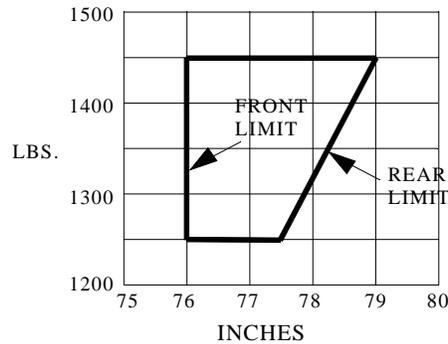




Empty Weight C.G. Range (+76.0) to (+79.0) at 1450 lbs. empty weight  
 (+76.0) to (+77.5) at 1250 lbs. empty weight  
 Straight line variation between points given.  
 When empty weight C.G. falls within this range, computation of critical fore and aft C.G. positions is unnecessary. Range is not valid for nonstandard arrangements.



Maximum Weight	2280 lbs.				
No. of Seats	2 (+86) and 2 (+122)				
Maximum Baggage	100 lbs. (+123)				
Fuel Capacity	40 gal. (Two 20 gal. tanks in wings) (+86)				
Oil Capacity	2.5 gal. (+35)				
Control Surface Movements	Ailerons	Up	15 ± 1	Down	9 ± 1
	Elevators	Up	29 ± 1	Down	13 ± 1
	Rudder	Right	15 + 0	Left	15 + 0
			- 1		- 1
	Wing Flaps			Down	35 ± 1
Elevator Tabs	Up	12 ± 1	Down	40 ± 1	

The airplane control system must be rigged and maintained in accordance with the Rigging Instructions of Luscombe Model 11A Flight Manual, Section II.

Serial Nos. eligible 11-104 and up manufactured prior to October 29, 1956.

Required equipment In addition to the pertinent required basic equipment specified in CAR 3, the following items of equipment must be installed:  
 1, 102, 103, 104, 105, 201(a), 202(a), 204(a), 402(a)  
 For night flying, cabin dome light and instrument lights or equivalent to provide illumination of all placards and instruments are required in addition to equipment required by Part 43.

### Specifications

Datum	100 in. forward of vertical bulkhead forming the rear frame of main door.
Leveling means	Floor at front seat attaching angles.
Certification basis	Type Certificate No. 804 (CAR 3, Normal Category)
Export eligibility	Eligible for export to all countries subject to the provisions of MOP 2-4 except as follows: Canada - Landplane eligible Skiplane not eligible



**Electrical Equipment**

301. Generator, 12 volt (Delco-Remy #1101879)	14 lbs. (+42)
302. Battery - Willard Manifold Venti Type AW-12-25 12 volt 25 amph. hr.	
(a) With Item 1 installed	22 lbs. (+46)
(b) With Item 2 installed	22 lbs. (+152)
303. Voltage regulator (Delco-Remy #1118200)	2 lbs. (+49)
304. Battery Solenoid - Cutler Hammer (#6042-H109A)	1 lb. (+49)
305. 2 Landing lights - Luscombe Dwg. #11-8105 with G.E. Lamp #4509	2 lbs. (+13)

**Interior Equipment**

401. Cabin heater Luscombe Dwg. 11-8602	2 lbs. (+49)
402. (a) FAA Approved Airplane Flight Manual dated May 26, 1948	
*(b) Airplane Operation Limitations Supplement to Item 402(a) for Hartzell Snap-O-Matic propeller on Luscombe 11A, dated October 10, 1949.	

**II. Model 11E, 4 PCL (Normal Category) Approved December 17, 2002:**

Changes to the Model 11A include engine change, electrical system changed to a 24 volt system, landing gear configuration changed from conventional to tricycle, installation of a composite cowl, installation of a modified windshield, change from hydraulically driven flaps to electrically driven, installation of electrically driven elevator trim in lieu of the mechanical trim, installation of a new interior including three point seat belts.

Engine	One, Teledyne Continental IO-360-ES, TCDS E1CE, Rated 185 HP	
Fuel	100/100LL minimum grade aviation gasoline	
Engine Limits	For all operations, 2550 RPM (185 HP)	
Propeller	McCauley Model 1B235/EFC7667	
Spinner	McCauley Model D4245	
Propeller Limits	Static RPM at full throttle: Not over 2200 rpm, except that 2250 rpm is permissible when airfield pressure altitude is above 5000 ft; not under 2100 rpm	
	Diameter: Not over 76 inches; not under 74 inches	
Airspeed Limits	Maneuvering	114 mph ( 99 knots) Calibrated
	Maximum structural cruising	150 mph (130 knots) Calibrated
	Never Exceed	180 mph (157 knots) Calibrated
	Flaps Extended	100 mph ( 87 knots) Calibrated
C.G. Range	Forward Limits	Linear variation from 83.7 inches aft of Reference datum at 2280 lbs to 78.3 inches aft of datum at 1819 lbs; 78.3 inches aft of datum at 1817 lbs or less.
	Aft Limit	87.9 inches aft of datum
Empty Weight C.G. Range	None	
Reference Datum	100 in. forward of vertical bulkhead forming the rear frame of main door.	
Leveling Means	Two leveling screw heads which protrude at same waterline on right side of fuselage located directly below right rear cabin window.	
Maximum Weight	2280 lbs.	
No. of Seats	4 (2 at 86 inches aft of datum and 2 at 122 inches aft of datum)	

Maximum Baggage	100 lbs. at 128 inches aft of datum				
Fuel Capacity	42 gallons total; 40 gallons useable (Two 21 gallon tanks in wings at +86.8 inches aft of datum) See NOTE 1 for data on weight and balance.				
Oil Capacity	2.0 gallons total; 1.25 gallons useable (+25 inches aft of datum) See NOTE 1 for data on weight and balance.				
Control Surface Movements	Ailerons	Up	$15^{\circ} \pm 1^{\circ}$	Down	$9^{\circ} \pm 1^{\circ}$
	Elevators	Up	$29^{\circ} \pm 1^{\circ}$	Down	$13^{\circ} \pm 1^{\circ}$
	Rudder	Right	$15^{\circ} \pm 1^{\circ}$	Left	$15^{\circ} \pm 1^{\circ}$
	Wing Flaps			Down	$25^{\circ} \pm 1^{\circ}$
	Elevator Tab	Up	$12^{\circ} \pm 1^{\circ}$	Down	$40^{\circ} \pm 1^{\circ}$
	The airplane control system must be rigged and maintained in accordance with the rigging instructions of Luscombe Model 11E drawings.				
Serial Nos. Eligible	11E00996 See NOTE 4 For ineligible serial numbers.				
Certification Basis	CAR 3 dated December 15, 1946, as amended by 3-1 through 3-4 and the following sections of Part 23 effective February 1, 1965:				
	Section 23.75 as amended through Amendment 23-7.				
	Section 23.561(b)(2) as amended through Amendment 23-36.				
	Section 23.853 as amended through Amendment 23-34				
	Section 23.1143 as amended through Amendment 23-29.				
	Section 23.1147 as amended through Amendment 23-33.				
	Section 23.1307 as amended through Amendment 23-23.				
	Section 23.1309 as amended through Amendment 23-14.				
	Sections 23.1, 23.2, 23.3, 23.21, 23.33, 23.51, 23.65, , 23.77, 23.671, 23.673, 23.683, 23.685, 23.689, 23.697, 23.699, 23.781, 23.905, 23.907, 23.925, 23.951, 23.959 23.961, 23.963, 23.969, 23.971, 23.973, 23.975, 23.977, 23.991, 23.993, 23.995, 23.997, 23.999, 23.1011, 23.1017, 23.1019, 23.1021, 23.1023, 23.1041, 23.1043 23.1047, 23.1091, 23.1105, 23.1121, 23.1123, 23.1125, 23.1141, 23.1145, 23.1149, 23.1163, 23.1165, 23.1183, 23.1191, 23.1193, 23.1301, 23.1327, , 23.1357, 23.1367, 23.1381, 23.1385, 23.1387, 23.1389, 23.1391, 23.1393, 23.1395, 23.1397, 23.1413, 23.1529, 23.1547, 23.1549, and 23.1589 as amended through 23-46.				
	Sections 23.901, 23.903, 23.943, 23.955, 23.965, 23.967, 23.1093, 23.1103, 23.1303, 23.1305, 23.1311, 23.1321, 23.1322, 23.1323, 23.1325, 23.1337, 23.1351, 23.1353, 23.1361, 23.1365, 23.1383, 23.1401, 23.1431, 23.1543, 23.1545, 23.1555, 23.1581, 23.1583, 23.1585, and 23.1587 as amended through 23-54.				
	Part 36 of the Federal Aviation Regulations effective December 1, 1969, plus any amendments in effect at the time of certification.				
Equivalent Level of Safety Findings	ELOS #ACE-02-09 Rev. A dated December 5, 2002 – CAR 03.135-N Spins				

Date of Application for Amended Type Certificate for the Luscombe 11E was August 12, 1994.  
Type Certificate No. A-804 was provisionally amended July 25, 2002 for the Luscombe 11E.

Production Basis None. Prior to original certification of each aircraft, an FAA representative must perform a detailed inspection for workmanship, materials, conformity with the approved technical data, and a check of the flight characteristics.

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

Design Data The airplane shall be manufactured in accordance with the latest FAA approved revision of Luscombe Configuration Drawing List, Document No. CDL – S/N 11E00996 .

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 certification. The certificated empty weight and corresponding center of gravity location must include unusable fuel of 12 lbs. at 86.8 inches aft of datum and full oil of 16.7 lbs. at 25 inches aft of datum.

NOTE 2. The placards specified in the latest FAA approved revision of the “FAA Approved Flight Manual for the Luscombe 11E,” Document No. AFM-LAC-1, must be displayed.

NOTE 3. In accordance with FAR 23.1529, Instructions for Continued Airworthiness acceptable to the Administrator must be available at delivery of first aircraft or issuance of a standard certificate of airworthiness.

NOTE 4. Serial Numbers 11E00995 through 11E00999 are not eligible for standard certificate of airworthiness.

....END....