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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>FAR 21.23, effective June 6, 1968. British Civil Airworthiness Requirements, Section E, Gliders, Issue 2, dated May 16, 1960, was found to provide a level of safety equivalent to FAR 21.23, effective June 6, 1968, to enable certification under the provisions of FAR 21.29 (a) (ii).</p> <p>Type Certificate No. G17EU issued September 3, 1968. Date of Application for Type Certificate: June 27, 1968</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 Civil Aviation Department, Board of Trade containing the following statement: "The glider covered by this certificate has been examined and found to comply with the British Civil Airworthiness Requirements, Section E, Gliders, Issue 2, dated May 16, 1960 and conforms to Type Certificate No. G17EU.</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. | <p>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.</p> | | | | | | | | | |
| NOTE 2. | <p>The following placards must be installed in full view of the pilot:</p> <ul style="list-style-type: none"> (a) "Flight in cloud is permitted providing the following instruments of an approved type are installed" - "Altimeter and Turn and Bank." (b) "The following acrobatic manoeuvres are permitted - loops, stall turns, tight turns (3 1/2g) spins and chandelles." (c) "Night flying" is prohibited. (d) The following I.A.S. must not be exceeded. <table border="0" style="margin-left: 20px;"> <tr> <td>Glide or dive</td> <td>123 knots</td> <td>(143 mph)</td> </tr> <tr> <td>Airplane tow</td> <td>80 knots</td> <td>(93 mph)</td> </tr> <tr> <td>Auto-winch tow</td> <td>70 knots</td> <td>(81 mph)</td> </tr> </table> <p style="margin-left: 20px;">Spins must not be continued above 70 knots I.A.S. (81 mph). When flying in rough air, max. speed 80 knots I.A.S. (93 mph)</p> (e) The breaking load of the weak link in the towing cable is not to exceed 1400 lb. | Glide or dive | 123 knots | (143 mph) | Airplane tow | 80 knots | (93 mph) | Auto-winch tow | 70 knots | (81 mph) |
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