

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

G28EU  
Revision 5  
START + FLUG  
H101 "Salto"  
March 1, 2012

TYPE CERTIFICATE DATA SHEET NO. G28EU

This data sheet which is a part of type certificate No. G28EU prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder                      Ursula Hanle  
Doktor Fiberglas  
GFK-FLUGZEUG-SERVICE  
5438 Westerburg  
Postfach 1112

Type Certificate Ownership Record

- (1) **This TC was considered not valid by the state of design on January 22, 2009, and has been replaced by European Aviation Safety Agency (EASA) Specific Airworthiness Specification (SAS) number EASA.SAS.A.028, issued January 22, 2009. Only standard airworthiness certificates issued prior to March 1, 2012 are valid.**
- (2) **Future unsafe conditions existing in the aircraft may result in the revocation of the airworthiness certificates of the aircraft if there is no entity to comply with 14 CFR § 21.99(a), "Required design changes."**
- (3) **Replacement parts may not be available in the future.**

**I. Model H101 "Salto" Sailplane, approved 7 November 1972**

Airspeed limits (I.A.S.)		N		A	
	Vne (Never Exceed)	135 knots	(155 mph)	151 knots	(174 mph)
	Va (Maneuvering)	81 knots	(93 mph)	86 knots	(99 mph)
	Airplane tow	81 knots	(93 mph)	81 knots	(93 mph)
	Auto-winch tow	70 knots	(81 mph)	70 knots	(81 mph)
	Dive brakes	135 knots	(155 mph)	135 knots	(155 mph)
C.G. range	(+9.25 in.) to (+13.19 in.) at all weights.				
Empty Weight C.G. Range	None				
Datum	Wing leading edge measured 19.7 in. outboard of fuselage center line. (6.4 in. fwd of main wheel axle center line).				
Leveling means	Slope of rear top surface of fuselage: 100 to 6 tail down.				
Maximum weight		N		A	
		683 lb. (310 Kgs.)		617 lb. (280 Kgs.)	
No. of seats	1 (at +9.58 in., most aft position)				
Maximum Baggage	33 lbs in baggage compartment				
Control Surface Movements	Tail surfaces acting as:				
	Elevators		Up	1.85 ± 0.16 in. - Measured as a chord	

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FLUGZEUG-SERVICE, 5438 Westerburg. Doktor Fiberglas should be consulted for all major repairs.

## NOTES

NOTE 1. Current weight and balance data together with a list of equipment included in certificated empty weight, and loading instructions, when necessary, must be provided for each glider at the time of original airworthiness certification.

- NOTE 2. a) The following placards must be installed in full view of the pilot:
- (1) "This glider must be operated in compliance with the operating limitations stated in the form of placards, markings, and manuals."
  - (2) "Cloud flying: Permitted only when the following instruments are installed:
    - (1) Airspeed Indicator
    - (2) Altimeter
    - (3) Magnetic Compass
    - (4) Turn and Bank
    - (5) Variometer
  - (3) The following acrobatic maneuvers are approved and the limitations, minimum equipment and procedures for acrobatic flight are given in the LBA December 1972 approved Airplane Flight Manual or later revisions.

Spin: Entry speed =  $V_{IN} = 5-10$  km/hr (3-6 mph) above  $V_{MIN}$   
 Max g =  $N_{MAX}$  pullout = +3.5g

NOTE: Height loss one spin = 80-100 m (260 to 300 ft) + pull out

Inside Loop:  $V_{IN} = 180-200$  km/hr (97-108 kts)  
 $N_{MAX} = +3g$  to 4g

Roll of Top:  
 (Immelman Turn)  $V_{IN} = 200-220$  km/hr (108-119 kts)

$V_{MIN}$  at loop crest = 120 km/hr (65 kts)  
 $V_{MAX} = 4g$  to 5g

Roll to Inverted:  $V_{IN} = 160-180$  km/hr (86-97 kts)  
 With pull through:  $V_{IN} = 100-110$  km/hr (54-59 kts)

Slow Roll:  
 (Aileron roll)  $V_{IN} = 160-170$  km/hr (86-92 kts)

Tailslide: Positive and negative:  $V_{IN} = 180-200$  km/hr (97-108 kts)  
 $N_{MAX} = +3.5g$

Half loop negative from inverted flight:  $V_{IN} = 250$  km/hr (135 kts)  
 $N_{MAX} = -4.5g$   
 At crest  $V_{MIN} = 80-90$  km/hr (43-48 kts)

Forward Loop:  
 (Negative)  $V_{IN} = 80$  km/hr (43 kts)  
 $V$  Inverted MIN = 250 km/hr (135 kts)  
 $N_{MAX} = -4.5g$

Snap Roll (Flicked roll):  $V_{IN} = 150-160$  km/hr (81-86 kts)

Negative Snap Roll (Push roll):  $V_{IN} 150$  km/hr (81 kts)

Inverted Spin:  $V_{IN} = 110$  km/hr (59 kts)

NOTE 2. (Cont'd) Lying 8:  $V_{\text{lower part of position loop}} = 200 \text{ km/hr (108 kts)}$   
 $V_{\text{lower part of negative loop}} = 250 \text{ km/hr (135 kts)}$   
 $V_{\text{crest of negative loop}} = 70\text{-}80 \text{ km/hr (38-45 kts)}$   
 $N_{\text{MAX}} = +4g, -4.5g$

(4) "Night flying is prohibited."

	N	A
(5) "Maneuvering speed	81 knots (93 mph)	86 kts (99 mph)
Airplane tow speed	81 knots (93 mph)	
Auto-winch tow speed	70 knots (61 mph)	
Stall Speed - Dive brakes extended	45 knots (52 mph)"	

(6) "Maximum weight: 683 lbs 616 lbs"

b) The following placard must be visible in the cockpit area:

"Weak Link - Airplane Tow	1102 lb. (600 kgs)
Auto-winch Tow	1323 lb. (500 Kgs)

NOTE 3. 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 color.

NOTE 4. The installation of a brake chute must be accomplished in accordance with Technical Bulletin 101-7.

NOTE 5. The optional installation of wingtips with a span of 15 or 15.5 m must be accomplished in accordance with Technical Bulletin 101-14/2.

NOTE 6. S/No 59 and subsequent: The following aileron deflections are permissible in accordance with Technical Bulletin 101-23:

up	$26 \pm 2 \text{ mm (1.02} \pm 0.08 \text{ in)}$
down	$22 \pm 2 \text{ mm (0.86} \pm 0.08 \text{ in)}$

measured on trailing edge of tip rib.

...END...