

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

7G7 ELLIOTTS Olympia EON Series 419.X March 8, 1961
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**TYPE CERTIFICATE DATA SHEET NO. 7G7**

This data sheet which is a part of type certificate No. 7G7 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                      Elliotts of Newbury Ltd.  
Newbury, Berkshire,  
England

**I - Model Olympia EON Series 419.X, approved February 10, 1961**

Airspeed limits (indicated airspeed)	Glide or dive Airplane tow Auto-winch tow Maximum speed in rough air Airbrakes extended	100 knots 60 knots 60 knots 70 knots 100 knots																																				
C.G. range	(+2.64) to (+6.0)																																					
Datum	Centre line of wing main spar																																					
Leveling means	Straight edge across mainplane joint pins at main and rear spar joints																																					
Maximum weight	900 lb.																																					
No. of seats	1 (-36)																																					
Baggage	None																																					
Control surface movements	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Elevator</td> <td style="width: 10%;">Up</td> <td style="width: 10%;">8°</td> <td style="width: 10%;"></td> <td style="width: 10%;">Down</td> <td style="width: 10%;">10°</td> </tr> <tr> <td>Rudder</td> <td>Right</td> <td>25°</td> <td></td> <td>Left</td> <td>25°</td> </tr> <tr> <td>Aileron</td> <td>Up</td> <td>25°</td> <td></td> <td>Down</td> <td>11°</td> </tr> <tr> <td colspan="6">Airbrakes 6.0" above and below wing surface</td> </tr> <tr> <td>Elevator geared tab</td> <td>Up</td> <td>16°</td> <td></td> <td>Down</td> <td>20°</td> </tr> <tr> <td>Elevator trim tab</td> <td>Up</td> <td>15°</td> <td></td> <td>Down</td> <td>15°</td> </tr> </table>		Elevator	Up	8°		Down	10°	Rudder	Right	25°		Left	25°	Aileron	Up	25°		Down	11°	Airbrakes 6.0" above and below wing surface						Elevator geared tab	Up	16°		Down	20°	Elevator trim tab	Up	15°		Down	15°
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Serial Nos. eligible	The United Kingdom Certificate of Airworthiness for export endorsed as noted below under "Certification basis" must be submitted for each individual glider for which application for certification is made.																																					

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## Certification basis

CAR 10. Type Certificate No. 7G7, issued February 10, 1961  
Application for Type Certificate dated February 20, 1958

Each glider and any replacement parts manufactured in the United Kingdom 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 United Kingdom Certificate of Airworthiness signed by a representative of the Ministry of Aviation, containing the following statement: "The glider covered by this certificate has been examined and found to comply with British Civil Airworthiness Requirements for gliders on 1st January 1960 and conforms to T.C. 7G7."

## Equipment:

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification basis) must be installed in the glider for certification.

NOTE 1: Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions when necessary, must be in each glider at the time of original certification and at all times thereafter.

NOTE 2: The following placard must be installed in full view of the pilot:

- (a) "Flight in cloud permissible only when altimeter and turn and slip indicators are fitted."
- (b) "Maneuvers permitted - Tight turns, Stall turns, inside loops, spins."
- (c) "Night flying is prohibited."

...END...