

FEDERAL AVIATION AGENCY

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| A3PC<br>C. ITOH<br>N-62<br>December 5, 1966 |
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TYPE CERTIFICATE DATA SHEET NO. A3PC

This data sheet, which is a part of type certificate No. A3PC 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                      C. Itoh Aircraft Maintenance and Engineering Company, Ltd.  
 1060 Tobitakyu-Machi, Chofu-Shi  
 Tokyo, Japan

I - Model N-62, 4 PCLM (Normal Category), 2 PCLM (Utility Category), Approved September 26, 1966

|                                   |  |                    |                        |                                   |                        |                  |                       |                      |                      |
|-----------------------------------|--|--------------------|------------------------|-----------------------------------|------------------------|------------------|-----------------------|----------------------|----------------------|
| Engine                            | Lycoming O-320-B2B   |                    |                        |                                   |                        |                  |                       |                      |                      |
| Fuel                              | 91/96 minimum grade aviation gasoline  |                    |                        |                                   |                        |                  |                       |                      |                      |
| Engine limits                     | For all operations, 2700 r.p.m. (160 hp.)  |                    |                        |                                   |                        |                  |                       |                      |                      |
| Propeller                         | McCauley 1C172 MGM 7654<br>Diameter: 76 in., no reduction permitted<br>Static r.p.m. at maximum permissible throttle setting:<br>Not over 2400 r.p.m., not under 2300 r.p.m. No additional tolerance permitted.  |                    |                        |                                   |                        |                  |                       |                      |                      |
| Airspeed limits (CAS)             | <table> <tr> <td>Vne (Never exceed)</td> <td>160 m.p.h. (139 knots)</td> </tr> <tr> <td>Vno (Maximum structural cruising)</td> <td>138 m.p.h. (120 knots)</td> </tr> <tr> <td>Vp (Maneuvering)</td> <td>113 m.p.h. (98 knots)</td> </tr> <tr> <td>Vfe (Flaps extended)</td> <td>96 m.p.h. (83 knots)</td> </tr> </table> | Vne (Never exceed) | 160 m.p.h. (139 knots) | Vno (Maximum structural cruising) | 138 m.p.h. (120 knots) | Vp (Maneuvering) | 113 m.p.h. (98 knots) | Vfe (Flaps extended) | 96 m.p.h. (83 knots) |
| Vne (Never exceed)                | 160 m.p.h. (139 knots)   |                    |                        |                                   |                        |                  |                       |                      |                      |
| Vno (Maximum structural cruising) | 138 m.p.h. (120 knots)   |                    |                        |                                   |                        |                  |                       |                      |                      |
| Vp (Maneuvering)                  | 113 m.p.h. (98 knots)  |                    |                        |                                   |                        |                  |                       |                      |                      |
| Vfe (Flaps extended)              | 96 m.p.h. (83 knots)   |                    |                        |                                   |                        |                  |                       |                      |                      |
| C.G. range                        | Normal:<br>(+82.7) to (+90.2) at 1874 lb. or less<br>(+87.4) to (+90.2) at 2205 lb.<br>Utility:<br>(+82.7) to (+86.7) at 1874 lb. or less<br>Straight line variation between points given.   |                    |                        |                                   |                        |                  |                       |                      |                      |
| Empty weight C.G. range           | None   |                    |                        |                                   |                        |                  |                       |                      |                      |
| Datum                             | 41.3 in. forward of lower engine mount attaching surface.  |                    |                        |                                   |                        |                  |                       |                      |                      |
| Leveling means                    | Points on left side upper and lower frame of front fuselage.   |                    |                        |                                   |                        |                  |                       |                      |                      |
| Maximum weight                    | Normal: 2205 lb.<br>Utility: 1874 lb.  |                    |                        |                                   |                        |                  |                       |                      |                      |
| Minimum crew                      | Pilot  |                    |                        |                                   |                        |                  |                       |                      |                      |
| No. of seats                      | 4 (2 at +85.2, 2 at +112.8)  |                    |                        |                                   |                        |                  |                       |                      |                      |
| Maximum baggage                   | 66 lb. (+140.2)  |                    |                        |                                   |                        |                  |                       |                      |                      |
| Fuel capacity                     | 42 gal. (2 wing tanks at +82.7)<br>40 gal. usable. See NOTE 1 for unusable fuel.   |                    |                        |                                   |                        |                  |                       |                      |                      |

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|---------------------------|---|-------|----------|------|----------|
| Oil capacity              | 2 gal. (+29.7)  |       |          |      |          |
| Control surface movements | Wing flaps  | Up    | 0°       | Down | 40° ± 2° |
|                           | Ailerons  | Up    | 22° ± 2° | Down | 15° ± 2° |
|                           | Rudder  | Right | 24° ± 2° | Left | 24° ± 2° |
|                           | Stabilator  | Up    | 14° ± 1° | Down | 8° ± 1°  |
|                           | Stabilator tab  | Up    | 6° ± 1°  | Down | 5° ± 1°  |
| 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: June 11, 1963.  |       |          |      |          |
| 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. C. Itoh Report N62404E contains a list of all required equipment as well as optional equipment installations 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 No. A3PC 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 airworthiness certification.

(b) The certificated empty weight and corresponding center of gravity location must include unusable fuel and undrainable oil as follows:

Unusable fuel 12 lb. at +82.7  
Undrainable oil 0

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

(a) In full view of the pilot:

"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.

THIS AIRPLANE APPROVED FOR VFR DAY OR NIGHT."

(b) On flap handle:

"Flaps - Pull to extend

Max. speed 96 m.p.h.

Retracted 0°

1st notch      20°

2nd notch      40°"

(c) On fuel selector guard:

"OFF

L.H. FUEL      R.H. FUEL  
20 GAL.      20 GAL.

BOTH"

or

"OFF    ON    FUEL 2 x 20 GAL."

(d) In baggage compartment:

"N - Max. baggage 66 lbs.

U - Baggage compartment must not be occupied"

(e) Adjacent to fuel filler cap:

"FUEL 91/96

20 U.S. GAL."

(f) Adjacent to airspeed indicator:

"Rough air or maneuvering speed (Vp) 113 m.p.h.

Max. demonstrated crosswind      11.5 knots"

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