

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

G4IN Revision 2 SCHEIBE SF 26 A "Standard" February 26, 2016
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TYPE CERTIFICATE DATA SHEET NO. G4IN

This data sheet which is a part of Type Certificate No. G4IN prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder: SCHEIBE-AIRCRAFT-GMBH
Sudetenstraße 57/2, Flugplatz Heubach
D-73540 Heubach
Germany

Type Certificate Holder Record: SCHEIBE-Flugzeugbau GmbH transferred TC G4IN to SCHEIBE-AIRCRAFT-GMBH on September 13, 2006.

I. Model SF 26 A "Standard", Glider, approved July 23, 1963

Description: The SF 26 A "Standard" is a single seat glider constructed from metal and wood. It has a cantilevered shoulder wing, a conventional tail configuration, an unsprung mainwheel, and airbrakes.

Airspeed Limits:

Glide or dive	124 mph	108 knots
Airplane tow	86 mph	75 knots
Auto-winch tow	62 mph	54 knots
Spoilers extended	124 mph	108 knots

C.G. Range: +12.95 in (329 mm) to +19.13 in (486 mm)

Datum: Wing leading edge at wing rib 7.

Leveling Means: Tangent on wing rib located 15.75 in (400.05 mm) from midspan.

Maximum Weight: 684 lbs

No. of Seats: 1

Baggage: None

Control Surface Movements:

Elevator	Up	27°	Down	270°
Rudder	Right	36.5°	Left	36.5°
Aileron	Up	21.6°	Down	10.3°

Serial Nos. Eligible: See Import Requirements.

Import Requirements: A U.S. Airworthiness Certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by a representative of the German Airworthiness Authority, the Luftfahrt-Bundesamt (LBA), on behalf of the European Community, containing the following statement: "The glider covered by this certificate has been examined, tested, and found to conform to the type design approved under FAA Type Certificate G4IN and is in a condition for safe operation."

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Certification Basis: CAR 10 and Federal Republic of Germany glider airworthiness requirements dated August 1939. (These requirements are equivalent to CAR 5 effective February 15, 1956.)

Type Certificate No. G4IN issued July 23, 1963.
Date of Application for Type Certificate June 5, 1963.

The German Airworthiness Authority (LBA) originally type certificated glider Model SF 26 A "Standard" under its Type Certificate No. 232. Effective September 13, 2006, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of the LBA. The EASA Type Certificate No. is EASA.A.103.

Equipment: The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the glider for certification.

Service Information: Each of the documents listed below may state that it is approved by the European Aviation Safety Agency (EASA) or – for approvals made before September 13, 2006 – by the German Airworthiness Authority (LBA).

- Service bulletins
- Structural repair manuals
- Vendor manuals
- Aircraft flight manuals
- Overhaul and maintenance manuals

The FAA accepts such documents and considers them FAA-approved for type design data unless one of the following conditions exist:

- The documents change the limitations, performance, or procedures of the FAA approved manuals.

The FAA uses the post type validation procedures to approve these documents. The FAA may delegate case-by-case approval to EASA on behalf of the FAA for the U.S. type certificate. If this is the case it will be noted on the document.

NOTES:

NOTE 1. 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.

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

- (a) "Cloud flying: Permitted only when the following instruments are installed:
 - (1) Sensitive Altimeter
 - (2) Variometer
 - (3) Compass
 - (4) Electric Turn and bank
 - (5) Clock"
- (b) "No acrobatic maneuvers including spins approved"
- (c) "When flying in rough air do not exceed 75 knots"
- (d) "Night flying is prohibited."

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