



Empty Weight C.G. Range	<p>Forward C.G.:</p> <p>131.1 in (333.0 cm) at 926 lbs. (420 kg)</p> <p>129.5 in (329.0 cm) at 1102 lbs. (500 kg)</p> <p>Rear C.G.:</p> <p>134.6 in (342.0 cm) at 926 lbs. (420 kg)</p> <p>133.1 in (338.0 cm) at 1102 lbs. (500 kg)</p> <p>Straight line variation between points given.</p>												
Datum	<p>Fuselage station 0.0</p> <p>126.4 in (321 cm) in front of main wing root leading edge and wing strake kink</p>												
Leveling Means	Rear left canopy frame 8° nose down												
Maximum Takeoff Weight	1576 lbs. (715 kg)												
Maximum Landing Weight	1500 lbs. (680 kg)												
Number of Seats	<p>2: 1 at 79.0 in (193 cm) (front cockpit)</p> <p>1 at 118.0 in (302 cm) (rear cockpit)</p>												
Minimum Crew	1 in the front cockpit												
Maximum Baggage	33 lbs. (15 kg) at 108.3 in (275 cm)												
Fuel Capacity	<p>42.26 US Gal (160 l)</p> <p>Two inter-connected 21.13 US gal tanks in wing strakes at 122.8 in (312 cm)</p> <p>40.95 US Gal (155 l) usable</p>												
Oil Capacity	8 qts. minimum 2 qts												
Control Surface Movements	<table border="0"> <tr> <td>Ailerons</td> <td>Up 20°</td> <td>Down 8.5°</td> </tr> <tr> <td>Elevator</td> <td>Up 10°</td> <td>Down 29°</td> </tr> <tr> <td>Elevator trim</td> <td>Down 11°</td> <td>Down 29°</td> </tr> <tr> <td>Rudder (both):</td> <td>in 0°</td> <td>Out 27.5°</td> </tr> </table>	Ailerons	Up 20°	Down 8.5°	Elevator	Up 10°	Down 29°	Elevator trim	Down 11°	Down 29°	Rudder (both):	in 0°	Out 27.5°
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Serial Nos. Eligible	S 60 and subsequent.												
Import Requirements	<p>The FAA can issue a U.S. airworthiness certificate based on an NAA Export Certificate of Airworthiness (Export C of A) signed by a representative of the Luftfahrt Bundesamt on behalf of the European Community. The Export C of A should contain the following statement: 'The aircraft covered by this certificate has been examined, tested, and found to comply with U.S. airworthiness regulations 14 CFR Part 23 approved under U.S. Type Certificate No. A58EU and to be in a condition for safe operation.'</p>												
Certification Basis	<ol style="list-style-type: none"> <li>1) 14 CFR Sections 21.29, 21.183(c), and 14 CFR 23, effective January 9, 1965, including Amendments 23-1 through 23.28, and</li> <li>2) 14 CFR Part 36, effective December 1, 1969, including 36-1 through amendment 36-17, and</li> <li>3) Special Conditions; Gyroflug Speed Canard published in Federal Register 53FR49851 December 12, 1988, and</li> <li>4) Section 611(b) of the FAA Act of 1958</li> </ol> <p>Application for Type Certificate dated February 2, 1987.</p> <p>The Luftfahrt Bundesamt originally type certificated this aircraft under its type certificate Number 1066. The FAA validated this product under U.S. Type Certificate Number A58EU. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of Germany.</p>												

Equipment	The basic required equipment as prescribed in the applicable airworthiness regulation (see Certification Basis) must be installed in the aircraft. This equipment must include a current Pilot's Operating Manual.
<u>Service Information</u>	<p>Each of the documents listed below must state that it is approved by the European Aviation Safety Agency (EASA) or – for approvals made before September 28, 2003 – by the Luftfahrt Bundesamt.</p> <ul style="list-style-type: none"> <li>• Service bulletins,</li> <li>• Structural repair manuals,</li> <li>• Vendor manuals,</li> <li>• Aircraft flight manuals, and</li> <li>• Overhaul and maintenance manuals.</li> </ul> <p>The FAA accepts such documents and considers them FAA-approved unless one of the following conditions exists:</p> <ul style="list-style-type: none"> <li>• The documents change the limitations, performance, or procedures of the FAA approved manuals; or</li> <li>• The documents make an acoustical or emissions changes to this product's U.S. type certificate as defined in 14 CFR § 21.93.</li> </ul> <p>The FAA uses the post type validation procedures to approve these documents. The FAA may delegate on case-by-case to EASA to approve on behalf of the FAA for the U.S. type certificate. If this is the case it will be noted on the document.</p>

- NOTE 1. A current weight and balance report together with a list of included equipment must be provided for each aircraft at the time of original certification. The certificated empty weight and corresponding center of gravity locations must include the following:
- a) Unusable fuel of 8 lbs. (3.6 kg) 122.8 in (312 cm) aft of datum
  - b) engine oil of 8 quarts
- NOTE 2. The placards listed in Section 2 of the LBA-approved Airplane Flight Manual must be displayed.
- NOTE 3. Every 3,000 flight hours the "Significant Structural Items Inspection" and prior to 12,000 flight hours the "Airframe Major Inspection" contained in the FAA approved airworthiness limitation section of the Gyroflug-FFT maintenance manual must be performed.
- NOTE 4. Structural composite components exposed directly to sunlight must have a white surface (except for registration markings). Changing the color and the thickness of the coat is only permissible after prior approval by the manufacturer.
- NOTE 5. Major structural repairs must be accomplished at FAA certified repair stations rated for composite aircraft structure work, in accordance with Gyroflug repair methods approved by FAA.
- NOTE 6. The airplane is approved for IFR day/night flights.
- NOTE 7. Acrobatic maneuvers, including spins, are not approved.
- NOTE 8. The FAA was informed by the Luftfahrt-Bundesamt (LBA) of Germany on June 23, 1998, that this firm is defunct.

For issues concerning continued airworthiness, contact:

the aviation authority of Germany,

or the Small Airplane Directorate:

Luftfahrt-Bundesamt (LBA)  
Hermann-Blenk-Str. 26  
38108 Braunschweig  
Germany

Federal Aviation Administration  
Small Airplane Directorate, ACE-112  
901 Locust, Room 301  
Kansas City, MO 64106

NOTE 9. For issuance of an airworthiness certificate in accordance with 14 CFR Part 21.182(c), the Luftfahrt Bundesamt of Germany must certify that the airplane conforms to the type design and is in a condition for safe operation. In that regard, the Luftfahrt Bundesamt of Germany will certify that the airplane complies with all applicable mandatory continuing airworthiness information (MCAI) it has issued. For issuance of an airworthiness certificate in accordance with 14 CFR Part 21.182(d) the certificating inspector, or other authorized person, must find, among other things, that the product is in a condition for safe operation. In order to make that finding, the certificating inspector or other authorized person should contact ACE-112, Federal Aviation Administration, Small Airplane Directorate, prior to issuance to determine whether showing airplane compliance with certain MCAI is necessary to support a finding that the airplane is in a condition for safe operation.

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