

## FEDERAL AVIATION AGENCY

A2EU  
Revision 1  
Simmering Graz Pauker  
SGP 222  
SGP 222-A  
June 11, 1965

TYPE CERTIFICATE DATA SHEET NO. A2EU

This data sheet which is a part of type certificate No. A2EU prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Civil Air Regulations.

Type Certificate Holder                      Simmering Graz Pauker A.G.  
Marishilfer Strasse 32  
Vienna, Austria

I - Model SGP 222, 4 PCLM (Normal Category), Approved March 3, 1964
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Engine	2 Lycoming IO-360-B1A
Fuel	*91/96 minimum grade aviation gasoline
Engine limits	*For all operations, 2700 r.p.m. (180 b.h.p.)
Propeller and propeller limits	2 Hartzell fuel-feathering propellers (a) Hubs HC927X-2B with 8447-12A blades Diameter: not over 72 in., not under 70 in., (no further reduction permitted) Pitch setting at 30 in. station: low 14°, high 83° (b) Hydraulic governors Hartzell B4-1 (c) Propeller spinners Hartzell 835-5
Airspeed limits	*Never exceed                      224 m.p.h. (195 knots) *Maximum structural cruising      200 m.p.h. (174 knots) *Maneuvering                      150 m.p.h. (130 knots) *Landing gear extended              112 m.p.h. ( 97 knots) *Flaps extended                      112 m.p.h. ( 97 knots)
C.G. range (landing gear extended)	(+51.3) to (+54.1) at 4295 lb. (+50.3) to (+54.1) at 3960 lb. (+50.0) to (+54.1) at 3430 lbs. or less Straight line variation between points given Moment due to retracting landing gear +2426 in.-lbs.
Empty weight C.G. range	None
Datum	Front jack-up point on fuselage
Leveling means	Level from two special rivets located left side of fuselage in the scope of baggage compartment
Maximum weight	*Landing 4185 lb., takeoff 4295 lb.
Number of seats	4 (2 at +42.5, 2 at +76)
Maximum baggage	*88 lb. (+108.3)

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## I - Model SGP 222 (cont'd)

Fuel capacity	*90.6 gal. (2 wing tanks, 24.9 gal. each at 56.2 and 2 wing tip tanks 20.4 gal. each at 65.3) See Note 1 for data on unusable fuel which is not included in fuel capacity.			
Oil capacity	8 qt. (+15, 6 qt. usable) each engine. See NOTE 1 for data on system oil			
Control surface movements	Main surfaces	Aileron	Up 26°	Down 13°
		Elevator	Up 28°	Down 18°
		Rudder	Left 25°	Right 25°
	Tab (main surface in neutral)	Elevator	Up 20°	Down 30°
		Rudder	Left 21°	Right 21°
	Flaps			Down 30°
	Spoiler		Up 5°	
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. In addition, the following items of equipment are required: Stall warning indicator Safe Flight Model 164 Trim ballast installed in nose of fuselage 55 lb. at -47.2.			

## II - Model SGP 222-A, 4 PCLM (Normal Category), Approved April 8, 1965

Engines	2 Lycoming IO-360-A1A		
Fuel	*100/130 minimum grade aviation gasoline		
Engine limits	*For all operations, 2700 r.p.m. (200 b.h.p.)		
Propeller and propeller limits	2 Hartzell full-feathering propellers (a) Hubs HC-C2YK-2RB with 7666A-2 blades Diameter: 74 in. (no reduction permitted) Pitch setting at 30 in. station: low 14°, high 80° (b) Hydraulic governors Hartzell B4-1 (c) Propeller spinners Hartzell 835-21P		
Airspeed limits	*Never exceed	235 m.p.h.	(204 knots)
	*Maximum structural cruising	200 m.p.h.	(174 knots)
	*Maneuvering	160 m.p.h.	(139 knots)
	*Landing gear extended	150 m.p.h.	( 30 knots)
	*Flaps extended	120 m.p.h.	(104 knots)
C.G. range (landing gear extended)	(+51.7) to (+54.1) at 4400 lb. (+50.3) to (+54.1) at 3960 lb. (+50.0) to (+54.1) at 3430 lbs. Straight line variation between points given Moment due to retracting landing gear (+2426 in.-lbs.)		
Empty weight C.G. range	None		
Maximum weight	*Landing 4185 lb., takeoff 4400 lb.		
Number of seats	4 (2 at +42.5, 2 at +76)		
Maximum baggage	*88 lb. (+108.3)		
Fuel capacity	*90.6 gal. (2 wing tanks, 24.9 gal. each at 56.2 and 2 wing tip tanks 20.4 gal. each at 65.3) See Note 1 for data on unusable fuel which is not included in fuel capacity.		

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**II - Model SGP 222-A (cont'd)**


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Oil capacity	8 qt. (+15, 6 qt. usable) each engine. See NOTE 1 for data on system oil				
Control surface movements	Main surfaces	Aileron	Up	24° + 1.5° - 0	Down 10.5° + 1° - 0
		Elevator	Up	28° + 2° - 0	Down 18° + 2° - 0
		Rudder	Left	25° + 2° - 0	Right 25° + 2° - 0
	Tabs (main surface in neutral)	Elevator trim tab (manual)	Up	20° + 2° - 0	Down 30° + 2° - 0
		Elevator tab (automatic)	Up	0 - 0	Down 25° + 2°
		Rudder trim	Right	21° + 2° - 0	Left 21° + 2°
		Flaps			Down 30°
	Spoiler		Up	52°	
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. In addition, the following items of equipment are required:				
	Stall warning indicator Safe Flight Model 164				
	Trim ballast installed in nose of fuselage 11 lb. at -47.2				

Specifications Pertinent to All Models

Datum	Front jack-up point on fuselage
Leveling means	Level from two special rivets located left side of fuselage in the scope of baggage compartment.
Serial Nos. eligible	An Austrian Certificate of Airworthiness for Export endorsed as noted below under "Certification basis" must be submitted for each individual airplane for which application for certification is made.
Certification basis	CAR 10. CAR Part 3, effective May 15, 1956, including Amendments 3-1 through 3-6. Type Certificate No. A2EU issued March 3, 1964 (SGP 222), amended April 8, 1965 (SGP 222-A). Date of Application for Type Certificate October 27, 1961.
Import requirements	A U.S. Certificate of Airworthiness may be issued on the basis of a Certificate of Airworthiness for Export signed by a representative of the Republic of Austria, Bundesamt for Zivilluftfahrt (Federal Office of Civil Aviation), containing the following statement: "The airplane covered by this certificate has been examined and found to comply with U.S. Civil Air Regulations Part 3 dated May 15, 1956, including Amendments 2-1 through 3-6 conforms to Type Certificate No. A2EU, and is airworthy.

NOTE 1. Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions when necessary, must be provided for each aircraft at the time of certification. The certificated empty weight and corresponding center of gravity location must include unusable fuel of 8.4 lb. (.7 gal. each wing tank) at +56.2 and 2.4 lb. (.2 gal. each tip tank) at +65.3; also system oil of 9 lb. at +11.

- NOTE 2. The following placards must be displayed in front of and in clear view of the pilot:
- A. Operational limits
    - (1) This airplane must be operated as a Normal Category Airplane in compliance with the operating limitations as stated in the form of placards, markings and manuals.
    - (2) No acrobatic maneuvers, including spins, approved.
  - B. In addition to the above, the prescribed operating limitations indicated by (\*) under Section I (for Model SGP 222) or II (for Model SGP 222-A) must be displayed by permanent markings, placards or manuals.
- NOTE 3. Information essential to the proper operation of the aircraft is contained in the Bundesamt für Zivilluftfahrt approved Airplane Flight Manuals:
- Issue September 1963 - Model SGP 222
  - Issue September 1964 - Model SGP 222-A
- Information essential to the proper maintenance of the aircraft including the time for complete overhaul is contained in the Simmering Graz Pauker Maintenance Manual provided with each airplane.

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