



Empty Weight C.G. Range	None.		
Datum	Wing leading edge at root (Fuselage Sta. 65.16, Wing Sta. 11.4)		
Mean Aerodynamic Chord	26.8 in. (Leading edge of MAC 3.41 in. aft of wing leading edge at root.)		
Leveling means	See aircraft weight and balance data in aircraft log book.		
Maximum Weight	Utility Takeoff 930 lb. (Includes 161.5 lb. (19.3 gal.) in each water ballast tank.) (NOTE 7) Landing 685 lb. (NOTE 3.) High Performance Takeoff and Landing 685 lb. (NOTE 3.)		
Water Ballast	Utility One tank each wing; 161.5 lb./tank (NOTE 7) High Performance None.		
No. of Seats	1 (-8.2)		
Baggage	None.		
Control Surface Movements (Min)	Elevator	21° up	18° down
	Rudder	27° left	27° right
	*Aileron	26° up	14° down
	Flap	8° up	80° down
	Flap	7° up	80° down (SGS 1-35A only)
	*Integration System Not Installed		
	Aileron Travel with 35192R Integration System Installed		
	Flap Setting	Aileron Travel	
	-8	28° up 0° down	
	0	26° up 10° down	
	+6	18° up 12° down	
Serial No. Eligible	1 and up (NOTE 6)		
Certification Basis	FAR 21, effective February 1, 1965, including Amendment 21-1 through 21-38. FAR 23, effective February 1, 1965, including Amendment 23-1 through 23-12. Basic Glider Handbook dated 1962. Glider Type Certificate No. G4EA, dated April 25, 1974. Date of Application for Type Certificate, September 25, 1972.		
Production basis	None		

Equipment:	<p>The basic equipment as prescribed in the applicable airworthiness regulations (See Certification Basis) must be installed in the glider for certification. In addition, the following items are required:</p> <p style="padding-left: 40px;">FAA Approved Sailplane Flight Manual, including:</p> <ol style="list-style-type: none"> 1. Supplement No. 1 - dated March 4, 1976 (NOTE 5) <li style="padding-left: 20px;">Supplement No. 2, Revision 1 - dated March 3, 1977 (NOTE 6) <li style="padding-left: 20px;">Supplement No. 3, - dated April 17, 1978 (NOTE 8) <li style="padding-left: 20px;">Supplement No. 4, - dated April 23, 1979 (NOTE 14) 2. Outside Air Temperature Gage (NOTE 7) 3. Revision 1 - dated October 11, 1974 (NOTE 9) 4. Revision 3 - dated September 5, 1975 (NOTE 11) 5. Revision 2 - dated April 30, 1975 (NOTE 10) 6. Revision 4 - dated January 9, 1978 (NOTE 12) 7. Revision 5 - dated October 16, 1978 (NOTE 13)
NOTE 1.	A suitable placard to cover the maximum and minimum pilot weights must be installed in full view of the pilot as determined from the manufacturer's weight and balance report.
NOTE 2.	All placards required in the Approved Sailplane Flight Manual must be installed in the appropriate locations. This sailplane must be operated as a High Performance or Utility Type Sailplane in compliance with the approved Sailplane Flight Manual. All markings and placards in this sailplane apply to operation as a High Performance sailplane. For Utility operation refer to Sailplane Flight Manual.
NOTE 3.	High performance category gross weight of 685 lb. is approved for aircraft having wing panels weighing 124 lb. each. Applicable to S/N 1 and subsequent. See Wt. & Balance Form (I-4636-2) for wing panel weight. Maximum landing weight of 685 lb. is approved for all aircraft.
NOTE 4.	C.G. forward limit, in both high performance and utility categories, of + 10.1 in. (25% MAC) is approved For aircraft with fixed horizontal tail surface and double spring trim system.
NOTE 5.	With Aileron Integration System installed, Schweizer Airplane Flight Manual Supplement No. 1 "Integrated Flap-Aileron Control System" required, dated March 4, 1976.
NOTE 6.	Model SGS 1-35C, Serial No. 59 and up, Schweizer Sailplane Flight Manual Supplement No. 2, (Revision 1 dated March 3, 1977, required).
NOTE 7.	Model SGS 1-35C - outside air temperature gage not required as the model has no provision for water ballast. Therefore eligible for high performance operation only.
NOTE 8.	Model SGS 1-35A - Serial No. 60 and up, Schweizer Sailplane Flight Manual Supplemental No. 3 required, dated April 17, 1978.
NOTE 9.	Model SGS 1-35 - added airspeed limits in knots, added to incorporate aft static system (Revision 1 to Sailplane Flight Manual, dated October 11, 1974, required).
NOTE 10.	Model SGS 1-35 - for aircraft with demountable horizontal tail surfaces, changed forward CG limit from Sta. 75.28 (25%) to Sta. 76.09 (28%) - (Revision 2 to Sailplane Flight Manual, dated April 30, 1975, demountable horizontal tail optional).
NOTE 11.	Model SGS 1-35 - added information pertinent to increase of gross weight to 685 lb. for high performance category (Revision 3 to Sailplane Flight Manual, dated September 5, 1975, information required).
NOTE 12.	Model SGS 1-35 - added indicated vs calibrated airspeed corrections for 35040G/35044G longer nose cap installation (Revision 4 to Sailplane Flight Manual, dated January 4, 1978, nose cap installation optional).
NOTE 13.	Model SGS 1-35 - added footnote <u>1</u> with references, relative to SGS 1-35 with fixed main landing gear (Revision 5 to Sailplane Flight Manual, dated October 16, 1978, fixed gear optional).
NOTE 14.	Model SGS 1-35 - recommended bail-out procedure w/(optional) forward hinged canopy Supplement No. 4 dated April 23, 1979).

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