FEDERAL AVIATION AGENCY

A10IN JODEL D-1190 August 1, 1963

TYPE CERTIFICATE DATA SHEET NO. A10IN

This data sheet which is a part of type certificate No. A10IN 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	Avion Jodel Route de Seurre Beaune (Cote d'Or), France

Model D-1190, 2 PCLM (Normal and Utility Category), Approved June 20, 1963

Engine	Continental C-90-14F				
Fuel	80/87 minimum grade aviation gasoline				
Engine limits	Takeoff, 2625 r.p.m. (95 hp.); Maximum continuous, 2475 r.p.m. (90 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 2350, not under 2150, no additional tolerance permitted. Diameter: Maximum 70 in., minimum allowable for repairs 68 in. (No further reduction permitted).				
Airspeed limits	Never exceed		157 m.p.h. (136 knots)		
	Maximum structural cruising		124 m.p.h. (107 knots)		
	Maneuvering		100 m.p.h. (87 knots)		
C.G. range	(+12) to (+21)				
Empty weight C.G. range	None				
Datum	Leading edge of wing				
Leveling means	Upper longeron of fuselage				
Maximum weight	1360 lb. (normal category), 1190 lb. (utility category)				
No. of seats	2 at 23				
Maximum baggage	See NOTE 2(b)				
Fuel capacity	One tank: 29 gal. (+43) (See NOTE 1)				
Oil capacity	5 qt. (-27) (See NOTE 1)				
Control surface movements	Aileron	Up	14°	Down	14°
	Elevator	Up	25°	Down	20°
	Elev. trim tab	Up	40°	Down	25°
	Rudder	Right	25°	Left	25°
	(Tolerance 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. A10IN issued June 20, 1963. Date of Application for Type Certificate dated February 17, 1961. Each aircraft and any replacement parts manufactured in France must be clearly identified as imported. 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 3-5 and conforms to T.C. A10IN."
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. The following additional item must be installed: Pre-stall warning indicator, Safe Flight Instrument Corporation 164.

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 time of original certification. The certificated empty weight and corresponding center of gravity location must include unusable and system fuel of 2 lb. at +43 and unusable oil of 4 lb. at -27.

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

(1) "This airplane must be operated as a Normal or Utility Category in compliance with the approved airplane flight manual. All markings and placards, on this airplane apply to its operation as a Normal Category airplane. For Utility Category operations, refer to the airplane flight manual. No acrobatic maneuvers (including spins) are approved for Normal Category operations.."

(2) "Do not place anything on the floor."

(3) "Day VFR flight only."

(b) The following placard must be displayed on the baggage area behind the seat:

"Maximum weight 60 lb."
For additional loading instructions see weight and balance data.

NOTE 3. This airplane is limited to day VFR operations until compliance with applicable portions of CAR 3 and 4B is shown for night and/or IFR approval.

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