

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

G25EU
Revision 2
PILATUS
B4-PC11
B4-PC11A
B4-PC11AF
March 16, 1977

TYPE CERTIFICATE DATA SHEET G25EU

This data sheet which is a part of type certificate No. G25EU prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder Pilatus Aircraft Limited
Stans, Switzerland

I - Model B4-PC11, Standard Category Sailplane, approved September 1, 1972.

Airspeed Limits (CAS)

Never Exceed (Vne)	130 kts	(149 mph)
Maneuvering (Va)	78 kts	(90 mph)
Airplane Tow (Vat)	78 kts	(90 mph)
Auto-winch Tow (Vwt)	70 kts	(81 mph)
Dive Brakes (Spoilers)	130 kts	(149 mph)

II. Model B4-PC11A, Acrobatic Category Sailplane, approved March 16, 1977.

(Same as B4-PC11 except with increased downward elevator deflection and rudder modified in accordance with Pilatus Drawing No. 113.40.11.001(g) or Pilatus Document No. 01575. See Data pertinent to all models and notes for limitations and required equipment.)

III. Model B4-PC11AF, Acrobatic Category Sailplane (including flick-snap maneuvers), approved March 16, 1977.

(Same as B4-PC11A except with reinforced fuselage rear structure in accordance with Pilatus Drawing No. 112.35.11.136/137(e) or Pilatus Document No. 01582. See Data pertinent to all models and notes for limitations and required equipment.)

DATA PERTINENT TO ALL MODELS

Airspeed Limits (CAS)

	B4-PC11	B4-PC11A	B4-PC11AF
Never Exceed (Vne)	130 kts (149 mph)	130 kts (149 mph)	130 kts (149 mph)
Maneuvering (Va)	78 kts (90 mph)	88 kts (101 mph)	88 kts (101 mph)
Airplane Tow (Vat)	78 kts (90 mph)	88 kts (101 mph)	88 kts (101 mph)
Auto-winch Tow (Vwt)	70 kts (81 mph)	70 kts (81 mph)	70 kts (81 mph)
Dive Brakes (Spoilers)	130 kts (149 mph)	130 kts (149 mph)	130 kts (149 mph)
Flick (Snap) Maneuvers	-	-	81 kts (93 mph)

C.G. range (+11.0 in.) to (+16.5 in.) (30% to 45% M.A.C.) at all weights.

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Empty weight C.G. range	None				
Datum	Wing leading edge near root.				
Leveling means	Slope of rear top surface of fuselage between stations 1512 mm (59.5 in.) and 2772 mm (109.1 in.) : 1000 to 80.				
Maximum weight	770 lb.				
No. of seats	1 (Adjustable from 20.9 in. to 24.0 in.)				
Ballast	Pilatus standard ballast weight (at 143.7 in.) including attachment bolt and nut: (a) lb., small weight only (b) 10 lb., large weight only. (c) 14 lb., large and small weight combined.				
Control surface movements	Elevator	UP	3.94	± 0.2 in.	Measured as a chord segment at middle of elevator.
	B4-PC11	DOWN	2.75	± 0.2 in.	
	B4-PC11A & AF	DOWN	3.35	± 0.2 in.	Measured as a chord segment on lower end rib.
	Rudder	RIGHT	9.05	± 0.4 in.	
		LEFT	9.05	± 0.4 in.	Measured as a chord segment on inboard rib.
	Aileron	UP	4.72	± 0.2 in.	
		DOWN	2.28	± 0.2 in.	
	Spoiler	UP	6.50	± 0.2 in.	
Weak Links for Towing	1100 lb. ± 110 lb. max.				
Serial Nos. eligible	A Swiss Federal Air Office (FAO) Certificate of Airworthiness for Export endorsed as noted below under "Import Requirements" must be submitted for each individual glider for which application for standard airworthiness certification is made.				
Import Requirements	A U.S. Standard Airworthiness Certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by a representative of the Swiss Federal Air Office (FAO), containing the following statement: "The glider covered by this certificate has been examined, tested, and found to conform to the type design approved under FAA Type Certificate G25EU and is in condition for safe operation."				
Certification Basis	FAR 21.29 and FAR 21.23, effective February 1, 1965. Type Certificate G25EU, issued September 1, 1972. Date of Application for Type Certificate B4-PC11, July 5, 1971.				
Validation Basis	Type Certificate G25EU was issued pursuant to FAR 21.29(a)(1)(ii) in validation of the Swiss Federal Air Office (FAO) certification of compliance with the Federal Republic of Germany "Airworthiness Requirements for Sailplanes" Edition: February 1966, (Swiss Certification Basis) which were found to provide a level of safety equivalent to the aforementioned FAA certification basis.				
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the glider for standard airworthiness certification. In addition the following equipment must be installed:				

Equipment (Cont'd)	1. Instruments (non-cloud flying)	B4-PC11	B4-PC11A	B4-PC11AF
	(a) Airspeed indicator marked as follows:	-	-	-
	Red Radial	130 kts (149 mph)	130 kts (149 mph)	130 kts (149 mph)
	Yellow Arc	130-78 kts (149-90 mph)	130-88 kts (149-101 mph)	130-88 kts (149-101 mph)
	Green Arc	78-36 kts (90-42 mph)	88-36 kts (101-42 mph)	88-36 kts (101-42 mph)
	(b) Altimeter	-	-	-
	(c) Magnetic compass	-	-	-
	2. Additional Instruments req'd for cloud flying:			
	(a) Turn and bank indicator	-	-	-
	(b) Variometer	-	-	-
	3. Additional equipment req'd for acrobatics:			
	(a) Accelerometer marked as follows			
	Red Radials at	+6.32g	+7.0g	+7.0g
		-4.32g	-4.7g	-4.7g
	(b) Pedal straps	-	-	-
	4. Swiss FAO "Approved Flight Manuals and Operating Manuals"			
	for Model B4-PC11		Doc. No. 23-11-00-01473	
	for Model B4-PC11A		Doc. No. 23-11-00-01574E	
	for Model B4-PC11AF		Doc. No. 23-11-00-01574E including Supplement Doc. No. 01580E	
	for all Models		Supplement Doc. No. 01533E	

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

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

- (a) "This glider must be operated in compliance with the Operating Limitations stated in the form of placards, markings, and manuals."
- (b) "Cloud flying: Permitted only when the following instruments are installed:
 - (1) Airspeed Indicator
 - (2) Altimeter
 - (3) Magnetic Compass
 - (4) Turn and Bank Indicator
 - (5) Variometer"

NOTE 2 (Cont'd) (c) "Approved Aerobatic Maneuvers:

Figures	Entry Speed kts	Expected Acceleration
Lazy eight	92	+2g
Steep spiral	65	+3g
Looping positive	97	+3g
Wing over	97-103	+2.5g
Roll off the top (Immelmann)	97	+3g
Climbing half roll	75	+2g
Roll controlled	75-86	-
Inverted flight	65	-1g
Tail slide	97	+2.5g
Looping negative, starting from normal attitude	38	-2.5g
Looping negative, starting from inverted flight	108	-2.5g
Spin	See Flight Manual	
Flick (snap) roll	70	+4g"
(d) "Night flying is prohibited."		
(e)	B4-PC11	B4-PC11A and AF
"Never exceed speed	130 kts	130 kts
Maneuvering speed	78 kts	88 kts
Airplane tow speed	78 kts	88 kts
Auto-winch tow speed	70 kts	70 kts
Dive brakes extended	130 kts	130 kts"
(f) "Maximum weight: 770 lb."		

NOTE 3. Conversion from Model B4-PC11 to Model B4-PC11A in accordance with Pilatus Document No. 01575. The modification denoted in Pilatus Document No. 01582 is required to convert the Model B4-PC11A to Model B4-PC11AF.

NOTE 4. Information essential for the proper maintenance, inspection and repair of the glider is contained in the Pilatus Model B4-PC11 Maintenance and Repair Manual, Doc. No. 23- 11-00-01482.

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