

CORCORAN, STANLEY R.

MODELS: Concoran (Formerly Frankfort) Glider B (Army XTG-1, TG-1A, TG-1C, 2 PCLM)

T.C. NUMBER: GTC 7 (Approved 4/23/42)

Type	Class I (See NOTE 2 (c))
Airspeed limits	Glide or dive - 80 mph; airplane tow - 80 mph;
(T.I.A.S.)	auto-winch tow - 55 mph; spoilers open - 60 mph
C.G. range	(+15.1) to (+22.9) (See NOTE 2(b) and (d))
Datum	Wing leading edge of root
Leveling means	Level top longeron in forward cockpit for weighing

Maximum weight 830 lbs. (See NOTE 2)  
 No. seats 2 (1 at (+26.6) and pilot at (-19.4))  
 Baggage None  
 Control Surface Elevator Up 25 degrees Down 20 degrees  
 Rudder Right 32 degrees Left 32 degrees  
 Spoilers Up 90 degrees Down 0 degrees  
 Aileron Not available  
 Serial Nos. eligible B-2-3 and up per NOTE A and all AAF Nos. (See also NOTE 2)  
 Required equipment Items 101, 102 and 103  
 Specifications Pertinent to All Models:  
 Certification basis Glider Type Certificate No. 7 (CAR 5)  
 Production basis None (See NOTE A)

**EQUIPMENT:**

**Landing Gear**

103. Wheel (General C-1569) with 14" 6-ply tire 11.0 lbs. (+19)

**Interior Equipment**

101. Airspeed indicator 0.5 lbs. (-31)  
 102. Airspeed pitot 0.5 lbs. (-45)  
 202. Extra instruments  
 (a) Front cockpit 1.0 lbs. (-31)  
 (b) Rear cockpit 2.5 lbs. (+19)

**Miscellaneous (not listed above)**

201. Mud guard 1.5 lbs. (+19)

NOTE A. Prior to original certification, each glider manufactured for civil use must satisfactorily pass:

- (a) An inspection for workmanship, materials and conformity before any covering, metal priming or final finish is applied. All woodwork may be varnished.
- (b) A final inspection of the completed glider.
- (c) Check of flight characteristics.

NOTE 1. Weight and balance report including list of equipment included in the certificated weight empty must be submitted for each aircraft with original inspector's report and each subsequent report covering change in equipment. The following placard, as determined by the weight and balance report, must be installed in full view of the pilot:

- (1) Solo - Use Front Seat Only - Minimum Weight, Pilot and Parachute \_\_\_\_\_ lbs.
- (2) Dual - Front Seat - Minimum Weight, Occupant and Parachute \_\_\_\_\_ lbs.  
 Dual - Rear Seat - Maximum Weight, Occupant and Parachute \_\_\_\_\_ lbs.

NOTE 2. (a) Serial Nos. B-2-1 is eligible for certification for a maximum weight of 790 lbs. only.

(b) Serial Nos. B-1-1, B-1-4 to B-1-8, inclusive, and B-1-10 to B-1-12, inclusive, are eligible for certification with small fin and stabilizer, large rudder and elevator, elevator control system bungee and no spoilers with the following restrictions:

- (1) Maximum weight 790 lbs.
- (2) C.G. range (+15.2) to (+22.6)

(c) Serial Nos. B-1-2, B-1-3 and B-2-2 are eligible for certification as Class II gliders in accordance with the provisions set forth in NOTE 2(b) with the following placard:

- (1) Glide or dive 60 mph True Ind.  
 Airplane tow 60 mph True Ind.  
 Auto-wing tow 55 mph True Ind.
- (2) Acrobatics prohibited.
- (3) Inverted flying prohibited.

The above gliders may be certificated as Class I gliders when revised wing (revisions necessary to D-nose section and to accommodate balanced aileron), balanced type aileron, and balance weights in the elevators, are installed.

(d) Serial Nos. B-2-23 and up are eligible for certification with the following restrictions:

- (1) Maximum weight 920 lbs.
- (2) C.G. range (+16.2) to (+21.6)