



**I - Model "Nimbus-2" (Utility Category), approved January 16, 1974** (Cont'd)

Maximum Baggage	None.			
Control surface movements	Ailerons with wing flaps in Position 0		Ailerons with wing flaps in Position 0 - See NOTE 6	
	Elevators	Up	1.85 ± .40 in.	Elevators Up 1.85 ± .40 in.
	Radius measures 11.3 in. from hinge axis at inboard edge.			
		Down	2.83 ± .40 in.	Down 2.83 ± .40 in.
	Rudders	Left	8.86 ± .80 in.	Rudders Left 8.86 ± .80 in.
	Radius measures 15.7 in. from hinge axis at base of rudder.			
		Right	8.86 ± .80 in.	Right 8.86 ± .80 in.
	Aileron	Up	2.20 + .40 in. - .20 in.	Aileron Up 2.20 + .40 in. - .20 in.
	Radius measures 5.52 in. from hinge axis at inboard edge.			
		Down	0.87 + .20 in. - .12 in.	Down 1.22 + .20 in. - .12 in.
	Flap Position	-7 7° + 0° Up	-1°	Flaps Position -7 7° + 0° Up
		-4 4° + 0° Up	-1°	-4 4° + 0° Up
		0 0°		0 0°
		+4 4° + 0° Down	- 1°	+6 6° ± 1° Down
		+6 6° + 0° Down	- 1°	+10 10° ± 1° Down
		L 11° ± 2° Down		L 17° ± 2° Down
	Radius measures 6.4 in. at inboard edge.			
Weak Links for Towing	1320 lb max. (600 kg).			

**II - Model "Nimbus-2B" (Utility Category), approved September 21, 1984**

(Similar to the NIMBUS-2 except for a horizontal stabilizer and elevator instead of a movable stabilizer)

Airspeed limits (I.A.S.)	Maximum Airspeeds In Calm Air Never Exceed (Vne)			
	0 - 9800 ft. alt.	146 kts	168 mph	270 km/h
	9801 - 19700 ft. alt.	113 kts	130 mph	209 km/h
	19701 - 32800 ft. alt.	89 kts	103 mph	165 km/h
	Never exceed			
	With Airbrakes Extended	146 kts	168 mph*	270 km/h
	With Landing Gear			
	Extended (Vle)	146 kts	168 mph*	270 km/h
	Maneuvering Speed (VA)	86 kts	99 mph	160 km/h
	With Flaps Extended (Vfe)			
	Positions L, +10, or +6 (down)	86 kts	99 mph	160 km/h
	Positions 0, -4, or -7 (up)	146 kts	168 mph	270 km/h
C.G. range	(±11.4 in.) to (16.5 in.) at all weights.			
Empty Weight C.G. Range	See C.G. Range.			
Datum	Wing leading edge at root rib.			

**II. - Model "Nimbus-2B" (Utility Category), approved September 21, 1984** (Cont'd)

Leveling means	Slope of rear top surface of fuselage: 100 to 4.5 tail down.		
Maximum weight	Maximum takeoff weight without water ballast	1036 lb.	
	Maximum takeoff weight with water ballast*	1278 lb. See NOTE 6 (*Total weight of glider must not exceed 1036 lb. before water ballast is added.)	
No. of seats	1 at 22.44 in. ahead of datum.		
Maximum Baggage	None.		
Control surface movements	Ailerons with wing flaps in Position 0		
	Elevators	Up	1.85 ± .40 in. Radius measures 6.38 in. from hinge axis at inboard edge.
		Down	1.93 ± .20 in.
	Rudders	Left	10.00 ± .80 in. Radius measures 17.7 in. from hinge axis at base of rudder.
		Right	10.00 ± .80 in.
	Aileron	Up	2.20 + .40 in. - .20 in. Radius measures 5.52 in. from hinge axis at inboard edge.
		Down	1.22 + .20 in. - .12 in.
		Flaps Position	-7 7° + 0° Up - 1°
		-4 4° + 0° Up - 1°	
		0 0°	
		+6 6° ± 1° Down	
		+10 10° ± 1° Down	
		L 17° ± 2° Down Radius measures 6.4 in. at inboard edge.	
	Weak Links for Towing	1320 lb max. (600 kg).	
	Serial Numbers Eligible	See Import Requirements.	
Certification Basis	FAR 21.23 and FAR 21.29 effective February 1, 1965.		
	For Model NIMBUS-2		
	Federal Republic of Germany "Airworthiness Requirements for Sailplanes" dated February 1966 which has been found to provide a level of safety equivalent to that provided by the airworthiness requirements of FAR 23 through amendment 14 appropriate to gliders.		
	Type Certificate G26EU issued January 16, 1974.		
	Date of application for Type Certificate: December 10, 1971.		
	For Model NIMBUS-2B		
	Federal Republic of Germany "Airworthiness Requirements for Sailplanes" dated February 1966 which has been found to provide a level of safety equivalent to that provided by the airworthiness requirements of FAR 23 through amendment 18 appropriate to gliders.		
	Type Certificate G26EU amended September 21, 1984.		
	Date of Application for amendment of the Type Certificate: 2 May 1977.		

**II. - Model "Nimbus-2B" (Utility Category), approved September 21, 1984** (Cont'd)

Import Requirements	<p>A U.S. Standard Airworthiness Certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by a representative of the Luftfahrt-Bundesamt (LBA), containing the following statement:</p> <p>a) For the Model NIMBUS-2 "The glider covered by this certificate has been examined, tested, and found to conform to the type design approved under FAA Type Certificate No. G26EU and is in condition for safe operation," and the FAA inspector finds that the glider conforms to the U.S. Type Design and is in condition for safe operation.</p> <p>b) For the Model NIMBUS-2B The glider covered by this certificate has been examined, tested, and found to conform to the type design approved under FAA Type Certificate G26EU and is in condition for safe operation," and the FAA inspector finds that the glider conforms to the U.S. Type Design and is in condition for safe operation. SCHEMPP-HIRTH Model NIMBUS-2B glider serial numbers 136 and 145 are eligible for U.S. Standard Airworthiness Certification when:</p> <ol style="list-style-type: none"> <li>1) The FAA inspector is provided with the original Export Certificate of Airworthiness issued by the LBA which certifies the glider conforms to the U.S. type certificate,</li> <li>2) The glider has been modified in accordance with the LBA-approved SCHEMPP-HIRTH Technical Notes 286-14, 286-18, and 286/77/1 and</li> <li>3) The glider is found to be in condition for safe operation by the FAA inspector.</li> </ol> <p>Modifications pre-dating the issuance of this Type Certificate and not included in paragraph 1 and 2 of this note and modifications dated after the issuance of this Type Certificate not covered by note contained in the Service Information paragraph of this Type Certificate must be assumed not to be approved under this Type Certificate.</p>
Equipment	<p>For Model NIMBUS-2 SCHEMPP-HIRTH Model NIMBUS-2 Glider Flight Manual dated December, 1972. The minimum required equipment for the kinds of approved operations are listed in the SCHEMPP-HIRTH Model NIMBUS-2 Glider Flight Manual dated December, 1972.</p> <p>For the Model NIMBUS-2B SCHEMPP-HIRTH Model NIMBUS-2B Glider Flight Manual dated July 1979. The Equipment approved for the SCHEMPP-HIRTH Model NIMBUS-2B is listed on the SCHEMPP-HIRTH Master Equipment List dated July 23, 1984. The minimum required equipment for the kinds of approved operations are listed in the SCHEMPP-HIRTH Model NIMBUS-2B Glider Flight Manual dated July 1979.</p>
Service Information	<p>SCHEMPP-HIRTH Technical Information (Service Bulletins), published in the English language for the U.S. Type Design that carry a statement "Approved by the Luftfahrt-Bundesamt (LBA)" may be interpreted as "FAA-Approved."</p> <p>Available documents for Model NIMBUS-2: - Flight and Service Manual dated December, 1972, LBA-Approved 18 January 1973.</p> <p>Available Documents for Model NIMBUS-2B: - Flight and Service Manual, dated July 1979, LBA-approved 10 January 1984</p>

## NOTES

- NOTE 1. Current weight and balance report including list of equipment in certificated empty weight, and loading instructions, when necessary, must be provided for each glider at the time of original airworthiness certification.
- NOTE 2. The placards listed in the LBA-approved SCHEMPP-HIRTH Flight Manual must be displayed in the location defined.

- NOTE 3. Information essential for proper operation, maintenance, inspection, and repair of the glider is contained in the SCHEMPP-HIRTH "Flight and Service Manual for Model Nimbus-2" and the SCHEMPP-HIRTH "Flight and Service Manual for Model Nimbus-2B", SCHEMPP-HIRTH should be consulted for all major repairs.  
The service life of the SCHEMPP-HIRTH Model Nimbus-2 and Model Nimbus-2B is limited to 3000 flight hours without repetitive inspections other than the obligatory annual inspections. Extension of the service life beyond 3000 flight hours may be obtained provided the structural inspection procedures and limitations contained in the LBA- approved SCHEMPP-HIRTH Technical Information (Service Bulletin) No. XXXX (number to be provided at a later date) are used.
- NOTE 4. All external portions of the glider exposed to sunlight must be painted white except wing tips, nose of fuselage and rudder.
- NOTE 5. Major airframe repairs must be accomplished at FAA certificated repair stations rated for composite construction of small aircraft using SCHEMPP-HIRTH repair methods for the model of interest, approved by the FAA.
- NOTE 6. Maximum permitted airspeed increased from 250 km/h (135 kts) (155 mph) to 270 km/h (146 kts) (168 mph) and maximum gross weight with water ballast increased from 530 kg (1168 lb.) to 580 kg (1278 lb.) per LBA approval and FAA validated SCHEMPP-HIRTH Technical Note 286-8, dated February 20, 1976. Aileron flap control system improvements resulted in changes to control movement measurements for S/N 86, 104 through 109, 111 and subsequent.

...END...