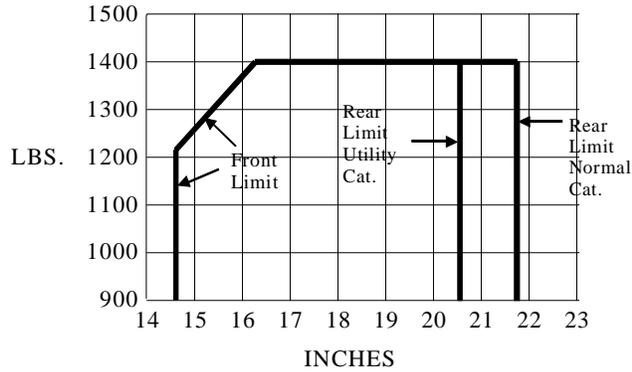




II. Model S11CC, 2 PCSM (Normal Category), 2 PCSM (Utility Category), approved October 29, 1948

Engine	Continental C-85-8F	
Fuel	80 minimum octane aviation gasoline	
Engine limits	For all operations, 2575 r.p.m. (85 hp)	
Airspeed Limits (CAS)	Maneuvering	85 m.p.h. (normal) 90 m.p.h. (utility)
	Maximum structural cruising	90 m.p.h. (normal) 90 m.p.h. (utility)
	Never exceed	113 m.p.h. (normal) 121 m.p.h. (utility)
Propeller Limits	Static rpm at maximum permissible throttle setting: Not over 2465, not under 2300. No additional tolerance permitted. Diameter: not over 72 in., not under 70 in.	

C.G. Range	(Normal Category)	
	Forward limit	(+14.6) at 1216 lbs.
	Straight line to	(+16.2) at 1400 lbs.
	Rear limit	(+21.8) at 1400 lbs.
	(Utility Category)	
	Forward limit	(+14.6) at 1216 lbs.
	Straight line to	(+16.2) at 1400 lbs.
	Rear limit	(+20.6) at 1400 lbs.



Empty Wt. C.G. Range	None	
Maximum Weight	1400 lb. (normal and utility)	
No. of Seats	2 adjustable (+21.5 to +25.5)	
Maximum Baggage	70 lbs. (+48.5)	
Fuel Capacity	23 gal. - Main 15 gal. (-6), Auxiliary 8 gal. (+60)	
Oil Capacity	4.5 qt. (-32)	
Control Surface Movements	Elevator	Up 24°      Down 26°
	Elevator trim tab	Up 14°      Down 44.5°
	Ailerons	Up 28.5°    Down 18°
	Rudder	Right 28°    Left 28°
Serial nos. eligible	11CC-1 and up	
Required equipment	Items 1(a), 101, 102, 106, 206, 207, and 401(b)	

SPECIFICATIONS PERTINENT TO ALL MODELS

Datum	Leading edge of wing
Leveling Means	Any portion of the cabin floor to level laterally and longitudinally.
Certification Basis	Type Certificate No. 796 (CAR 3, Normal and Utility Categories)
Production Basis	None. Prior to original certification, 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.
Export Eligibility	Eligible for export to all countries subject to the provisions of MCP 2-4.

**EQUIPMENT** A plus (+) or minus (-) sign preceding the weight of an optional item indicates the net weight change between that item and the equivalent required item.

Approval for the installation of all items of equipment listed herein has been obtained by the aircraft manufacturer except those items preceded by an asterisk (\*). The asterisk denotes that approval has been obtained by someone other than the aircraft manufacturer. An item marked with an asterisk may not have been manufactured under an FAA monitored or approved quality control system; and, therefore, conformity must be determined if the item is not identified by a Form ACA-186, PMA, or other evidence of FAA production approval.

Propeller and Propeller Accessories

1. Propeller
  - (a) Sensenich 72GK44, 72GK45, 72GK46, or any fixed pitch wood propeller eligible for the engine speed and power and which meets the diameter and static r.p.m. limits specified under "Propeller Limits." 11 lb. (-44)
  - (b) McCauley 1A90 with following limits: 22 lb. (-44)
    - Static r.p.m. at maximum permissible throttle setting -
    - Not over 2465, not under 2300
    - No additional tolerance permitted.
    - Diameter: Not over 71 in., not under 69.5 in.
2. Propeller spinner (Aeronca Dwg. 4-710 and 4-711) 1 lb. (-45)
- \*3. Propeller - Sensenich M74CK-2, fixed pitch metal 21 lb. (-44)
  - Static rpm at maximum permissible throttle setting -
  - Not over 2465, not under 2300
  - No additional tolerance permitted.
  - Diameter: Not over 72 in., not under 70 in.
  - Applicable Airplane Flight Manual shall be revised by the Modifier and approved by the FAA Engineering and Manufacturing Division to reflect this installation change.

Engine and Engine Accessories - Fuel and Oil Systems

101. Carburetor air heater (Aeronca Dwg. 7-557) 1 lb. (-32)
102. Carburetor air scoop (Aeronca Dwg. 4-601) 21 lbs. (38)
103. Carburetor air filter (Aeronca Dwg. 2-849) 1 lb. (-38)
104. Cabin heater (Aeronca Dwg. 3-503 and 7-557) 2 lb. (-25)
105. Starter - (MacDowell (Aeronca Dwg. 7-600) 9 lb. (-39)
106. Mufflers - Hanlon and Wilson (Aeronca Dwg. 7-557) 13 lbs. (-32)
- \*107. Oil filter - Fram PB-5, Kit No. 510, Fram Installation Dwg. 61522 (Weight includes 1 qt. of oil) 4 lb. (-21)
- \*108. Flight winter shutters, installed in accordance with Wright Installation Instructions No. 1, dated December 24, 1949, issued by Wright Flying Service, Williston, ND 2 lb. (-26)

Landing Gear and Floats

201.	Two main wheel - brake assemblies, 6.00-6, Type III	
	(a) Goodyear Model L6MBD Wheel Assembly No. 511413-M Brake Assembly No. 511254-A	20 lbs. (0)
	(b) Cleveland Model 6.00DMB Wheel Assembly No. C-38500 Brake Assembly NO. C-7000	17 lbs. (0)
202.	(a) Two main wheel 4-ply-rating tires, 6.00-6	17 lbs. (0)
	(b) Two main wheel 4-ply-rating tires, 7.00-6	
203.	Tail wheel assemblies	
	(a) Scott Model 3000, 6x2.00, steerable with leaf spring	11 lb. (+181)
	(b) Scott Model 3-24B with leaf spring	11 lb. (+181)
	(c) Maule Model SFS-1-2 with leaf spring	10 lb. (+181)
	(d) Maule Model SS-1-2 with leaf spring	10 lb. (+181)
	(e) Decker steerable Model D-501	7 lb. (+181)
204.	Wheel pants (Aeronca Dwg. 7-606)	6 lb. (-0)
205.	Parking brake (Aeronca Dwg. 7-527)	1 lb. (-1)
206.	Edo 92-1400 float installation	167 lbs. (+19)
207.	Auxiliary ventral fin (Aeronca Dwg. 4-657)	4 lb. (+161)
*208.	Consolidair Model 17 wheel fenders (Consolidair Installation Dwg. No. 0036)	10 lb. (0)
*209.	Skis	
	(a) Federal A-1500A (Federal Installation Dwg. 11R241)	39 lb. (0)
	(b) Federal A-1500 (Federal Installation Dwg. 11R241)	37 lb. (0)
	(c) Federal CA 1850-6 (Federal Installation Dwg. 11R241)	48 lb. (0)
	(d) Federal A-2000 (Federal Installation Dwg. 11R241)	41 lb. (0)
	(e) Federal A-2000A (Federal Installatin Dwg. 11R241)	49 lbs. (0)
	(f) Federal A-1850 (Federal Installation Dwg. 11R241)	38 lbs. (0)

Interior Equipment

401. (a) (For 11CC Landplane) FAA Approved Airplane Flight Manual dated May 10, 1948  
 (b) (For S11CC Landplane) FAA Approved Airplane Flight Manual dated October 29, 1948  
 (c) FAA Approved Skiplane Supplement to Airplane Flight Manual dated January 25, 1949. In lieu of this item, the following skiplane performance information may be appended to the Performance Section of Item 401(a):

TAKEOFF DISTANCE AND LANDING DISTANCE - Under the most favorable conditions of smooth packed snow at temperatures approximating 32°F, the skiplane takeoff distance is approximately 10% greater than that shown for the landplane and the skiplane landing distance is approximately 20% greater than that shown for the landplane. In estimating takeoff and landing distance for other conditions, caution should be exercised in that lower temperatures or other snow conditions will usually increase the takeoff distances and either decrease or increase the landing distances.

NORMAL RATE OF CLIMB - Reduce rate of climb values of landplane by approximately 10%.

STALLING SPEED (POWER OFF) - Stalling speeds for skiplane same as shown for landplane.

- NOTE 1. Current weight and balance report including list of equipment included in certificated weight empty, and loading instructions when necessary, must be in each aircraft at the time of original certification and at all times thereafter (except in the case of air carrier operators having an approved weight control system).

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NOTE 2. The following placards must be displayed in front of and in clear view of the pilot:

- (a) "This airplane must be operated as a normal or utility category airplane in compliance with the limitation in the FAA Approved Airplane Flight Manual. All markings and placards on this airplane apply to its operation as normal category airplane. For utility category operations, refer to Airplane Flight Manual. No aerobatics maneuvers (including spins) are approved for Normal Category operations."
- (b) "Auxiliary Fuel Tank - Drain in level flight when main tank is half full. Close valve when drained."

....END....