

FEDERAL AVIATION AGENCY

G5EU Revision 3 SLINGSBY Dart T.51 T.51/17R T.51/17 March 1, 2012
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TYPE CERTIFICATE DATA SHEET NO. G5EU

This data sheet which is a part of type certificate No. G5EU 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                      Slingsby Sailplanes Ltd.  
Kirbymoorside  
York, England

Type Certificate Ownership Record

- (1) **This TC was considered not valid by the state of design on July 5, 2007, and has been replaced by European Aviation Safety Agency (EASA) Specific Airworthiness Specification (SAS) number EASA.SAS.A.087, issued July 5, 2007. 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 Dart T.51 approved February 9, 1965; Model Dart T.51/17R approved June 6, 1966; Model Dart T.51/17 approved December 7, 1966.**

Model T.51/17 same as T.51 but with extended wing and higher maximum weight.

Model T.51/17R same as T.51/17 but with retractable landing gear.

Airspeed limits	Glide or dive	119 knots
	Airplane tow	82 knots
	Auto-winch tow	71 knots
	Maximum speed in rough air	82 knots
	Dive brakes extended	119 knots
C.G. range	(+9 ins) to (+13.6 ins)	
Datum	Wing leading edge at root	
Leveling means	When the top of the fuselage slopes tail down at an angle of 1 degree 42 min.	
Maximum weight	Model T.51: 780 lb. Models T.51/17R and T.51/17: 820 lb.	
No. seats	1 (-21)	
Baggage	None	
Control surface Movements	Tailplane	Up 2.4"                      Down 3.0"
	Rudder	Right 7.3"                      Left 7.3"
	Aileron	Up 4.1"                      Down 2.2"
	Dive brakes 5.7" above wing surfaces. (Top brake)	

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Serial Nos. eligible	<p>Only those aircraft serials holding a standard airworthiness certificate issued prior to March 1, 2012 are eligible.</p> <p>The United Kingdom Certificate of Airworthiness for Export endorsed as noted under "Import Requirements" must be submitted for each individual glider for which application for certification is made.</p>
Certification basis	<p>CAR 10 Type Certificate No. G5EU dated February 9, 1965          British Civil Airworthiness Requirements Section E gliders issued May 16, 1960 which are equivalent to CAR 5 dated February 15, 1956.          Date of Application for Type Certificate July 8, 1964.</p>
Import Requirements	<p>None eligible after March 1, 2012.</p> <p>Previous to this date:</p> <p>A U.S. Airworthiness Certificate may be issued on the basis of a U. K. Certificate of Airworthiness for Export signed by a representative of the Ministry of Transport and Civil Aviation containing the following:          "The glider covered by this certificate has been examined and found to comply with the BCAR Section E gliders. Requirements dated May 16, 1960 and conforms to T.C. G5EU".</p>
Equipment	<p>The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification basis) must be installed in the aircraft for certification.</p>

NOTE 1. Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions when necessary, must be in each glider at the time of original certification and at all times thereafter.

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

- (a) "Flight in cloud - permissible only when altimeter and turn and slip indicators are fitted."
- (b) "Manoevers permissible - Tight turns (3 1/2g) loops and spins, chandelles".
- (c) "Night flying" is prohibited.
- (d) The following I.A.S. must not be exceeded.
 

Glide or dive	- 119	knots
Airplane tow	- 82	"
Auto-winch tow	- 71	"
Maximum speed in rough air	- 82	"
Dive brakes extended	- 119	"
- (e) Breaking load of weak link in towing cable not to exceed 1,000 lb.

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