

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A3NW AVIAN SKYHAWK Rev. 1 February 14, 1983

TYPE CERTIFICATE DATA SHEET NO. A3NW

This data sheet which is a part of type certificate No. A3NW 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 AVIAN BALLOON
South 3722 Ridgeview Drive
Spokane, Washington 99206

I - Model SKYHAWK, 4-place Hot Air Balloon, approved August 8, 1977

Air Heater	Avian Burner Assembly, Dwg 76-2000 or 76-3100 or Dwg. 76-2100 and 76-3200 or 78-2100 and 78-3200
Gondola	Avian Basket, Dwg 76-1000 or 76-1100 Envelope Avian Envelope,
Envelope	Avian Envelope Dwg 76-5000, or 76-5500 or 76-5510
Fuel	LPG (See FAA Approved Balloon Flight Manual for required additives instruction.)
Maximum Weight	Gross weight limited to 1200 lbs. or to weight requiring maximum continuous envelope temperature of 250°F, whichever is less. See FAA Approved Balloon Flight Manual. (Weight includes the envelope weight.)
Maximum Allowable Envelope Temperature	250°F
Fuel Capacity	Two (2) or three (3) 10 gal. (at 80% fill)
Serial Numbers Eligible	1 and on
Certification Basis	FAR 31, effective July 1, 1964, including Amendments 31-1 and 31-2.
Production Basis	APIS in accordance with FAR 21, Subpart F.
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (See Certification Basis) must be installed in the aircraft for certification. Additional required items of equipment are listed in the FAA Approved Avian Balloon Flight Manual.

NOTE 1 Every 100 flight hours or annually, whichever occurs first, the following envelope maintenance check must be performed: Envelope material strength is adequate if the material withstands without tearing or yielding the following tension loads; for envelope 76- 5000 - 50 lbs. and for envelopes 76-5500 and 76-5510 - 35 lbs., uniformly distributed one-inch crosswise to, and applied in the direction of the weave. The envelope should be tested in several areas, with particular attention to the upper portion which is subject to higher operating temperatures.

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