

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

G-18
Revision 6
K & L Soaring, LLC
SGU 2-22
SGU 2-22A
SGU 2-22B
SGU 2-22C
SGU 2-22CK
SGU 2-22E
SGU 2-22EK
November 29, 2010

GLIDER SPECIFICATION NO. G-18

Type Certificate Holder K & L Soaring, LLC
5996 State Route 224
Cayuta, NY 14824

Type Certificate Holder Record Schweizer Aircraft Corporation
County Airport
Elmira, New York

I - Model SGU 2-22, 2 PCLM, Approved October 4, 1946; Models SGU 2-22A, SGU 2-22B and SGU 2-22C, 2 PCLM, Approved May 24, 1957; Model SGU 2-22CK, 2 PCLM, Approved May 9, 1958; Model SGU 2-22E, 2 PCLM, Approved April 10, 1963; Model SGU 2-22EK, 2 PCLM, Approved February 7, 1964.

Model SGU 2-22A same as Model SGU 2-22 except for increase in weight, and modified landing gear, nose seats, and enclosures.

Model SGU 2-22B same as Model SGU 2-22 except for increase in weight and modified landing gear.

Model SGU 2-22C same as Model SGU 2-22 except for increase in weight, and modified landing gear, ailerons, nose, seats, and enclosures.

Model SGU 2-22CK is Model 2-22C constructed from kit (See NOTE 4 for eligibility requirements).

Model SGU 2-22 may have model designation changed to 2-22A, 2-22B, or 2-22C provided manufacturer's approved changes are complied with.

Model SGU 2-22E same as Model SGU 2-22C except for modified wing root structure and larger spoilers.

Model SGU-2-22EK is Model 2-22E constructed from kit (See NOTE 4 for eligibility requirements).

Type	Class II	
Airspeed limits (CAS)	Vne (Glide or dive) Vta (Airplane tow) Vtaw (Auto-winch tow) Spoilers extended	90 m.p.h. 90 m.p.h. 69 m.p.h. 90 m.p.h.
C.G. range	(+11.4) to (+19.3)	
Maximum weight	Model SGU 2-22 Models SGU 2-22A, 2-22B, 2-22C, 2-22CK, 2-22E, and 2-22EK	830 lb. 900 lb.
No. seats	2 (1 at -23) (1 at +8)	
Baggage	None	

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Control surface movements	SGU 2-22		SGU 2-22A, 2-22B, 2-22C, 2-22CK, 2-22E, 2-22EK			
	Elevator	Up 25°	Down 21°	Up 23°	Down 23°	
Rudder	Right 30°	Left 30°	Right 30°	Left 30°		
Aileron	Up 38°	Down 21°	Up 38°	Down 18°		
Spoilers	Up 75°	Down 0°	Up 80°	Down 0°		
Serial nos. eligible	2 and up (See NOTE 3 for Serial No. 1) SGU 2-22E and 2-22EK: 155, 160 & up					
Required equipment	Items 201 or 202, and 401					

Specifications Pertinent to All Models

Datum	Wing leading edge at root					
Leveling means	Top of upper longeron aft of wing.					
Certification basis	CAR 5 dated June 1, 1940. Date of Application for Type Certificate December 10, 1945. Type Certificate No. G-18 issued October 4, 1946.					
Production basis	None					
Equipment:						
Landing Gear						
201.	6.00-6 wheel (Goodyear L6MBD) with 6.00-6 4-ply tire and Goodyear disc brake.					17 lb. (+25)
202.	6.00-6 wheel and brake (Cleveland Aircraft Prod. 3050 wheel and C-7000 brake) with 6.00-6 4-ply tire in accordance with Schweizer Drawing 22D-209.					16 lb. (+25)
Interior Equipment						
401.	Airspeed Indicator					Neglect weight

- NOTE 1. Suitable placards to cover the various pilot and passenger weights must be installed in full view of the pilot as determined from the manufacturer's weight and balance report.
- NOTE 2. The following placards must be installed in full view of the pilot:
 (a) "Solo flying from front seat only."
 (b) "Instrument flight prohibited."
- NOTE 3. Serial No. 1 is also eligible as Model SGU 2-22 and differs from Serial Nos. 2 and up as follows:
 (a) Elevator control system has push-pull tubes instead of cables in the aft fuselage portion.
 (b) The spoiler brake control system in the fuselage is slightly modified.
 (c) The wing root rib is constructed of aluminum sheet instead of extruded capstrips and sheet.
 (d) The method of fabric attachment to the wing leading-edge skin has been modified.
- NOTE 4. Each Model SGU 2-22C or SGU 2-22E glider assembled from a kit is designated Model SGU 2-22CK or SGU 2-22EK, respectively. These K models will be eligible for an airworthiness certificate when accompanied by an affidavit certifying that the glider is constructed in exact accordance with the approved drawings and manual, and that the parts and materials furnished by the manufacturer in the kit have been used; and further when the following inspections have been satisfactorily passed:
 (a) An inspection for workmanship, materials, and conformity before any covering is applied. (All woodwork may be sealed.)
 (b) A final inspection of the completed glider.
 (c) Check of flight characteristics.

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