DEPARTMENT OF TRANSPORATION FEDERAL AVIATION ADMINISTRATION

1G10 Revision 6 K & L Soaring, LLC SGS 1-26 SGS 1-26B SGS 1-26B SGS 1-26C SGS 1-26D SGS 1-26E SGS 1-26E

GLIDER SPECIFICATION NO. 1G10

Type Certificate Holder	K & L Soaring, LLC 1411 Beranek Rd. Cayuta, New York 14824
Tuna Cartificata Haldan Dagard	Schweizen Ainenoft Componetion

Type Certificate Holder Record Schweizer Aircraft Corporation County Airport Elmira, New York

I - Model SGS 1-26, 1 PCLM, Approved December 14, 1954: Model SGS 1-26A, 1 PCLM, Approved May 10, 1955: Models SGS 1-26B and SGS 1-26C, 1 PCLM, Approved June 4, 1956.

Model SGS 1-26 glider assembled from kit designated as Model SGS 1-26A: Model SGS 1-26B glider assembled from kit designated as Model SGS 1-26C. Model SGS 1-26B same as Model SGS 1-26 except for metal wing skin and increase in maximum weight.

Туре	Class I. High perfor	mance			
Airspeed limits (CAS).	Vne. Glide or dive Vta. Airplane tow Vtaw. Auto-winch tow Spoilers extended		104 m.p.h. 95 m.p.h. 60 m.p.h. 104 m.p.h.		
Center of Gravity (C.G. Range)	(+15.6) to (+20.0)				
Maximum weight	Models SGS 1-26: SGS 1-26A Models SGS 1-26B: SGS 1-26C		575 lb. 600 lb.		
No. of seats	1 (-4.4)				
Baggage	None				
Control surface movements	Elevator Rudder Aileron Spoilers	25° Up 30° Right 36° Up 80° Up	25° 30° 18° 0°	Down Left Down Down	Limits +0, -3° <u>+</u> 2° +0, -3° <u>+</u> 5°
Serial Nos. eligible	1 and up				

II - Model SGS 1-26D, 1 PCLM, Approved July 11, 1968, Model SGS 1-26E, 1 PCLM, Approved 30 March 1971. Model SGS 1-26D same as Model SGS 1-26B & C except for stronger wing, all-metal fuselage nose some heavier fuselage tubes, minor changes, and increase in maximum weight. Model SGS 1-26E same as model SGS 1-26D except for semi-monocoque structure replacing the steel tube and fabric structure from STA. 76 to STA. 236.

Type

Class I. High performance

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Airspeed l	imits (CAS).	Vne. Glide or dive Vta. Airplane tow Vtaw. Auto-winch tow Dive brakes extended	114 m.p.h. 114 m.p.h. 63 m.p.h. 114 m.p.h.			
Center of ((C.G. Ran	Gravity ge)	(+15.6) to (+20.0)				
Maximum	weight	700 lb.				
No. of sea	ts	1 (-4.4)				
Baggage		None				
Control su	rface movements	Elevator thru SGS 1-26E, S/N 649 For S/N 650 & up + optional retrofit of 1-26D & 1-26E gliders Rudder	25° Up 21° Up 30° Right	25° 21° 30°	Down Down Left	Limits +0°, -3° +0°, -3° +2°
		Aileron	36° Up	18°	Down	$\frac{+2}{+0}$, -3°
		Dive brakes	Top Up 85°	Botto	om down 75°	<u>+</u> 5°
Serial Nos	. eligible	SGS 1-26D - 400-445, 448-46	6, 470-481, SGS 1-2	6E - 50	0 and up.	
Specificati	ions Pertinent to All	Models				
Datum		Wing leading edge at root (Fu	selage Sta. 58.37).			
Mean Aero	odynamic Chord	49.77 in. (Leading edge of M.A.C. 3.27 in. aft of wing leading edge at root			t).	
Leveling n	neans	Longeron between Stations 74 and 90.				
Certification	on basis	CAR 5, March 5, 1952 and Ar Glider Type Certificate No. 10	CAR 5, March 5, 1952 and Amendment 5-1. Glider Type Certificate No. 1G10.			
Production	n basis	Production Certificate No. 101	l			
Equipmen	t:	The basic equipment as prescr Certification Basis) must be in	ibed in the applicable stalled in the glider f	e airwoi for certi	rthiness regulation	ons (See
NOTE 1.	A suitable plac pilot as determi	ard to cover the maximum and min ned from the manufacturer's weigh	imum pilot weights n t and balance report.	nust be	installed in full	view of the
NOTE 2.	The following J (a) For the M. "Max. glic Max. airp Max. auto Max. Spo (b) For the M. "Max. glic Max. aero Max. auto	placards must be installed in full vi odel SGS 1-26 and Model SGS 1-2 le or dive lane tow winch tow iler operation odel SGS 1-26D and Model SGS 1- le or dive o tow	ew of the pilot: 6A, B, and C: 104 m.p.h. 95 m.p.h. 60 m.p.h. 104 m.p.h." -26E 114 m.p.h. 114 m.p.h. 63 m.p.h.			
	Max. dive	e-brake operation	114 m.p.h."			

NOTE 3. An approved safety belt and shoulder harness is required.

- NOTE 4. Each Model SGS 1-26 and SGS 1-26B glider assembled from a kit is designated Model SGS 1-26A and SGS 1-26C respectively and will be eligible for an airworthiness certificate when accompanied by an affidavit certifying that the glider is constructed in exact accordance with the approved drawings and manual: that the parts and materials furnished by the manufacturer in the kit have been used: and further when the following inspections have been satisfactorily passed:
 - (a) An inspection for workmanship, materials and conformity before any covering is applied.
 - (b) A final inspection of the completed glider.
 - (c) Check of flight characteristics.

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