

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

7G2 Revision 1 SCHEIBE L-Spatz 55 February 26, 2016
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TYPE CERTIFICATE DATA SHEET NO. 7G2

This data sheet which is a part of Type Certificate No. 7G2 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: SCHEIBE-AIRCRAFT-GMBH  
Sudetenstraße 57/2, Flugplatz Heubach  
D-73540 Heubach  
Germany

Type Certificate Holder Record: Scheibe-Flugzeugbau G.m.b.H. transferred TC 7G2 to SCHEIBE-AIRCRAFT-GMBH on September 6, 2006.

**I. Model L-Spatz 55, Glider, approved November 19, 1959**

Description: The L-Spatz 55 is a single seat glider constructed from metal and wood. It has a cantilevered shoulder wing, a conventional tail configuration, a main and tail skid, and airbrakes.

Airspeed Limits:

Glide or dive	112 mph	97 knots
Airplane tow	69 mph	60 knots
Auto-winch tow	55 mph	48 knots

C.G. Range: +7.48 in (190 mm) to +13.58 in (345 mm)

Datum: Wing leading edge at rib 2

Leveling Means: Upper fuselage longeron horizontal

Maximum Weight: 583 lbs

No. of Seats: 1

Baggage: None

Control Surface Movements:

Elevator	Up	18°30'	Down	21°
Rudder	Right	34°	Left	34°
Aileron	Up	25°	Down	7.5°

Serial Nos. Eligible: See Import Requirements.

Import Requirements: A U.S. Standard Airworthiness Certificate may be issued on the basis of an Export Certificate of Airworthiness (Export C of A) signed by a representative of the German Airworthiness Authority, the Luftfahrt-Bundesamt (LBA), on behalf of the European Community, containing the following statement: "The aircraft covered by this certificate has been examined, tested, and found to conform to the type design approved under FAA Type Certificate No. 7G2 and is in a condition for safe operation."

Page No.	1	2
Rev. No.	1	1

Certification Basis:

CAR 10.

Federal Republic of Germany Glider Airworthiness Requirements dated August 1939.

Type Certificate No. 7G2 issued November 19, 1959.

Application for Type Certificate dated May 30, 1958.

The German Airworthiness Authority (LBA) originally type certificated glider Model L-Spatz 55 under its Type Certificate No. 105. Effective September 6, 2006, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of the LBA. The EASA Type Certificate No. is EASA.A.099.

Equipment:

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the glider for certification.

Service Information:

Each of the documents listed below may state that it is approved by the European Aviation Safety Agency (EASA) or – for approvals made before September 6, 2006 – by the German Airworthiness Authority (LBA).

- Service bulletins
- Structural repair manuals
- Vendor manuals
- Aircraft flight manuals
- Overhaul and maintenance manuals

The FAA accepts such documents and considers them FAA-approved for type design data unless one of the following conditions exist:

- The documents change the limitations, performance, or procedures of the FAA approved manuals.

The FAA uses the post type validation procedures to approve these documents. The FAA may delegate case-by-case approval to EASA on behalf of the FAA for the U.S. type certificate. If this is the case it will be noted on the document.

NOTES:

NOTE 1. Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions when necessary, must be in each glider at the time of original certification and at all times thereafter.

NOTE 2. The following placards must be installed in full view of the pilot:  
a) "Instrument flight prohibited."

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