



## Airspeed Limits (knots)

		IAS	CAS
Never Exceed	$V_{ne}$	167 (192 mph)	165 (190 mph)
Max. Structural Cruise	$V_{no}$	129 (149 mph)	130 (150 mph)
Max. Maneuvering	$V_a$	106 (122 mph)	107 (123 mph)
Max. Flaps Take-Off	$V_{fe}$	104 (120 mph)	100 (115 mph)
Max. Flaps Extended Full	$V_{fe}$	89 (102 mph)	85 (98 mph)

## Center of Gravity (C.G.) Range

Forward Limit      70.0 inches (1778 mm) aft of datum at 1300 lbs. (590 kg) or less.  
 73.0 inches (1854 mm) aft of datum at 1411 lbs. (640 kg) or at  
 1433 lbs. (650 kg) see note 5  
 Variation is linear between 1300 lbs. (590 kg) and 1411 lbs.  
 (640 kg) or 1433 lbs. (650 kg) see note 5

Aft Limit            75.0 inches (1905 mm) aft of datum at all weights.

## Empty Weight C.G. Range

None.

## Datum

31.0 inches (787 mm) forward of the canard leading edge.

## Leveling Means

Horizontal portion of the left hand side longeron/canopy rail.

## Maximum Weight

Takeoff              1411 lbs. (640 kg) or 1433 lbs. (650 kg) see note 5  
 Landing              1411 lbs. (640 kg) or 1433 lbs. (650 kg) see note 5

## Minimum Crew

1 pilot at 80.8 inches (2052 mm) aft of datum.

## No. of Seats

2 at 80.8 inches (2052 mm) aft of datum.

## Maximum Baggage

Hat shelf            19 lbs. (9 kg) at 114.3 inches (2800 mm) aft of datum.  
 Baggage bins      80 lbs. (36 kg) [40 lbs. (18 kg) each] at 114.2 inches (2900 mm)  
 aft of datum.

## Fuel Capacity

26.9 US Gallons (102 litres) total at 111.5 inches (2832 mm).  
 25.6 US Gallons (97 litres) usable at 111.5 inches (2832 mm).  
 See note 1 for data on weight and balance.

## Oil Capacity

6 US quarts (5.7 litres) at 27.1 inches (688 mm)  
 (3 US quarts (2.8 liters) usable)  
 See note 1 for data on weight and balance.

## Control Surface Movements

Aileron	Up	$25^\circ \pm 1^\circ$
	Down	$20^\circ \pm 1^\circ$
	Neutral	$1^\circ \text{ down} \pm 0.5^\circ$
Elevator	Up	$25^\circ \pm 0.5^\circ$
	Down	$24^\circ \pm 1^\circ$
Elevator Tab	Up	$20^\circ \pm 1^\circ$
	Down	$25^\circ \pm 1^\circ$
Rudder	Left & Right	$23^\circ \pm 1^\circ$

Control Surface Movements – continued	Rudder Tab (anti-balance)	Left Right	$13^{\circ} \pm 1^{\circ}$ $17^{\circ} \pm 1^{\circ}$
	Canard Flaps	Up Takeoff Landing	$0^{\circ} \pm 0.5^{\circ}$ $20^{\circ} \pm 0.5^{\circ}$ $35^{\circ} + 1^{\circ}, -0^{\circ}$
	Wing Flaps	Up Takeoff Landing	$-3^{\circ} \pm 0.5^{\circ}$ $20^{\circ} \pm 0.5^{\circ}$ $38^{\circ} + 1^{\circ}, -0^{\circ}$
Serial Numbers Eligible	Eagle 150B serial numbers 016 and subsequent manufactured in Australia by Eagle Aircraft Pty Ltd. Eagle 150B serial numbers M1001 and subsequent manufactured in Malaysia by Eagle Aircraft (Malaysia) Sdn Bhd.		
Import Requirements	A United States Standard Airworthiness Certificate may be issued in the “VLA - Special Class” category on the basis of an Australian Export Certificate of Airworthiness signed by a representative of the Civil Aviation Safety Authority (CASA) containing the following statement: “The aircraft covered by this certificate has been examined, tested and found to comply with the Master Documentation List Eagle 150B Issue 5 dated September 25, 1998 or later CASA approved revisions approved under US Type Certificate No. A00005LA and to be in a condition for safe operation”.  The US airworthiness certification basis for this airplane type certificated under 14 CFR part 21, § 21.29 and exported by the country of manufacture is § 21.183(c).		
Certification Basis	14 CFR part 21, § 21.17(b) using Joint Aviation Requirements - Very Light Aeroplanes (JAR-VLA) at Amendment 0 dated 26 April 1990, through Amendment VLA/92/1; § 21.29; and 14 CFR part 36 through amendment 36-21 effective December 28, 1995. Noise Control Act of 1972. Eligible for day-VFR operations and normal category maneuvers only.		
Production Basis	See Import Requirements.		
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the airplane for certification. In addition, the Pilot’s Operating Handbook & FAA Approved Airplane Flight Manual (POH & FAA Approved AFM), document FM 150B (USA), amendment 0 dated 11 February, 1999 or later approved revision, must be carried.  The list of basic required equipment for day-VFR operation is contained in the POH & FAA Approved AFM.  Installation of the following Service Bulletins is required for US operations: Service Bulletin 1048 – Anti-collision Light Service Bulletin 1049 – Imperial Units Placards Service Bulletin 1050 – Northern Hemisphere Compass Service Bulletin 1051 – US Gallons Fuel Gauge Service Bulletin 1052 – External Aircraft ID Plate Service Bulletin 1058 – Optional Replacement of Cabin Air Vent (for airplane serial numbers 016 - 018 only)		

Service Information and Manual Approvals

Service bulletins, airplane flight manuals, and overhaul and maintenance manuals, which are approved by the CASA Australia, are accepted by the FAA and are considered FAA approved. (These approvals pertain to the type design only).

NOTES:

Note 1

A current weight and balance report, including a list of equipment included in the certificated empty weight and loading instructions when necessary, must be provided for each airplane at the time of original certification. The Certificated Empty Weight and the corresponding Center of Gravity location must include full oil (11.1 lbs. at 27.1 inches) and unusable fuel (7.9 lbs. at 111.5 inches).

Note 2

The placards specified in the POH & FAA Approved must be displayed at the appropriate locations.

Note 3

Information pertaining to service life limited parts is contained in the EAGLE 150B Service Manual, Section 4, 'Airworthiness Limitations'. The safe life limit for the airframe is 10,000 flight hours.

Note 4

All external portions of the airplane structure exposed to sunlight must be painted predominately white except for areas of markings and warning marks. The paint and primer must conform to the approved specifications listed in the Eagle 150B Service Manual, Section 4, 'Airworthiness Limitations'.

Note 5

The original Eagle 150B configuration is certificated with a maximum weight of 1411 lbs. and a maximum engine speed of 2800 rpm. The required airplane flight manual for these airplanes is POH & FAA Approved AFM, document number FM 150B (USA), amendment 0, dated 11 February 1999 or amendment 1, dated 14 May 1999.

These airplanes are eligible to be operated at the revised maximum weight (1433 lbs.) and a reduced maximum engine speed (2790 rpm) when amendment 2, dated July 17, 2000 or later approved revision, is incorporated into POH & FAA Approved AFM, FM 150B (USA).

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