

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

7H2
SUD AVIATION
SO. 1221 Djinn
August 6, 1958

TYPE CERTIFICATE DATA SHEET NO. 7H2

This data sheet which is a part of type certificate No. 7H2 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 Sud Aviation

37, Boulevard, Montmorency
Paris (16 eme), France

I - Model SO.1221 Djinn, Approved April 15, 1958

Engine Turbomeca Palouste IV air generator

Condition		Specification				Remarks
		French	NAT O	U.S.	U.K.	
Fuel	Normal (Kerosene)	AIR 3405 (TRO)	F.30	MIL.F.5616 (JP1)	D.Eng.RD 2482	
	Substitute (Kerosene)	AIR 3407 (TR4)	F.40	MIL.F.5624 (JP4)	D.Eng.RD 2486	
	Emergency (80 octane gasoline mixed with 2 per cent oil AIR 3515)	80 MT DCEA/2	F.47	MIL.G.3506A	DEF 2407 (80 MT GAS)	25 hrs maximum between over- hauls.
Engine oil		AIR 3515	0.134	MIL.0.6081 grade 1010	D.Eng.RD 2490 or DEF 2001	
Rotor oil		AIR 3560 Type DE 100	0.117	MIL.L.6082 grade 1100	D.Eng.RD 2472/BO	

Engine limits Maximum indicated engine speed: 33,700 r.p.m. at sea level increasing linearly to 34,700 r.p.m. at 12,000 ft. and above.
Maximum tail pipe temperature:
- Starting and acceleration 650°C
- Normal operation 575°C

Rotor limits Maximum rotor speed for takeoff 400 r.p.m.
Maximum rotor speed in flight 380 r.p.m.
Minimum rotor speed in power-on flight 300 r.p.m.
See NOTE 3(b) for required placard
Minimum rotor speed for autorotative flight 270 r.p.m.

Airspeed limits Never exceed 70 knots. See NOTE 2(b) for required placard.

C.G. range (+63.4) to (+69.5)

Empty weight C.G. range None

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Datum	68.9 in. forward of rotor centroid	
Leveling means	Leveling lugs welded to the tubes of the fuselage structure accommodate the fore-and-aft and lateral rigging straight edges.	
Maximum weight	1675 lb.	
No. of seats	2. Pilot (+43.3), passenger (+43.3)	
Maximum baggage	22 lb. (+56.7) in baggage net	
Fuel capacity	66 gal. (+68.9)	
Oil capacity	Engine: 1.58 gal. (+79.5)	Rotor : 0.53 gal. (+68.9)
Rotor blade movements and flight controls	For rigging information, refer to the Maintenance Manual.	
Serial Nos. eligible	1001 and up. The French Certificate of Airworthiness for Export endorsed as noted under "Certification basis" must be submitted for each individual helicopter for which application for certification is made.	
Certification basis	<p>CAR 10. Type Certificate No. 7H2, issued April 15, 1958. Date of Application for Type Certificate July 22, 1955. Each helicopter and any replacement parts manufactured in France must be designated as "import" and clearly labeled as such in accordance with CAR 10.30. A U.S. airworthiness certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by a representative of the Secretariat General a l'Aviation Civile et Commerciale (SGACC), containing the following statement: "The helicopter covered by this certificate has been examined and found to comply with U.S. Civil Air Regulation Part 6, dated January 15, 1951, including Amendments 6-1 through 6-6 and with the Special Requirements notified to the Government of France by the United States of America."</p>	
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (see certification basis) must be installed in the aircraft for certification.	

NOTE 1. Current weight and balance report including list of equipment included in certificated weight empty, and loading instructions when necessary, must be in each helicopter at the time of original certification and at all times thereafter. In order to obtain the most consistent weight and balance results, all model helicopters should be weighed on jack- points rather than on skids. When changes are made to the helicopter which affect the weight and balance refer to the Flight Manual for instructions.

The certificated weight empty and corresponding C.G> location must include unusable fuel of 3.3 lbs. (+68.9) and undrainable oil of 2.2 lb. (+74.8).

NOTE 2. The following placards must be displayed on the instrument panel in full view of the pilot:

- "This helicopter must be operated in compliance with the operating limitations specified in the SGACC approved helicopter Flight Manual."
- "VNE and minimum rotor RPM limits versus altitude:

Altitude ft.	VNE kt	Min. Rotor r.p.m.
S.L.	70	300
3,000	67	305
6,000	65	310
9,000 and above	62	315

NOTE 3. Information essential to the proper maintenance of the helicopter including retirement time of critical components is contained in the DJINN Maintenance Manual provided with each helicopter. The values of retirement or service life cannot be increased without CAA engineering approval.

NOTE 4. The cargo sling, SIREN type A24, available from the manufacturer, is special purpose equipment and should be operated in accordance with the limitations described in CAR 8. Information concerning operation limitations is also contained in the helicopter Flight Manual.

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