

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

G1EA
Revision 5
K & L Soaring, LLC
SGS 2-32
November 29, 2010

GLIDER DATA SHEET NO. G1EA

This data sheet which is a part of type certificate No. G1EA prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Civil Air Regulations.

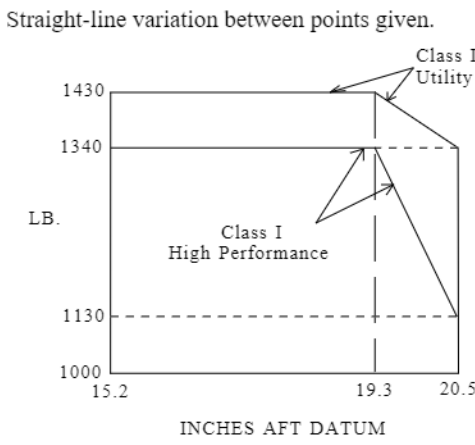
Type Certificate Holder	K & L Soaring, LLC 5996 State Route 224 Cayuta, New York 14824
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Type Certificate Holder Record	Schweizer Aircraft Corporation County Airport, P.O. Box 147 Elmira, New York 14902
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I - Model SGS 2-32, 2 PCLM, Approved June 19, 1964

Type	Class I, High Performance Class II, Utility		
Airspeed limits (CAS)		Class I High Performance	Class II Utility
	Vne-Glide or dive, dive brakes open	158 m.p.h.	139 m.p.h.
	Vne-Glide or dive, dive brakes closed	150 m.p.h.	139 m.p.h.
	Vta-Airplane tow	120 m.p.h.	110 m.p.h.
	Vtaw-Auto-winch tow	86 m.p.h.	86 m.p.h.

C.G. range	Class I, High Performance (+15.2) to (+20.5) at 1130 lb. or less (+15.2) to (+19.3) at 1340 lb.
	Class II, Utility (+15.2) to (20.5) at 1340 lb. or less (+15.2) to (+19.3) at 1430 lb.



Maximum weight	Class I, High Performance:	1340 lb.
	Class II, Utility:	1430 lb.

No. seats	Class I, High Performance:	2 (1 at -24) (1 at +3)				
	Class II, Utility:	3 (1 at -24) (2 at +3)				
Baggage	None					
Control surface movements						Limits
	Stabilator (trailing edge)	Up	19 1/2°	Down	9 1/2°	+0°, -3°
	Stabilator tab					
	Anti-servo	Up	36°	Down	22°	
	Trim	Up	6°	Down	7°	+ 2°
	Rudder	Left	39°	Right	29°	+ 1°
	Aileron	Up	29°	Down	13°	+0°, -3°
	Dive Brakes	Top Up	85°	Bottom		± 5°
				Down	85°	
Serial nos. eligible	2 and up					

Specifications Pertinent to All Models

Datum	Wing leading edge at root
M.A.C.	41.17 in. (L.E. of M.A.C. 4.87 in. aft of wing leading edge at root)
Leveling means	Two brackets on right side under aft deck
Certification basis	CAR 5 effective February 15, 1956, Amendment 5-1 effective May 3, 1962, and Basic Glider Criteria Handbook, 1962. Date of Application for Type Certificate June 5, 1962. Type Certificate No. G1EA issued June 19, 1964.
Production basis	None
Equipment:	The basic equipment as prescribed in the applicable airworthiness regulations (See certification basis) must be installed in the aircraft for certification.

NOTE 1. Suitable placards to cover the various pilot and passenger 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) "Solo front seat only."
- (b) "Class I, High Performance

Max. glide or dive, dive brakes open	158 m.p.h.
Max. glide or dive, dive brakes closed	150 m.p.h.
Max. aero tow	120 m.p.h.
Max. auto-winch tow	86 m.p.h.
- (c) "Class II, Utility

Max. glide or dive	139 m.p.h.
Max. aero tow	110 m.p.h.
Max. auto-winch tow	86 m.p.h.

 Instrument flight prohibited."

NOTE 3. Glider characteristics are suitable for instrument flight, and the glider may be so approved for Class I, High Performance, provided that minimum equipment required by Civil Air Regulations for IFR flight is installed and operable. Flight in clouds permissible when altimeter and turn-and-bank indicator are installed.

NOTE 4. Auto-winch towing permitted provided recommendations in SGS 2-32 Pilot's Handbook are observed.

NOTE 5. Approved safety belt and shoulder harness required for each occupant.

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