

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

G16EU  
Revision 2  
ENTWICKLUNGSGEMEINSCHAFT  
Phoebus A1  
Phoebus B1  
Phoebus C  
14 May 1969

**TYPE CERTIFICATE DATA SHEET NO. G16EU**

This data sheet which is a part of type certificate No. G16EU prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder                      Entwicklungsgemeinschaft Sport- und Segelflug  
(See NOTE 6.)                                      8012 Ottobrun, Lindenstrasse 4  
Federal Republic of Germany

**I - Model Phoebus 'A 1' and 'B 1' approved June 23, 1967; Phoebus 'C' approved March 13, 1968**

(Model 'B 1' same as 'A 1' except for retractable landing gear)  
(Model 'C' same as 'B1' except for increase wing span)

Airspeed limits	Glide or dive	108 knots
	Max. speed in rough air	108 knots
	Airplane tow	97 knots
	Auto-winch tow	65 knots
	Dive Brake	108 knots
C.G. range	From (+87.79 inches) to (+96.06 inches)	
Datum	78.74 inches forward of wing leading edge	
Leveling means	Trapezoidal template on top of fuselage horizontal	
Maximum weight	772 lbs. (Models 'A1' and 'B1') 825 lbs. (Model 'C')	
No. of seats	1	
Baggage	None	
Control surface movements	Elevator	Up    12° + 2° Down 12° + 2°
	Aileron	Up    40° + 5° Down 20° + 2.5°
	Rudder	Right 35° + 2° Left  35° + 2°
Serial Nos. eligible	The Federal Republic of Germany Certificate of Airworthiness for Export endorsed as noted below under "Import Requirement" must be submitted for each individual glider for which application for certification is made.	

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Certification basis	FAR 21.29 and Federal Republic of Germany glider airworthiness requirements dated August 1939 (These requirements are equivalent to FAR 21.23). Type Certificate G16EU issued June 23rd, 1967 Date of Application for Type Certificate: June 27th, 1966
Import Requirement	A U.S. Airworthiness Certificate may be issued on the basis of a Certificate of Airworthiness of Export signed by a representative of the Luftfahrt-Bundesamt, containing the following statement: "The glider covered by this certificate has been examined and found to comply with the Federal Republic of Germany glider airworthiness requirements dated August 1939, and conforms to Type Certificate No. G16EU".
Equipment:	The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification basis) must be installed in the glider for certification.

- 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 certification.
- NOTE 2: The following placards must be installed in full view of the pilot:
- a. "When flying in rough air do not exceed 108 knots"
  - b. "No acrobatic maneuvers including spins approved"
- NOTE 3: All external portions of the glider exposed to sunlight must be painted white. Registration and competition numbers must be painted blue - gray or in any other light colors.
- NOTE 4: Maintenance, Inspections and Repairs must be accomplished in accordance with Phoebus Flight and Service Manual and Repair Manual.
- NOTE 5: Major repairs must be performed in accordance with repair methods approved by the manufacturer.
- NOTE 6: Waggon-und Maschinenbau A.G. Donauworth, Werk Laupheim, Germany are licensed by Entwicklungsgemeinschaft Sport und Segelflug for the manufacturer of the Phoebus A1, B1 and C.

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