

Empty Weight C.G.	See flight manual section 6.4.
Datum	78.74 in. (2m) in front of wing leading edge measured at the wing root.
Leveling Means	Upper spar of the tail boom.
Maximum Weight	1675.5 lb (760 kg)
Minimum Crew	One pilot (minimum weight 155 lb - 70 kg)
No. of Seats	Two 58.5 in. (1.486m) aft of datum.
Maximum Baggage	44 lb (20 kg), 88.6 in. (1.486m) aft of datum.
Fuel Capacity	2 x 10 US gal (2 x 38 liters) or 2 x 13.2 US gal (2 x 50 liters) 88.6 in. (2.250 m) aft of datum.
Oil Capacity	4.23 qt (4.5 liters) 98.43 in. (2.500 m) aft datum.

Control Surface Movements

Aileron:	Up	5.9+/-0.4 in	(150mm+/-10mm)
	Down	5.1/-0.4 in	(130mm+/-10mm)
	Measurement radius 11.8 in (300mm) on inboard edge of aileron.		
Stabilizer:	Up	5.9+/-0.4 in	(150mm+/-10mm)
	Down	5.1+/-0.4 in	(130mm+/-10mm)
	Measurement radius 16.73 in (425 mm) on root of the left rudders.		
Trim Tab:	Up	0.2+0.2in/-0.0 in	(5mm + 5mm/-0mm)
	Down	1.2+/-0.2 in	(30mm +5mm)
	Measurement radius 4.33 in (110mm) on out board edge of trim tab.		
Rudder:	Both sides	5.9 in+/-0.2 in	(150mm+/-5mm)
	Measurement radius 12.2 in (310mm) on upper edge of rudder.		

Serial No's. Eligible

Far 21.23, 21.29 and 21.50 effective February 1, 1965 including Amendments 21-1 through 21-49.

Compliance with FAR 21.23 through Amendment 21-49 has been shown utilizing the provisions of Advisory Circular 21.23-1 dated 12 January 1981, Section 5, paragraph a. The airworthiness requirements met under this provision are the Joint Airworthiness Requirements for Sailplanes and Powered Sailplanes (JAR-22) dated 18 May, 1981 including Amendments 1, and Section 5, paragraph (e)(6) of Advisory Circular 21.23 - 1 dated 12 January 1981.

FAR 23.471, 23.473, 23.479, 23.481, 23.483, 23.485, 23.493, 23.499, 23.727 and 23.725 effective February 1982 and including Amendments 23-1 through 23-28.

Type Certificate No. G55EU issued July 18, 1988.

Date of Application for Type Certificate: October 16, 1987.

The applicable airworthiness requirements for US certification under FAR 21.29 identified above were established considering the airworthiness requirements applied by the exporting country under the provisions of paragraph's 2 and 6 of the agreement between the United States of America and the Republic of Austria dated April 30, 1959, titled Certificates of Airworthiness for Imported Aeronautical Products and Components.

Import Requirements	<p>A U.S. Standard airworthiness Certificate may be issued on the basis of the Bundesamt für Zivilluftfahrt (BAZ) containing the following statement:</p> <p>"The powered glider covered by this certificate has been examined, tested and found to conform to the type design approved to the under the FAA Type Certificate No. G55EU and is in condition for safe operation", and the FAA inspector finds that the powered glider conforms to the U.S. Type Design and is in condition for safe operation.</p>
Equipment	<p>The equipment approved for the HB-23/2400 is listed in the Master Equipment List.</p> <p>The Required Equipment for the kinds of approved operations are listed in the Flight Manual, dated July 1988.</p>
Service Information	<p>HB AIRCRAFT Technical Information (Service bulletins), published in the English language for the U.S. Type Design that carry a statement "Approved by the Bundesamt für Zivilluftfahrt" may be interpreted as FAA-approved.</p> <p>Available documents for HB-23/2400</p> <ul style="list-style-type: none">- Flight manual, dated July 1988- Instructions for Continued Airworthiness July 1988

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 the original certification empty weight and corresponding center of gravity locations must include the engine oil.
- NOTE 2 The placards listed in Section 7 of the HB-23/2400 Service Manual must be displayed.
- NOTE 3 Section 10 of the HB-23/2400 Instructions for Continued Airworthiness specifies mandatory replacement times, structural inspection intervals, and related structural procedures. These airworthiness limitations may not be changed without FAA approval.
- NOTE 4 Major structural repairs must be accomplished at the FAA-certificated repair stations, in accordance with HB AIRCRAFT repair methods approved by the FAA.
- NOTE 5 All Serial numbers containing an S - e.g. 23XXX-SX are respectively HB-23/2400 SCANLINERS.

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