

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

G3IN
ELLIOTTS
EON 460
Series 1
April 1, 1963

TYPE CERTIFICATE DATA SHEET NO. G3IN

This data sheet which is a part of type certificate No. G3IN 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 Elliotts of Newbury Ltd.
Newbury, Berkshire,
England

I - Model EON 460 Series 1, approved February 25, 1963

Airspeed limits (indicated airspeed)	Glide or dive Airplane tow Auto-winch tow Maximum speed in rough air Airbrakes extended	118 knots 82 knots 65 knots 74 knots 118 knots	(136 m.p.h.) (94 m.p.h.) (75 m.p.h.) (85 m.p.h.) (136 m.p.h.)
C.G. range	(-1.5) to (+2.8)		
Datum	Centre line of wing main spar		
Leveling means	Straight edge across mainplane joint pins at main and rear spar joints		
Maximum weight	630 lb.		
No. of seats	1 (-22.5)		
Baggage	None		
Control surface movements	Elevator	Up 22°	Down 22°
	Elevator trim tab	Up 10°	Down 30°
	Rudder	Right 25°	Left 25°
	Aileron	Up 28°	Down 12 1/2°
	Airbrakes 5.75" above and below wing surfaces		
Serial Nos. eligible	The United Kingdom Certificate of Airworthiness for export endorsed as noted below under "Certification basis" must be submitted for each individual glider for which application for certification is made.		

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Certification basis	<p>CAR 10. Type Certificate No. G31N, issued February 25, 1963 Application for Type Certificate dated November 14, 1961.</p> <p>Each glider and any replacement parts manufactured in the United Kingdom must be clearly labeled as imported.</p> <p>A U.S. Airworthiness Certificate may be issued on the basis of a United Kingdom Certificate of Airworthiness signed by a representative of the Ministry of Aviation, containing the following statement: "The glider covered by this certificate has been examined and found to comply with British Civil Airworthiness Requirements for gliders current on 1st January 1960 and conforms to T.C. G31N." This certification is equivalent to CAR 5 effective February 15, 1956.</p>
Equipment:	<p>The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification basis) must be installed in the glider for certification.</p>

NOTE 1: Current weight and balance report including list of equipment included in certificated empty weight, must be in each glider at the time of original certification.

NOTE 2: The following placards must be installed in full view of the pilot:

- (a) "Flight in cloud permissible only when altimeter and turn and bank indicators of an approved type are installed."
- (b) "Maneuvers permitted - Tight turns, stall turns, inside loops, spins."
- (c) "Night flying is prohibited."
- (d) "When flying in rough air the speed is not to exceed 74 knots IAS."

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