



Control surface movements	<p>Ailerons:</p> <p>up: 65 mm ± 5 mm (2.56 in. ± 0.20 in.)</p> <p>down: 35 mm ± 5 mm (1.38 in. ± 0.20 in.)</p> <p>measured 162 mm (6.38 in.) from hinge axis</p> <p>Elevator:</p> <p>up: 47 mm ± 4 mm (1.85 in. ± 0.16 in.)</p> <p>down: 47 mm ± 4 mm (1.85 in. ± 0.16 in.)</p> <p>measured 157 mm (6.18 in.) from hinge axis</p> <p>Rudder:</p> <p>to both sides: 160 mm ± 20 mm (6.30 in. ± 0.79 in.)</p> <p>measured 340 mm (13.39 in.) from hinge axis</p>
Weak links for towing	1499 lb (680 daN)
Serial numbers eligible	See Import Requirements
Certification basis	<ol style="list-style-type: none"> <li>1) FAR 21.23, 21.29 and 21.50, effective February 1st, 1965, including Amendments 21-1 through 21-53.</li> <li>2) Joint Airworthiness Requirements for Sailplanes and Powered Sailplanes (JAR-22), dated December 15th, 1982. Type Certificate No. G53EU issued March 17, 1987. Date of application for Type Certificate: November 21st, 1986.</li> </ol>
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: "The glider covered by this certificate has been examined, tested, and found to conform to the type design approved under FAA Type Certificate G53EU and is in condition for safe operation".</p> <p>Model "Discus a", Ser. No. 4, 8, 17, 33, 62, 63, 74, 138 and 144, and Model "Discus b", Ser. No. 6, 10, 11, 13, 16, 31, 40, 58, 64, 67, 68, 69, 77, 78, 82, 83, 97, 108, 113, 123, 128, 142, 145, 147 and 149</p> <p>are eligible for a U.S. Standard Airworthiness Certificate after accomplishment of the Schempp-Hirth Technical Note No. 360-4, LBA-approved March 4, 1987, and if all other Import Requirements of this Type Certificate Data Sheet are met.</p>
Equipment	The basic required equipment as prescribed in the applicable Airworthiness Regulations (see Certification Basis) must be installed in the glider for certification. In addition, the Schempp-Hirth "Discus a" and "Discus b" Flight Manual, LBA approved December 4, 1986 or later LBA approved revisions is required.

## **NOTES**

- Note 1. Current Weight and Balance data together with List of Equipment included in certificated empty weight, and loading instructions, when necessary, must be provided for each glider at the time of original certification.
- Note 2. The placards listed in section 2 of the LBA approved Schempp-Hirth "Discus a" and "Discus b" Flight Manual must be displayed.
- Note 3. Section 10, Airworthiness Limitations of the "Discus a" and "Discus b" Instructions for Continued Airworthiness dated November 1986, is FAA approved. It specifies mandatory replacement times. These Airworthiness Limitations may not be changed without FAA approval.

- Note 4. All external portions of the glider exposed to sunlight must be painted white except the areas for registration numbers, wing tips, outboard end of ailerons, nose of fuselage, and rudder.
- Note 5. Major structural repairs must be accomplished at FAA-certificated repair stations rated for composite aircraft structure work, in accordance with Schempp-Hirth repair methods approved by FAA.
- Note 6. Information essential for the proper operation, maintenance and inspection of the glider is contained in the Models "Discus a" and "Discus b" Flight Manual and Instructions for continued Airworthiness.

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