

FEDERAL AVIATION AGENCY

A14IN JODEL 150  August 1, 1963
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TYPE CERTIFICATE DATA SHEET NO. A14IN

This data sheet which is a part of type certificate No. A14IN 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                      Avions Jodel  
 Route de Seurre  
 Beaune (Cote d'Or), France

I Model 150, 2 PCLM (Normal and Utility Category), Approved June 18, 1963

Engine	Continental O-200-A		
Fuel	80/87 minimum grade aviation gasoline		
Engine limits	For all operations 2750 r.p.m. (100 hp.)		
Propeller and propeller limits	McCauley 1A100 MCM 69-56 or any approved fixed pitch wood propeller which is eligible for the engine power and speed and which meets the following limits: Static r.p.m. at maximum permissible throttle setting: Not over 2400, not under 2300. No additional tolerance permitted. Diameter: Maximum 70 in., minimum allowable for repairs 68 in. No further reduction permitted.		
Airspeed limits (TIAS)	Never exceed	174 m.p.h.	(151 knots)
	Maximum structural cruising	131 m.p.h.	(113 knots)
	Maneuvering	109 m.p.h.	( 95 knots)
	Maximum speed, flap extended	94 m.p.h.	( 81 knots)
C.G. range	(+12) to (+21.5) normal category (+12) to (+18) utility		
Empty weight C.G. range	None		
Datum	Leading edge of wing (section perpendicular to center line)		
Leveling means	Upper longeron of fuselage		
Maximum weight	1590 lb. (normal), 1450 lb. (utility)		
No. seats	2 at +24		
Maximum baggage	See NOTE 2(b)		
Fuel capacity	Two tanks: 10 1/2 gal. Usable (+4) One tank: 29 gal. usable (+47)		
Oil capacity	5 qt. (-27)		
Control surface movements	Aileron	Up 12°	Down 12° Tolerance
	Rudder	Right 30°	Left 30°
	Elevator trim tab (measured with elevator at 0°)	Up 13°	Down 0°
	Elevator	Up 12°	Down 11° +0°, -0.5°
	Flap	Full travel	50° ±2°
Serial Nos. eligible	The S.G.A.C. Certificate of Airworthiness for export endorsed as noted below under "Certification basis" must be submitted for each individual airplane for which application for certification is made.		
Certification basis	CAR 10. Type Certificate No. A14IN issued June 18, 1963. Application for Type Certificate dated May 20, 1963. Each aircraft and any replacement parts manufactured in France must be identified as imported.		

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A U. S. Airworthiness Certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by a representative of the French Secretariat General a l'Aviation Civile (SGAC) containing the following statement: "The airplane covered by this certificate has been examined and found to comply with U.S. Civil Air Regulations Part 3 dated May 15, 1956, including amendments 3-1 through 3-8 and conforms to T.C. A14IN."

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. The following additional item must be installed:  
Pre-stall warning indicator, Safe Flight Instrument Corporation 164.

NOTE 1. 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. The certificated empty weight and corresponding center of gravity location must include unusable oil of 4 lb. at (-27).

NOTE 2. (a) The following placard must be displayed in front and in clear view of pilots:

(1) "This airplane must be operated as a Normal or Utility Category Airplane in compliance with the approved airplane flight manual. All markings and placards, on this airplane apply to its operation as a Normal Category airplane. For Utility Category operations, refer to the Airplane Flight Manual. No acrobatic maneuvers (including spins) are approved for Normal Category Operations."

(2) "Do not place anything on the floor."

(3) "Type of operation approved: DAY-VFR."

(b) The following placard must be displayed on the baggage area behind the seat: "Maximum weight 130 lb." For additional loading instructions see weight and balance data.

NOTE 3. This airplane is limited to DAY-VFR operations until compliance with appropriate sections of CAR 3 is demonstrated for other types of operation. Refer to CAR 3.750, 3.772 and 3.778(h).

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