FEDERAL AVIATION AGENCY

7A8
Revision 3
RHEIN-FLUGZEUGBAU
RW 3a - P75
RW 3b - P75
February 15, 2022

TYPE CERTIFICATE DATA SHEET NO. 7A8

This data sheet which is a part of type certificate No. 7A8 prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Civil Air Regulations.

Holder of Type Certificate	Rhein-Flugzenugbau G.m.b.H. Krefeld-Uerdingen Federal Republic of Germany
Type Certificate Ownership Record	The FAA was notified by the airworthiness authority of Germany, by letter, on November 30, 1999 that this firm is in receivership and will no longer maintain this type certificate in the United States. See NOTE 3.

I - Model RW 3a - P75, 1 PCLM (Acrobatic Category), 2 PCLM (Utility Category), approved October 18, 1960; Model RW 3b - P75, 2 PCLM (Normal and Utility Category), approved October 18, 1960

(Both these models are identical except that the RW 3a - P75 has a wing span of 32.8 ft. and the RW 3b - P75 has a wing span of 49.2 ft. Model RW 3b - P75 may be converted to the Model RW 3a - P75 by removing the 8.2 ft. outer wing section from the right and left wing.)

Engine	Porsche 678/4
Fuel	80 grade aviation gasoline
Engine limits	Maximum continuous, 4500 r.p.m. (70 hp.) Takeoff (5 minutes), 4600 r.p.m. (75 hp.)
Propeller and propeller limits	Hoffmann 150/145/8.5 HMES/15/LD or 150/140/8.5 HMES/15/LD Static r.p.m. at maximum permissible throttle setting: Not over 4600, not under 4300. No additional tolerance permitted. Diameter: 59 in. No further reduction permitted.

Airspeed limits

Category		RW 3b - P75 Normal	RW 3b - P75 Utility	RW 3a - P75 Utility	RW 3a - P75 Acrobatic
Vne (never exceed	m.p.h.	165	165	176	183
	knots	143	143	153	158
Vno (max. structural cruising	m.p.h.	130	130	130	130
	knots	113	113	113	113
Vp (manoeuvring)	m.p.h.	109	114	114	142
	knots	94	99	99	123
Vfe (flaps extended)	m.p.h.	81	81	93	93
	knots	70	70	81	81
Vle (landing gear extended)	m.p.h.	84	84	84	84
	knots	73	73	73	73

C.G. range (landing gear extended)	(+117.7) to (+122.8)

Empty weight C.G. range	None					
Datum	98.4 in. forward of leading edge of wing rib 1					
Leveling means	Floor in cockpit horizontal					
Maximum weight	RW 3a - P75	(Utility)	1873 lb.			
		(Acrobatic)	1675 lb.			
	RW 3b - P75	(Normal)	1984 lb.			
		(Utility)	1873 lb.			
No. seats	2 (1 at +59) (1 at +98)					
Maximum baggage	132 lb. (+111)					
Fuel capacity	18.5 gal. (two wing tanks, 9.25 gal. ea.) (+116)					
Oil capacity	1.1 gal. (+161)					
Control surface movements	Aileron	Up	24°	Down	12°	
	Elevator	Up	20°	Down	20°	
	Elevator tab	Up	25°	Down	25°	
	Wing Flaps			Down	45°	
	Rudder	Right	30°	Left	30°	

Serial Nos. eligible

The Federal Republic of Germany Certificate of Airworthiness for Export endorsed as noted below under "Certification basis" must be submitted for each individual aircraft for which application for certification is made (see Note 4).

Certification basis

CAR 10. Type Certificate No. 7A8, issued October 18, 1960.
Date of Application for Type Certificate April 7, 1959.

U.S. Civil Air Regulation Part 3, dated May 15, 1956, including Amendments 3-1, 3-2, 3-3 and 3-4.

Each aircraft and any replacement parts manufactured in Germany must be designated as "import" and clearly labeled as such in accordance with CAR 10.30.

The Luftfahrt Bundesamt originally type certificated this aircraft under its type certificate Number 509. The FAA validated this product under U.S. Type Certificate Number 7A8. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of Germany.

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:
(a) Luftfahrt-Bundesamt approved Airplane Flight Manual

Import Requirements

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. Civil Air Regulation Part 3 approved under U.S. Type Certificate No. 7A8 and to be in a condition for safe operation.'

Refer to the applicable bilateral agreement to verify eligibility for import into the United States of both new and used aircraft based on the scope of the agreement, to identify any required statements by the exporting authority on the export certificate of airworthiness (or equivalent document), and for procedures for coordinating exceptions to conformity statements on these documents. Refer to FAA Order 8130.2, *Airworthiness Certification of Aircraft*, for requirements for issuance of an *airworthiness certificate* for imported aircraft.

Service Information

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.

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

The FAA accepts such documents and considers them FAA-approved unless one of the following conditions exists:

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

- The documents make an acoustical or emissions changes to this product's U.S. type certificate as defined in 14 CFR § 21.93.

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.

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 aircraft at the time of original certification and at all times thereafter, except in the case of air carrier operators having an approved weight control system.

NOTE 2. The following placard must be displayed on the instrument panel in full view of the pilot:
"This airplane must be operated as a Normal, Utility or Acrobatic Airplane in compliance with the Operation Limitations of the Luftfahrt-Bundesamt Approved Airplane Flight Manual.

All markings and placards on this airplane apply to its operation as a Normal Category Airplane. For Utility or Acrobatic Category operations refer to the approved Airplane Flight Manual.

No acrobatic Maneuvers (including spins) are approved for Normal and Utility Category Operations."

NOTE 3. The FAA was informed by the Luftfahrt-Bundesamt (LBA) of Germany on November 30, 1999, that this firm is in receivership and that the United States type certificate will not be maintained.

For issues concerning continued airworthiness, contact:

the aviation authority of Germany,	or the FAA:
Luftfahrt-Bundesamt (LBA) Hermann-Blenk-Str. 26 38108 Braunschweig Germany	Federal Aviation Administration International Validation Branch, AIR-730 1600 Stewart Avenue, Suite 410 Westbury, NY 11590

NOTE 4. 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 their geographic Manufacturing Inspection District Office (MIDO) prior to issuance to determine whether showing airplane compliance with certain MCAI is necessary tosupport a finding that the airplane is in a condition for safe operation.

....END....