

No. of seats	1 (at 17.2 in. forward of datum)																																								
Baggage	None																																								
Control surface Movements	<table border="0"> <tr> <td>Elevator</td> <td>Up</td> <td>16.5°</td> <td>±</td> <td>1.5°</td> </tr> <tr> <td></td> <td>Down</td> <td>16.5°</td> <td>±</td> <td>1.5°</td> </tr> <tr> <td>Rudder</td> <td>Right</td> <td>25°</td> <td>±</td> <td>2.0°</td> </tr> <tr> <td></td> <td>Left</td> <td>25°</td> <td>±</td> <td>2.0°</td> </tr> <tr> <td>Aileron</td> <td>Up</td> <td>20°</td> <td>±</td> <td>2.0°</td> </tr> <tr> <td></td> <td>Down</td> <td>10°</td> <td>±</td> <td>1.0°</td> </tr> </table> <p>(Measured with flaps in position 0, See NOTE 6).</p> <table border="0"> <tr> <td>Flaps</td> <td>Up</td> <td>8°</td> <td>±</td> <td>1.0° (See NOTE 6)</td> </tr> <tr> <td></td> <td>Down</td> <td>35°</td> <td>±</td> <td>2.0°</td> </tr> </table> <p>Air Brakes 4.45 in. ± 0.20 in. above upper surface of wing.</p>	Elevator	Up	16.5°	±	1.5°		Down	16.5°	±	1.5°	Rudder	Right	25°	±	2.0°		Left	25°	±	2.0°	Aileron	Up	20°	±	2.0°		Down	10°	±	1.0°	Flaps	Up	8°	±	1.0° (See NOTE 6)		Down	35°	±	2.0°
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Weak Links for Towing	1000 lb. Max.																																								
Serial Nos. eligible	<p>Only those aircraft serials holding a standard airworthiness certificate issued prior to March 1, 2012 are eligible.</p> <p>A (United Kingdom) Civil Aviation Authority Certificate of Airworthiness for Export endorsed as noted below under "Import Requirements" must be submitted for each individual glider for which Application for Standard Airworthiness Certification is made.</p>																																								
Import requirements	<p>None eligible after March 1, 2012.</p> <p>Previous to this date:</p> <p>A U.S. Standard Airworthiness Certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by a representative of the Civil Aviation Authority, Airworthiness Division, containing the following statement: "The glider covered by this certificate has been examined, tested, and found to conform to the type design approved under FAA Type Certificate G27EU and is in a condition for safe operation".</p>																																								
Certification Basis	<p>FAR 21.29 and FAR 21.23, effective 1 February 1965. Type Certificate No. G27EU, issued 15 December 1972. Date of Application for Type Certificate: 12 June 1972.</p>																																								
Validation Basis	<p>Type Certificate G27EU was pursuant to FAR 21.29 (a)(1)(ii) in validation of Civil Aviation Authority certification of compliance with BCAR Section E, Issue 2, except paragraph 3.1 of Chapter E3-2 and 3-1 of Chapter E3-7 which was found to provide a level of safety equivalent to the aforementioned FAA certification basis.</p>																																								
Equipment:	<p>The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification basis) must be installed in the glider for standard airworthiness certification. In addition the following equipment must be installed:</p> <ol style="list-style-type: none"> 1. Instruments (non-cloud flying): <ol style="list-style-type: none"> (a) Airspeed Indicator (b) Altimeters (c) Magnetic Compass 2. Additional Instruments for cloud flying: <ol style="list-style-type: none"> (a) Turn and Bank indicator (b) Variometer 																																								

NOTES

- NOTE 1. Current weight and balance report including list of equipment in certificated empty weight, and loading instructions when necessary, must be provided for each glider at the time of original airworthiness certification.
- NOTE 2. The following placards must be installed in full view of the pilot:
- (a) "This glider must be operated in compliance with the Operating Limitations stated in the form of placards, markings, and manuals".
 - (b) "Cloud flying: Permitted only when the following instruments are installed:
 - (1) Airspeed Indicator
 - (2) Altimeter
 - (3) Magnetic Compass
 - (4) Turn and Bank
 - (5) Variometer"
 - (c) "No acrobatic maneuvers, including spins, approved".
 - (d) When night flying equipment is not installed:
"Night flying is prohibited".
 - (e)

"Max. Rough Air	105 knots
Max. Aero Tow	81 knots
Max. Winch/Auto Tow	70 knots
Max. Airbrakes Open	135 knots
Flap Setting	Speed Vne
+2 & Landing Flap Down	65 knots
+2 Down	81 knots
+1 Down	108 knots
0	108 knots
-1 Up	135 knots
-2 Up	135 knots"
 - (g) "Weak Link - 1000 lb. max."
 - (h)

"Max. T.O. Weight without water ballast	960 lb
Max. T.O. Weight with water ballast	1040 lb
Max. landing weight	960 lb

 Jettison water ballast before landing".
- NOTE 3. (Reserved)
- NOTE 4. All external portions of the glider exposed to sunlight must be painted white. Registration and competition numbers must be painted blue-gray or in any other light colors.
- NOTE 5. Information essential for the proper repair of the glider is contained in the Slingsby Sailplanes "Glass Fiber Glider Repair Manual", dated March 1972.
- NOTE 6. Control surfaces should be rigged in accordance with Slingsby Drawing No. 59D-00-2 "Rigging Diagram - 19 Meter Kestral", Issue 4, or later approved issue.

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