARDS AND IN THE APPROVED FLIGHT MANUAL. ONLY THE FOLLOWING ACROBATIC MANEUVERS ARE APPROVED:

STEEP TURN	135 KNOTS
CHANDELLE	140 KNOTS
LAZY EIGHT	135 KNOTS
STALLS (EXCEPT WHIP)	SLOW DECELERATION

(2) MAX SPEED WITH FULLY EXTENDED FLAPS AT 38° 87 KNOTS
MAX SPEED FLAPS AT 20° FOR TAKE OFF 97 KNOTS

(3) MAX SPEED WITH LANDING GEAR EXTENDED 108 KNOTS
(4) MANEUVERING MAX SPEED 132 KNOTS
(5) STALL WARNING OPERATES WITH MASTER SWITCH "ON" ONLY

B) On baggage compartment:

MAX LOAD 90 LBS

F 15/C Model

A) On instrument panel:

(1) THIS AIRPLANE MUST BE OPERATED AS A NORMAL OR UTILITY CATEGORY AIRPLANE IN COMPLIANCE WITH THE APPROVED AIRPLANE FLIGHT MANUAL.
ALL MARKINGS AND PLACARDS ON THIS AIRPLANE APPLY TO ITS OPERATIONS AS A NORMAL CATEGORY AIRPLANE. FOR UTILITY CATEGORY OPERATIONS REFER TO THE AIRPLANE FLIGHT MANUAL.

(2) ONLY THE FOLLOWING ACROBATIC MANEUVERS ARE APPROVED WHEN FLYING AT "UTILITY" CATEGORY (MAXIMUM WEIGHT 2700 LBS. OR LESS):

STEEP TURN	135 KNOTS
CHANDELLE	140 KNOTS
LAZY EIGHT	135 KNOTS
STALLS (EXCEPT WHIP)	SLOW DECELERATION

(3) NO ACROBATIC MANEUVERS INCLUDING SPINS ARE APPROVED FOR NORMAL CATEGORY OPERATIONS.

(4)

MAX SPEED WITH FULLY EXTENDED FLAPS AT 38°	90 KNOTS
MAX SPEED FLAPS AT 20° FOR TAKE OFF	108 KNOTS
MAX SPEED WITH LANDING GEAR EXT.	120 KNOTS
MANEUVERING MAX SPEED	132 KNOTS

(5) STALL WARNING OPERATES WITH MASTER SWITCH "ON" ONLY.

(6) USE WING TIP TANKS ONLY IN LEVEL FLIGHT.

(7) FUEL SELECTOR VALVE MUST BE SET FOR LEFT WING TANK AT TAKE-OFF.

B) On baggage compartment:

MAX LOAD 90 LBS

.....END.....