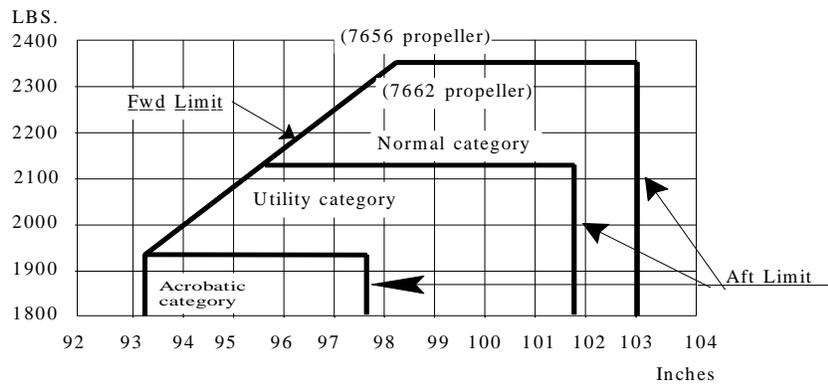


Acrobatic Category (for 7656 or 7662 propeller):
 (+93.1) to (+97.6) at 1940 lb. or less

Straight line variation between points given.



C.G. range (S/N 12 and up)

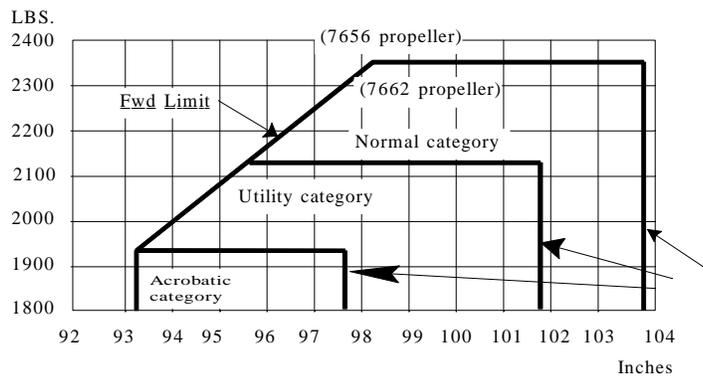
Normal Category (for 7656 propeller):
 (+98.2) to (+103.6) at 2335 lb.
 (+93.1) to (+103.6) at 1960 lb. or less

Normal Category (for 7662 propeller):
 (+97.2) to (+103.6) at 2270 lb.
 (+93.1) to (103.6) at 1960 lb. or less

Utility Category (for 7656 or 7662 propeller):
 (+95.5) to (+101.8) at 2137 lb.
 (+93.1) to (+101.8) at 1960 lb. or less

Acrobatic Category (for 7656 or 7662 propeller):
 (+93.1) to (+97.6) at 1940 lb. or less

Straight line variation between points given.



Empty weight C.G. range

None

Maximum weight

Normal: 2335 lb. (7656 propeller)
 2270 lb. (7662 propeller)
 Utility: 2137 lb.
 Acrobatic: 1940 lb.

No. of seats

4 (2 at (+98.4), 2 at (+134.5))

Maximum baggage

44 lb. (+159.0) (S/N 1 thru 21)
 88 lb. (+159.0) (S/N 23 and up)

Fuel capacity 54 gal. (2 wing tanks at +94.2), 52 gal. usable.
See NOTE 1 for weight of unusable fuel

Oil capacity 2 gal. (+38.2). See NOTE 1 for weight of undrainable oil.

II - Model FA-200-180, 4 PCLM (Normal Category), 4 PCLM (Utility Category), 2 PCLM (Acrobatic Category), Approved April 30, 1968

Engine Lycoming IO-360-B1B

Fuel 91/96 minimum grade aviation gasoline (S/N 1 thru 243, except S/N 41 and 101)
100/130 minimum grade aviation gasoline (S/N 41, 101, 244 and up)

Engine limits For all operations, 2700 r.p.m. (180 h.p.)

Propeller McCauley B2D34C53/74E-0
Pitch setting at 30 in. radius: Low 12.7°, high 27.5°
Diameter: Not over 74 in., not under 72.5 in.
No further reduction permitted
Propeller spinner, Fuji P/N 203-960002-003 (S/N 1 thru 31)
Fuji P/N 203-960011-003 (S/N 32 and up)
Hydraulic Governor: Woodward B210452

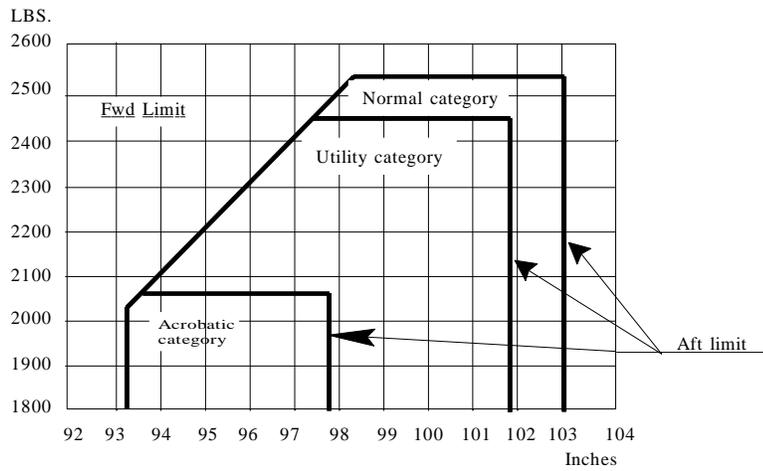
Airspeed limits (CAS)	Vne (Never exceed)	182 m.p.h.	(158 knots)	
	Vno (Maximum structural cruising)	156 m.p.h.	(135 knots)	
	Vp (Design maneuvering)	(N,U)	145 m.p.h.	(126 knots)
		(A)	156 m.p.h.	(136 knots)
	Vfe (Flaps extended 25° or 35°)	120 m.p.h.	(104 knots)	
	Vfe (Flaps extended 15°)	140 m.p.h.	(122 knots)	

C.G. range (S/N 1 thru 11) Normal Category:
(+98.2) to (+103.0) at 2535 lb.
(+93.1) to (+103.0) at 2017 lb. or less

Utility Category:
(+97.1) to (+101.8) at 2425 lb.
(+93.1) to (+101.8) at 2017 lb. or less

Acrobatic Category:
(+93.6) to (+97.6) at 2072 lb. or less
(+93.1) to (+97.6) at 2017 lb. or less

Straight line variation between points given.



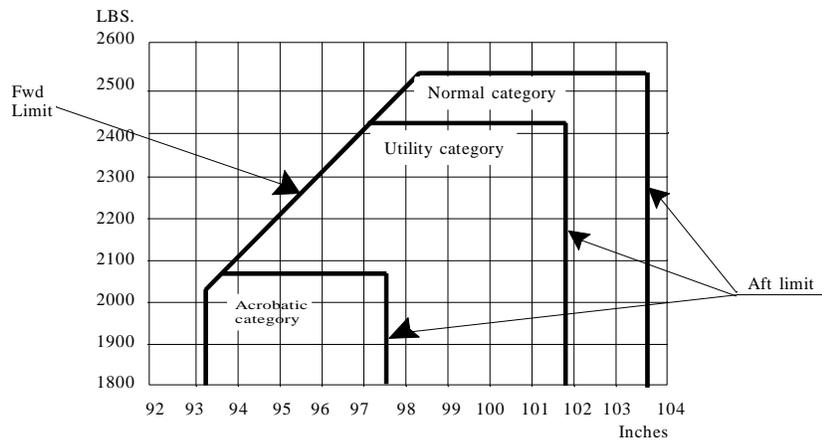
C.G. range (S/N 12 and up)

Normal Category:
 (+98.2) to (+103.6) at 2535 lb.
 (+93.1) to (+103.6) at 2017 lb. or less

Utility Category:
 (+97.1) to (+101.8) at 2425 lb.
 (+93.1) to (+101.8) at 2017 lb. or less

Acrobatic Category:
 (+93.6) to (+97.6) at 2070 lb.
 (+93.1) to (+97.6) at 2017 lb. or less

Straight line variation between points given.



Empty weight C.G. range

None

Maximum weight

Normal: 2535 lb.
 Utility: 2425 lb.
 Acrobatic: 2072 lb.

No. of seats

4 (2 at (+98.4), 2 at (+134.5))

Maximum baggage

44 lb. (+159.0) (on shelf)
 176 lb. (171.2) (in compartment, S/N 22 and up)

Fuel capacity

54 gal. (2 wing tanks at +94.2), 52 gal. usable.
 See NOTE 1 for weight of unusable fuel

Oil capacity 2 gal. (+38.2). See NOTE 1 for weight of undrainable oil.

III - Model FA-200-180A0, 4 PCLM (Normal Category), 4 PCLM (Utility Category), 2 PCLM (Acrobatic Category), Approved Feb. 1, 1974

Engine Lycoming O-360-A5AD

Fuel 100/130 minimum grade aviation gasoline

Engine limits For all operations, 2700 r.p.m. (180 h.p.)

Propeller McCauley 1A170EFA7658
 Static r.p.m. at maximum permissible throttle setting:
 Not over 2480 r.p.m. not under 2320 r.p.m
 No additional tolerance permitted.
 Diameter: Not over 76 in., not under 74 in.
 No further reduction permitted
 Propeller spinner, Fuji P/N 203-960202-003

Airspeed limits (CAS)

Vne (Never exceed)	182 m.p.h.	(158 knots)
Vno (Maximum structural cruising)	156 m.p.h.	(135 knots)
Vp (Design maneuvering)	(N,U) 145 m.p.h.	(126 knots)
	(A) 156 m.p.h.	(136 knots)
Vfe (Flaps extended 25° or 35°)	120 m.p.h.	(104 knots)
Vfe (Flaps extended 15°)	140 m.p.h.	(122 knots)

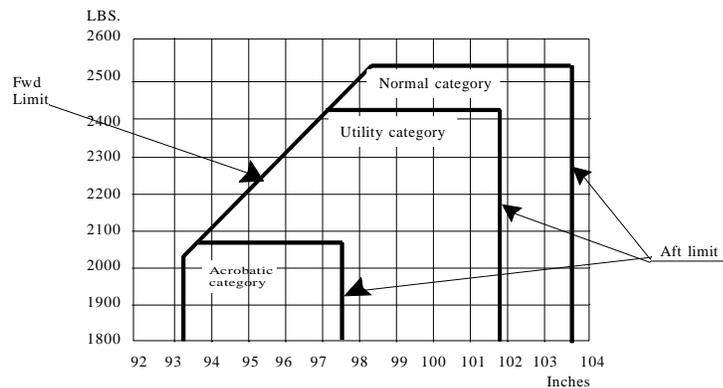
C.G. range

Normal Category:
 (+98.0) to (+103.6) at 2510 lb.
 (+93.1) to (+103.6) at 2017 lb. or less

Utility Category:
 (+97.1) to (+101.8) at 2425 lb.
 (+93.1) to (+101.8) at 2017 lb. or less

Acrobatic Category:
 (+93.6) to (+97.6) at 2072 lb.
 (+93.1) to (+97.6) at 2017 lb. or less

Straight line variation between points given.



Empty weight C.G. range None

Maximum weight
 Normal: 2510 lb.
 Utility: 2425 lb.
 Acrobatic: 2072 lb.

No. of seats 4 (2 at (+98.4), 2 at (+134.5))

Maximum baggage	44 lb. (+159.0) (on shelf) 176 lb. (+171.2) (in compartment)
Fuel capacity	54 gal. (2 wing tanks at +94.2), 52 gal. usable. See NOTE 1 for weight of unusable fuel
Oil capacity	2 gal. (+38.2). See NOTE 1 for weight of undrainable oil.

Data Pertinent to All Models

Datum	52.0 in. forward of front face of lower portion of firewall.																		
MAC	60.00 in.																		
Leveling means	Longitudinally Plumb screw and rivet on left side of fuselage above the step. (Bulkhead sta. +156.3). Laterally - Position spirit level on the flat bar put on the canopy rail, cross from left to right.																		
Control Surface Movements	<table> <tr> <td>Wing flaps</td> <td>Up 0°</td> <td>Down 35° ±1°</td> </tr> <tr> <td>Aileron</td> <td>Up 20° ±1°</td> <td>Down 15° ±1°</td> </tr> <tr> <td>Rudder</td> <td>Right 25° ±1°</td> <td>Left 25° ±1°</td> </tr> <tr> <td>Elevator</td> <td>Up 25° ±1°</td> <td>Down 15° ±1°</td> </tr> <tr> <td></td> <td>Up 30° ±1°</td> <td>Down 15° ±1°</td> </tr> <tr> <td>Elevator trim tab</td> <td>Up 15° ±1°</td> <td>Down 15° ±1°</td> </tr> </table>	Wing flaps	Up 0°	Down 35° ±1°	Aileron	Up 20° ±1°	Down 15° ±1°	Rudder	Right 25° ±1°	Left 25° ±1°	Elevator	Up 25° ±1°	Down 15° ±1°		Up 30° ±1°	Down 15° ±1°	Elevator trim tab	Up 15° ±1°	Down 15° ±1°
Wing flaps	Up 0°	Down 35° ±1°																	
Aileron	Up 20° ±1°	Down 15° ±1°																	
Rudder	Right 25° ±1°	Left 25° ±1°																	
Elevator	Up 25° ±1°	Down 15° ±1°																	
	Up 30° ±1°	Down 15° ±1°																	
Elevator trim tab	Up 15° ±1°	Down 15° ±1°																	

* S/N FA-200-127 and up, and the airplane modified according to S/B FAS-046.

Serial Nos. eligible	The Government of Japan Certificate of Airworthiness for Export endorsed as noted under "Import Requirements" must be submitted for each individual aircraft for which application for certification is made.
Certification basis	CAR 10 dated March 28, 1955. (Applicable regulations are CAR 3, dated May 15, 1956, including Amendments 3-1 through 3-8.) Date of application for Type Certificate: December 15, 1964
Required equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for type certification. Fuji Report FSD-1115 contains a list of all required equipment as well as optional equipment installations for FA-200-160, FA-200-180 and FA-200-180A0 approved by the JCAB.
Import requirements	A U.S. Certificate of Airworthiness may be issued on the basis of a Japanese Certificate of Airworthiness for Export signed by a representative of the Japan Civil Aviation Bureau containing the following notation: "The aircraft covered by this certificate has been found to conform to Type Certificate Number A4PC and is in a condition for safe operation."

- NOTE 1. (a) 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 the time of original certification.
- (b) The certificated empty weight and corresponding center of gravity location must include usable fuel and undrainable oil as follows:

Unusable fuel	12.0 lb. at +101.3
Undrainable oil	1.1 lb. at +38.2

NOTE 2: The following placards must be displayed as indicated.

(1) In full view of pilot: (FA-200-160)

(a) THIS AIRPLANE MUST BE OPERATED AS A NORMAL, UTILITY OR ACROBATIC CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS AND MANUALS.

(b) APPROVED ACROBATIC MANEUVERS:

<u>NORMAL CATEGORY</u>	MAX. WEIGHT	2335 LB. FOR 7656 PROPELLER 2270 LB. FOR 7662 PROPELLER
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NO ACROBATIC MANEUVERS INCLUDING SPINS APPROVED.

<u>UTILITY CATEGORY</u>	MAX. WEIGHT	2137 LB.
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ACROBATIC MANEUVERS ARE LIMITED TO THE FOLLOWING.

<u>MANEUVERS</u>	<u>ENTRY SPEED</u>
CHANDELLES	135 M.P.H. (117 KNOT)
LAZY EIGHTS	135 M.P.H. (117 KNOT)
STEEP TURNS	135 M.P.H. (117 KNOT)
STALLS (EXCEPT WHIP STALLS)	SLOW DECELERATION
SPIN	SLOW DECELERATION (FLAP UP, ENGINE IDLE)

<u>ACROBATIC CATEGORY</u>	MAX. WEIGHT	1940 LB.
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ACROBATIC MANEUVERS ARE LIMITED TO THE FOLLOWING
(INVERTED FLIGHT IS PROHIBITED)

<u>MANEUVERS</u>	<u>ENTRY SPEED</u>
CHANDELLES	135 M.P.H. (117 KNOT)
LAZY EIGHTS	135 M.P.H. (117 KNOT)
STEEP TURNS	135 M.P.H. (117 KNOT)
STALLS (EXCEPT WHIP STALLS)	SLOW DECELERATION
LOOPS	150 M.P.H. (130 KNOT)
CUBAN EIGHTS	150 M.P.H. (130 KNOT)
IMMELMANN TURNS	150 M.P.H. (130 KNOT)
AILERON ROLLS	130 M.P.H. (113 KNOT)
BARREL ROLLS	130 M.P.H. (113 KNOT)
SNAP ROLLS	100 M.P.H. (87 KNOT)
SPINS	SLOW DECELERATION (FLAP UP, ENGINE IDLE)
WING OVERS	110 M.P.H. (96 KNOT)
HAMMERHEAD STALLS	110 M.P.H. (96 KNOT)
CLOVER LEAF	150 M.P.H. (130 KNOT)

FUEL BOOSTER PUMP "ON" AND IN CASE OF FUEL SELECTOR VALVE SYSTEM,
TURN IT TO "LEFT" DURING ACROBATIC FLIGHT.

DO NOT KEEP INVERTED ATTITUDE.

(c) THIS AIRPLANE IS APPROVED FOR VFR DAY, OR
THIS AIRPLANE IS APPROVED FOR VFR DAY-NIGHT, OR
THIS AIRPLANE IS APPROVED FOR VFR-IFR DAY, OR
THIS AIRPLANE IS APPROVED FOR VFR-IFR DAY-NIGHT.

(d) AIRSPEED LIMITATIONS

THE DESIGN MANEUVERING SPEED (IAS)

NORMAL AND UTILITY CATEGORIES	134 M.P.H. (116 KNOT)
ACROBATIC CATEGORY	148 M.P.H. (128 KNOT)

THE DEMONSTRATED CROSSWIND	15 KNOTS
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(e) AIRSPEED INDICATOR MARKINGS ARE MARKED FOR N OR U CATEGORY.
FOR A CATEGORY, SEE THE APPROVED AIRPLANE FLIGHT MANUAL

(2) In full view of pilot: (FA-200-180)

(a) THIS AIRPLANE MUST BE OPERATED AS A NORMAL, UTILITY OR ACROBATIC CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS, AND MANUALS.

(b) APPROVED ACROBATIC MANEUVERS:NORMAL CATEGORY MAX. WEIGHT 2535 LB.

NO ACROBATIC MANEUVERS INCLUDING SPINS APPROVED.

UTILITY CATEGORY MAX. WEIGHT 2425 LB.

ACROBATIC MANEUVERS ARE LIMITED TO THE FOLLOWING.

<u>MANEUVERS</u>	<u>ENTRY SPEED</u>
CHANDELLES	135 M.P.H. (117 KNOT)
LAZY EIGHTS	135 M.P.H. (117 KNOT)
STEEP TURNS	135 M.P.H. (117 KNOT)
STALLS (EXCEPT WHIP STALLS)	SLOW DECELERATION
SPINS	SLOW DECELERATION (FLAP UP, ENGINE IDLE)

ACROBATIC CATEGORY MAX. WEIGHT 2072 LB.ACROBATIC MANEUVERS ARE LIMITED TO THE FOLLOWING
(INVERTED FLIGHT IS PROHIBITED)

<u>MANEUVERS</u>	<u>ENTRY SPEED</u>
CHANDELLES	135 M.P.H. (117 KNOT)
LAZY EIGHTS	135 M.P.H. (117 KNOT)
STEEP TURNS	135 M.P.H. (117 KNOT)
STALLS (EXCEPT WHIP STALLS)	SLOW DECELERATION
LOOPS	155 M.P.H. (135 KNOT)
CUBAN EIGHTS	155 M.P.H. (135 KNOT)
IMMELMANN TURNS	155 M.P.H. (135 KNOT)
AILERON ROLLS	130 M.P.H. (113 KNOT)
BARREL ROLLS	130 M.P.H. (113 KNOT)
SNAP ROLLS	100 M.P.H. (87 KNOT)
SPINS	SLOW DECELERATION (FLAP UP, ENGINE IDLE)
WING OVERS	120 M.P.H. (104 KNOT)
HAMMERHEAD STALLS	120 M.P.H. (104 KNOT)
CLOVER LEAF	155 M.P.H. (135 KNOT)

FUEL BOOSTER PUMP "ON" AND IN CASE OF FUEL SELECTOR VALVE SYSTEM,
TURN IT TO "LEFT" DURING ACROBATIC FLIGHT.

DO NOT KEEP INVERTED ATTITUDE.

- (c) THIS AIRPLANE IS APPROVED FOR VFR DAY, OR
THIS AIRPLANE IS APPROVED FOR VFR DAY-NIGHT, OR
THIS AIRPLANE IS APPROVED FOR VFR-IFR DAY, OR
THIS AIRPLANE IS APPROVED FOR VFR-IFR DAY-NIGHT.

- (d) AIRSPEED LIMITATIONS

THE DESIGN MANEUVERING SPEED (IAS)		
NORMAL AND UTILITY CATEGORIES	143 M.P.H.	(124 KNOT)
ACROBATIC CATEGORY	154 M.P.H.	(134 KNOT)

THE DEMONSTRATED CROSSWIND 15 KNOTS

- (e) DURING FLIGHT AVOID CONTINUOUS OPERATION FROM 2250 TO 2550 R.P.M. WITH MANIFOLD
PRESSURE 0 TO 15 INCHES MERCURY.

- (3) In full view of pilot: (FA-200-180 AO)

- (a) THIS AIRPLANE MUST BE OPERATED AS A NORMAL, UTILITY OR ACROBATIC CATEGORY
AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF
PLACARDS, MARKINGS, AND MANUALS.

- b) APPROVED ACROBATIC MANEUVERS:
NORMAL CATEGORY MAX. WEIGHT 2510 LB.
NO ACROBATIC MANEUVERS INCLUDING SPINS APPROVED.

UTILITY CATEGORY MAX. WEIGHT 2425 LB.

ACROBATIC MANEUVERS ARE LIMITED TO THE FOLLOWING.

<u>MANEUVERS</u>	<u>ENTRY SPEED</u>
CHANDELLES	135 M.P.H. (117 KNOT)
LAZY EIGHTS	135 M.P.H. (117 KNOT)
STEEP TURNS	135 M.P.H. (117 KNOT)
STALLS (EXCEPT WHIP STALLS)	SLOW DECELERATION
SPINS (FLAP UP, ENGINE IDLE)	SLOW DECELERATION

ACROBATIC CATEGORY MAX. WEIGHT 2072 LB.

ACROBATIC MANEUVERS ARE LIMITED TO THE FOLLOWING.(
INVERTED FLIGHT IS PROHIBITED)

<u>MANEUVERS</u>	<u>ENTRY SPEED</u>
CHANDELLES	135 M.P.H. (117 KNOT)
LAZY EIGHTS	135 M.P.H. (117 KNOT)
STEEP TURNS	135 M.P.H. (117 KNOT)
STALLS (EXCEPT WHIP STALLS)	SLOW DECELERATION
LOOPS	155 M.P.H. (135 KNOT)
CUBAN EIGHTS	155 M.P.H. (135 KNOT)
IMMELMANN TURNS	155 M.P.H. (135 KNOT)
AILERON ROLLS	130 M.P.H. (113 KNOT)
BARREL ROLLS	130 M.P.H. (113 KNOT)
SNAP ROLLS	100 M.P.H. (87 KNOT)
SPINS (FLAP UP, ENGINE IDLE)	SLOW DECELERATION
WING OVERS	120 M.P.H. (104 KNOT)
HAMMERHEAD STALLS	120 M.P.H. (104 KNOT)
CLOVER LEAF	155 M.P.H. (135 KNOT)

1. FUEL BOOSTER PUMP "ON"
 2. DO NOT KEEP INVERTED ATTITUDE.
- (c) THIS AIRPLANE IS APPROVED FOR DAY
 or
 THIS AIRPLANE IS APPROVED FOR VFR DAY-NIGHT
 or
 THIS AIRPLANE IS APPROVED FOR VFR-IFR DAY
 or
 THIS AIRPLANE IS APPROVED FOR VFR-IFR DAY-NIGHT.
- (d) AIRSPEED LIMITATIONS
- | | |
|-------------------------------|-----------------------|
| THE DESIGN MANEUVERING SPEED | |
| NORMAL AND UTILITY CATEGORIES | 143 M.P.H. (124 KNOT) |
| ACROBATIC CATEGORY | 154 M.P.H. (134 KNOT) |
| THE DEMONSTRATED CROSS WIND | 15 KNOTS |
- (4) On flap handle:
- FLAP EXTENDED SPEED (IAS)
- | | |
|----------|-----------------------|
| 15° | 139 M.P.H. (121 KNOT) |
| 25°, 35° | 119 M.P.H. (103 KNOT) |
- (5) On baggage shelf:
- | | |
|---------------------|---|
| MAX. BAGGAGE WEIGHT | 44 LB. (FA-200-160, S/N 1 thru 21 and all FA-200-180) |
| MAX. BAGGAGE WEIGHT | 88 LB. (FA-200-160, S/N 23 and up) |
- (6) On baggage compartment door:
- | | |
|---------------------|---|
| MAX. BAGGAGE WEIGHT | 176 LB. (FA-200-180, S/N 22 and up, and FA-200-180AO) |
|---------------------|---|
- (7) Fuel filler cap:
- | |
|--|
| 26 U.S. GAL. |
| AVIATION GASOLINE GRADE 91/96 (S/N 1 thru 243 except S/N 41 and 101) |
| AVIATION GASOLINE GRADE 100/130 (S/N 41, 101, 244 and up) |
- (8) On fuel valve:
- (a) S/N 1 thru 100.
- | |
|---------------------|
| FUEL SHUT-OFF VALVE |
| ON - OFF |
- (b) S/N 101 and up.
- | | |
|-------|--|
| LEFT | - 26 U.S. GAL. (NORMAL AND ACROBATIC FLIGHT) |
| RIGHT | - 26 U.S. GAL. (NORMAL FLIGHT) |
| OFF | (PROHIBITED POSITION) |
- (9) Marking for pins locking front seat back rest (S/N 1 thru 100).
- BOARDING ON REAR SEAT, REMOVE PINS LOCKING FRONT SEAT BACK REST.

- (10) On rod of instrument panel light (S/N 101 and up).

BEFORE TAKEOFF OR LANDING, PUSH THIS IN.

- (11) On right instrument panel (S/N 12 thru 201).

DURING LANDING OPERATION, DO NOT REST FOOT ON PEDALS WHEN NOT ENGAGED IN CONTROL OF AIRCRAFT.

.....END.....