



# Type Approval Data Sheet

Number: A-15  
Issue No.: 5  
Approval Date: March 2, 1946  
Issue Date: February 25, 1993

This Data Sheet which is part of Type Approval Certificate No. A-15 Issue 5 prescribes the conditions and limitations under which the product(s) for which the Type Approval Certificate was granted meet(s) the standards of airworthiness required pursuant to the Air Regulations.

## Type Approval Holder:

Société Air Canuck 80, Inc.  
Succ. Rosemont, Case Postale 309  
Montréal, Québec  
H1X 3B8

## Models

Fleet 80

1. MODEL 80 (Normal Category) Approved March 2, 1946

Engine Continental C85-12J or C85-12FJ. (See Equipment Item 104 for conversion from fuel injector to carburetor fuel system.)

Fuel 73 Minimum octane aviation gasoline

Engine Limits	<u>RPM</u>	<u>Boost</u>	<u>HP</u>
Take-off (1 minute)	2650	Full throttle	87
Maximum continuous	2575		85

Airspeed Limits Never exceed 160 m.p.h. True Ind.

C.G. Range Landplane 14.8% MAC (+66.6) to 32.2% MAC (+77.6)  
Skiplane - same as landplane  
Seaplane 16.1% MAC (+67.4) to 28.2% MAC (+75.0).



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M.A.C.	63.0 inches. L.E. of MAC at +57.25.
Datum	34 inches forward of firewall.
Levelling Means	Firewall perpendicular.
Maximum Weights	<u>Serial 001</u> Landplane - 1325 lb. Skiplane - 1325 lb. (1370 lb. with item 203 or 204 installed)  <u>Serial 002 and up</u> Landplane - 1480 lb. Skiplane - 1480 lb. (1525 lb. with item 203 or 204 installed) Seaplane - 1525 lb.
No. of Seats	2 (adjustable from +76 to +80).
Baggage	105 lb. maximum (+116).
Fuel Capacity	16 Imp. gals. (standard) (+41), or 21 Imp. gals (long range) (+41).
Oil Capacity	.94 Imp. gals. (4.5 U.S. quarts) (+19).
Control Surface Movement	Elevator $30^{\circ} \pm 2^{\circ}$ up, $20^{\circ} \pm 2^{\circ}$ down Aileron $23^{\circ} \pm 2^{\circ}$ up, $14^{\circ} \pm 2^{\circ}$ down Rudder $30^{\circ} \pm 2^{\circ}$ right and left Elevator trim tab $20^{\circ} \pm 5^{\circ}$ up and down
Serial Nos. Eligible	Serial 001 and up
Approval Basis	Aircraft Type Approval No. 15 A.P. 1208 (in part) and CAR 3 (in part).
Required Equipment	Hand Fire Extinguisher 8 lb. (+63.5")



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### Optional Equipment

### Propellers

- |    |   |  |
|----|---|--|
| 1. | Fixed pitch wood propeller Sensenich<br>74FC-48 or 74FC-47 for 12J engine and<br>74FK-48 or 74FK-47 for 12FJ engine (not<br>eligible for seaplane)  | 14 lb. (0)                             |
| 2. | Fixed pitch wood propeller Sensenich<br>76RC-40 for 12J engine or 76RK-40 for<br>12FJ engine (eligible only when item 103<br>is installed)  | 14 lb. (0)                             |
| 3. | Adjustable pitch propeller Hartzell HA-<br>12UO, blade<br>No. 7214M<br>Approved blade setting 13° 34' (eligible<br>only when item 103 is installed)   | 18 lb. (0)                             |
| 4. | Fixed pitch metal propeller McCauley<br>Models 1A90CF, 1A90CH or 1B90CM<br>7144<br>7146 (not eligible for seaplane)<br>7148 (not eligible for seaplane)   | 21 lb. (0)<br>21 lb. (0)<br>21 lb. (0) |
| 5. | Fixed pitch wood propeller Flottorp<br>74A-48<br>(not eligible for seaplane)  | 11 lb. (0)                             |
| 6. | Controllable pitch propeller Flottorp R002<br>or R003<br>Blades R003-225-72T or<br>R003-232-72T<br>Full throttle static rpm with<br>full fine pitch - not over 2400<br>- not under 2350<br>(eligible only when item 103 is installed) | 29 lb. (0)                             |



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Optional  
Equipment  
(Cont'd)

- |     |  |            |
|-----|--|------------|
| 7.  | Fixed pitch wood propeller<br>S & S P-1005A<br>(not eligible for seaplane)                                     |            |
| 8.  | Fixed pitch metal propeller McCauley<br>Model 1B90 CM 7142 (not eligible for<br>seaplane)                      | 21 lb. (0) |
| 9.  | Fixed pitch metal propeller Sensenich<br>M76AK-2-42<br>(eligible for use with items 101 and 102)               | 24 lb. (0) |
| 10. | Fixed pitch wood propeller Sensenich<br>72GK48 (not eligible for seaplane)<br>(eligible for use with item 102) | 25 lb. (0) |

### Engine and Engine Accessories

101. Continental C90-14F
- (a) Convert from std. fuel injector fuel system to carburetor system (item 104).
  - (b) Install seaplane cowling and baffles (item 103).
  - (c) Install oil sump (item 105).
  - (d) Remark oil temp. gauge to show max. limit of 225 ° F.
  - (e) Fuel - 80/87 min. octane aviation gasoline
  - (f) Approved propellers - item Nos. 5 (not eligible with floats) and 9 (eligible with floats).
  - (g) Install placard - Note 1(d).

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**Optional  
Equipment  
(Cont'd)****102. Continental C90-12F**

Identical to item 101(a) to (e) inclusive.

- (f) Approved Propellers - item Nos. 9 (eligible with floats) and 10 (not eligible with floats).
- (g) Install engine to Leavens Bros. Installation Instructions No. 213.

**103. Seaplane Cowlings and Baffles**

These are required to assist oil cooling when certain propellers are used. The proper baffles can be identified by a curved bottom portion of the main rear baffle which curves forward under the engine and by baffles which form a scoop in front of the oil tank. Aircraft Serial Nos. 142 and subsequent were factory equipped with this item.

**104. Conversion - Fuel Injector to Carburetor**

The conversion from the standard fuel injector fuel system to a carburetor system is covered by Aero Engineering Ltd. Engineering Notice 53N-2-032 or Leavens Bros. Air Services Ltd. Drawing No. 132. This conversion is approved subject to the following conditions:

- (a) The fuel gauge shall be re-calibrated to read zero during level flight when the quantity of fuel remaining in the tank is 2.5 Imp. gallons.
- (b) The weight of the unusable fuel (2.5 Imp. Gals.) shall be included in the empty weight of the aircraft.
- (c) Install placard - Note 1(e).

**105. Oil Sump**

Five Quart Oil Sump - Continental Part No. A50351-A1.

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### Optional Equipment (Cont'd)

### Landing Gear

201. Goodyear 6.00-6 single disc wheel and brake (Goodyear Drawing PD127#1) with tires.
202. Scott tail wheel, Type 3-24B.
203. Ski installation, Fleet Drawing 80-6300/A  
Main Ski assembly, Northwest Industries  
Drawing 17-03001/E  
Tail Ski assembly, Northwest Industries  
Drawing 17-03002/D.
204. Ski installation, Fleet Drawing 80-6400 or 80-6401  
Main Ski assembly, Fleet Drawing 80-6410 or 80-6411  
Tail Ski assembly, Fleet Drawing 80-6421.
205. Ski installation, Federal F.C. 2000  
Main Ski assembly, Federal A1500A, A1850 or A2000.
206. Ski installation, A. L'Abbe Drawing No. 196  
Main Ski base, Elliott E-10½ modified  
Main Ski pedestal, DHC W104T.
207. Ski installation, Boreal A.L.B. 33-501  
Main Ski base, Elliott E-10½  
Main Ski pedestal, DHC W104T modified.
208. Ski installation, A.O. Este Drawing No. CAR 3  
ST1 and ST2  
Main Ski base, AMB No. 6  
Main Ski pedestal, DHC W104.
209. Ski installation, Harkness Drawing No. F2A  
Main Ski base, Elliott E-10½  
Main Ski pedestal, DHC W104T.
210. Ski installation, AOR Ltd. Drawing No. FCS 203  
Main Ski base AMB No. 6  
Main Ski pedestal, DHC W104T modified.



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Optional  
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(Cont'd)

- 211. Float installation, Fleet Drawing 80-7000 or 80-7001  
Using Fleet Floats, Fleet Drawing 80-7110 or 80-7111.
- 212. Float installation, Fleet Drawing 2-3100  
Using Fleet floats, Fleet Drawing 2-3200.

NOTE 1

The following placards must be displayed in clear view of the pilot:

- (a) "Do not exceed 160 m.p.h."
- (b) "No smoking"
- (c) With Continental C85-12 engine  
"Do not exceed 2575 r.p.m."
- (d) With Continental C-90-14 engine (item 101)  
"Do not exceed  
Take-off (1 minutes) 2625 r.p.m.  
Maximum continuous 2475 r.p.m."
- (e) With carburetor fuel system (item 104)  
"The fuel remaining in the tank when the fuel gauge reads  
zero cannot be used safely in flight".

NOTE 2

The following placard is to be displayed in the rear baggage compartment:  
"Maximum baggage 105 lb."

- END -