

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

G1EU
AB FLYGINDUSTRI
JS Weihe
December 16, 1963

TYPE CERTIFICATE DATA SHEET NO.G1EU

This data sheet which is a part of type certificate No. G1EU 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 AB Flygindustri
 Bulltofta flygplate
 Malmo, Sweden

I - Model JS Weihe, approved November 5, 1963.

Airspeed limits	Glide or dive 170 km/h (106 mph) Auto-winch tow 90 " (56 ") Airplane tow 110 " (68 ") Rough Air 110 " (68 ") Air brakes extended 140 " (87 ")	
C.G. range	(+16.2) to (+21.65)	
Datum	Wing leading edge at rib No. 3	
Leveling means	Top of the fuselage between wing and stabilizer shall be horizontal.	
No. of seats	One	
Baggage	None	
Control surface movements	Elevator Up or down 7.79 in ± .55 in. (198 mm ± 14 mm) Elevator trim Up or down 1.69 in ± .12 in. (43 mm ± 3 mm) Aileron Up 6.81 in ± .39 in. (173 mm ± 10 mm) Down 2.28 in ± .43 in. (58 mm ± 11 mm) Rudder Right or left 17.01 in ± 1.10 in. (432 mm ± 28 mm) Elevator and rudder measured at max. chord. Elevator trim measured at gap between elevator trim and elevator. Aileron measured at rib No. 16.	
Serial Nos. eligible	A Swedish Certificate of Airworthiness for Export endorsed as noted under "Certification basis" must be submitted for each individual glider for which application for certification is made.	

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Certification basis	<p>CAR 10. Type Certificate No. G1EU, issued November 5, 1963. Date of application for Type Certificate February 14, 1963. Each glider and any replacement parts manufactured in Sweden must be clearly identified as imported. A U.S. Airworthiness Certificate may be issued on the basis of a Swedish Certificate of Airworthiness for Export signed by a representative of the Swedish Royal Board of Civil Aviation containing the following statement: "The glider covered by this certificate has been examined and found to comply fully with valid Swedish Civil Aviation Regulations and with the Federal Republic of Germany glider airworthiness requirements dated August 1939 and conforms to T.C. No. G1EU". (This certification is equivalent to CAR 5 effective February 15, 1956)</p>
Equipment:	<p>The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification basis) must be installed in the glider for certification.</p>

NOTE 1: A current weight and balance report including list of equipment included in certificated empty weight, and loading instructions when necessary, must be provided for each glider at the time of original certification.

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

- (a) Identification placard, including (1) the manufacturer's name, (2) place of manufacturer, (3) model designation, (4) manufacturer's serial numbers, (5) Type Certificate No., (6) maximum take-off weight.
- (b) "Flight in cloud - Permissible only when rate of climb indicator and turn and bank indicator are fitted".
- (c) "No acrobatic maneuvers (including spins) are allowed."
- (d) "Night flying is prohibited".
- (e) "This glider must not be landed with the undercarriage wheel in place. The wheel must be jettisoned after take-off at a height of 10 ft or more and at a speed not in excess of 50 knots."
- (f) "When flying in rough air do not exceed 110 km/h (68 mph)".

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