



CIVIL AVIATION  
SAFETY AUTHORITY  
AUSTRALIA

# Type Certificate

Number: VA511



Type Certificate holder: Noosa Air Pty Ltd  
c/- Robin Thomson, Director  
"Eden" via Kupunn  
Dalby QLD 4405

Pursuant to Regulation 21.24 of the Civil Aviation Regulations 1998 approval is hereby granted for the model SB-582 Drifter aeroplane in the primary category.

This certificate is valid until suspended or cancelled by the Civil Aviation Safety Authority. The basis of certification is as prescribed in Type Certificate Data Sheet Number VA511 issued by this Authority.

Date of application: 31 March 2003

Date of issue: 13 May 2003

  
  
Eugene Paul Holzappel  
Delegate of the Authority

Number: VA511

Initial issue

Aircraft: SB-582 Drifter

Date: 13 May 2003

## Type Certificate Data Sheet

This data sheet, which is part of Type Certificate No VA511 lists the conditions and limitations under which the aeroplane for which the Type Certificate was issued meets the airworthiness requirements of the Civil Aviation Safety Authority, Australia.

Type Certificate Holder	Noosa Air Pty Ltd
Model	SB-582 Drifter
Engine	Rotax 582 (2.62:1 gear reduction)
Engine Limits	Take-off maximum (5 minutes) 6800rpm Maximum continuous 6500rpm Normal coolant maximum continuous operating temperature 80°C Take-off coolant 5 minute maximum operating temperature 90°C
Fuel	Unleaded motor gasoline mixed 50:1 with Castrol TTS two-stroke oil
Propeller	Aerofibre Industries Pty Ltd Four blade Brolga propeller with 17 degree pitch blocks
Propeller Limits	Diameter: not over 1727mm; not under 1372mm Static rpm at full throttle: not over 6200; not under 5800
Airspeed Limits	Manoeuvring: 60 knots IAS Maximum structural cruising: 66 knots IAS Never exceed: 85 knots IAS

## **Type Certificate Data Sheet (Continuation Sheet)**

TC Number: VA511

Initial issue

C G Range	Forward Limit: 388mm aft of datum (25.7%) at all weights.  Aft Limit: 487mm aft of datum (31.7%) at all weights.
C G Datum	Root leading edge of mainplane.
Mean aerodynamic chord	1540mm
Levelling means	Longitudinal: spirit level placed on fuselage tail boom tube.  Lateral: spirit level placed on forward A -Frame mount box.
Maximum weight	Take-off: 450kg (landplane); 476kg (seaplane)  Landing: 450kg (landplane); 476kg (seaplane)
Number of seats	Two fixed: pilot: -693mm; co-pilot: +428mm
Maximum baggage	None permitted
Fuel capacity	Rear tank: 30 litres total (+896mm) 28 litres useable  Lower tank: 40 litres total (+336mm) 33 litres useable
Control surface deflections	Aileron trailing edge: up: $30^{\circ} \pm 1^{\circ}$ ; down: $30^{\circ} \pm 1^{\circ}$  Elevator: up: $28^{\circ} \pm 1^{\circ}$ ; down: $28^{\circ} \pm 1^{\circ}$  Rudder: left and right: $30^{\circ} \pm 1^{\circ}$  Tab: up: $36^{\circ} \pm 2^{\circ}$ ; down: $36^{\circ} \pm 2^{\circ}$  Tab measurements are made with the elevator in the zero deflection position
Crosswind component	Maximum crosswind component for take-off and landing is 15 knots. Maximum crosswind component for take-off and alighting on water is 8 knots.
Eligible serial numbers	DA-0001 and subsequent.  DR-931000SB to DR-981057SB were produced under Certificate of Type Approval No. 182-1 by Austflight ULA Pty Ltd.

## **Type Certificate Data Sheet (Continuation Sheet)**

TC Number: VA511

Initial issue

Eligible serial numbers (continued)

Previous model A-582 aircraft will be eligible when modified in accordance with Kerr's Aircraft Design Engineering Order No. 284-400 of 22-12-1993.

This Engineering Order requires as part of its embodiment that the aircraft data plate be corrected to indicate the change in model ("SB" prefix) and with the addition of suffix "OSB" to the serial number.

Aircraft manufactured after 31 January 1997 are manufactured in accordance with Helitech Engineering Order HEO-247

Certification Basis

Note:

*This Type Certificate Data Sheet (TCDS) replaces Certificate of Type Approval Data Sheet No. 182-1 Revision 4 issued on 23 July 1997. The principal change that results from issue of this TCDS is that the holder of the Type Certificate has changed.*

*The basis of certification remains unchanged and data previously submitted has been accepted as the basis of certification of the aircraft type in the primary category in accordance with Civil Aviation Regulation (CAR) 21.24.*

For Landplanes:

Civil Aviation Order (CAO) 101.55 Issue 1 dated 28 August 1991 up to and including Amendment 96 dated 25 September 1992, with exemptions under paragraphs 3.3.1 and 3.3.2 for paragraphs 5.3 and 6.14, with a design standard of:

British Civil Aviation Regulation Section S (BCARS) Advance Issue dated March 1983, paragraphs; S1-S307, S361- S411, S473 and S561- S1585

JAR-VLA Initial Issue dated 26 April 1990, paragraphs; JAR-VLA 321, 331, 333, 335, 337, 341, 345, 347, 349, 351, 415, 421, 423, 425, 427, 441, 443, 447 and 455.

# **Type Certificate Data Sheet (Continuation Sheet)**

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Initial issue

FAR 23 at Amendment 42 dated 4 February 1991, paragraphs 23.471 through 23.497.

For Seaplanes:

Civil Aviation Order (CAO) 101.55 Issue 1 dated 28 August 1991 up to and including Amendment 99, with exemptions under paragraphs 3.3.1 and 3.3.2 for paragraphs 4.6,4.7,4.8,5.3 and 6.14, with a design standard of:

BCARS Advance Issue dated March 1983, paragraphs; S1 - S21, S29 - S49, S71, S143 - S235, S251-S307, S361- S411, S473 and S561- S903, S951 - s1585

JAR-VLA Initial Issue dated 26 April 1990, paragraphs; JAR-VLA 23, 51, 75, 239, 321, 331, 333, 335, 337, 341, 345, 347, 349, 351, 415, 421, 423, 425, 427, 441, 443, 447, 455, 751, 753 and 925.

FAR 23 at Amendment 42 dated 4 February 1991, paragraphs 23.25, 23.65 and 23.521(a) and (b).

As substantiation data previously submitted for compliance with CAO 95.25 has been used for this certification, the aeroplane is restricted to operations in accordance with CAO 95.55.

**Production Basis**

Production under Type Certificate only for serial numbers DA-0001 and subsequent.

Previous production under Certificate of Type Approval No. 182-1 under CAA Certificate of Approval No. 3317 dated 14 December 1993 applied for aircraft DR-931000SB to DR-981057SB.

**Operating Basis**

Examples of this aircraft type can only be operated as Australian Ultralight Federation registered aircraft in accordance with the requirements of Civil Aviation Order (CAO) 95.55.