

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

1G10  
Revision 7  
K & L Soaring, LLC  
SGS 1-26  
SGS 1-26A  
SGS 1-26B  
SGS 1-26C  
SGS 1-26D  
SGS 1-26E  
November 29, 2010

GLIDER SPECIFICATION NO. 1G10

Type Certificate Holder            K & L Soaring, LLC  
5996 State Route 224  
Cayuta, New York 14824

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.

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

Page No.	1	2	3
Rev. No.	7	7	5

Airspeed limits (CAS).	Vne. Glide or dive	114 m.p.h.
	Vta. Airplane tow	114 m.p.h.
	Vtaw. Auto-winch tow	63 m.p.h.
	Dive brakes extended	114 m.p.h.

Center of Gravity  
(C.G. Range) (+15.6) to (+20.0)

Maximum weight 700 lb.

No. of seats 1 (-4.4)

Baggage None

Control surface movements				Limits
Elevator thru SGS 1-26E, S/N 649 For S/N 650 & up + optional retrofit of 1-26D & 1-26E gliders	25° Up	25° Down		+0°, -3°
	21° Up	21° Down		+0°, -3°
Rudder	30° Right	30° Left		±2°
Aileron	36° Up	18° Down		+0, -3°
Dive brakes	Top Up 85°	Bottom down 75°		± 5°

Serial Nos. eligible SGS 1-26D - 400-445, 448-466, 470-481, SGS 1-26E - 500 and up.

#### Specifications Pertinent to All Models

Datum Wing leading edge at root (Fuselage Sta. 58.37).

Mean Aerodynamic Chord 49.77 in. (Leading edge of M.A.C. 3.27 in. aft of wing leading edge at root).

Leveling means Longerons between Stations 74 and 90.

Certification basis CAR 5, March 5, 1952 and Amendment 5-1.  
Glider Type Certificate No. 1G10.

Production basis None

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

NOTE 1. A suitable placard to cover the maximum and minimum pilot weights must be installed in full view of the pilot as determined from the manufacturer's weight and balance report.

NOTE 2. The following placards must be installed in full view of the pilot:

- (a) For the Model SGS 1-26 and Model SGS 1-26A, B, and C:
- |                        |             |
|------------------------|-------------|
| "Max. glide or dive    | 104 m.p.h.  |
| Max. airplane tow      | 95 m.p.h.   |
| Max. auto-winch tow    | 60 m.p.h.   |
| Max. Spoiler operation | 104 m.p.h." |
- (b) For the Model SGS 1-26D and Model SGS 1-26E
- |                           |             |
|---------------------------|-------------|
| "Max. glide or dive       | 114 m.p.h.  |
| Max. aero tow             | 114 m.p.h.  |
| Max. auto-winch tow       | 63 m.p.h.   |
| Max. dive-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.

...END...

