

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

G20EU
GLASFLUGEL
Kestrel
28 April 1971

TYPE CERTIFICATE DATA SHEET NO. G20EU

This data sheet which is a part of type certificate No. G20EU 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 Glasflugel - Ing. E. Hanle
7311 Schlattstall
Federal Republic of Germany

I - Model KESTREL, approved 28 April 1971

Airspeed limits (I.A.S.)	Glide or dive	135 knots
	Max. speed in rough or smooth air - flap position	
	Landing	65 knots
	+2	81 knots
	+1	108 knots
	0	108 knots
	-1	135 knots
	-2	135 knots
	Airplane Tow	81 knots
	Auto-winch tow	70 knots
	Dive brakes extended	135 knots
	Brakechute deployed	135 knots
C.G. range	(+11.30 inches) to (+14.93).	
Datum	Wing leading edge measured at a spanwise location 19.7 inches from the fuselage centerline.	
Leveling means	Slope of rear top edge of fuselage 100 to 4.4	
Maximum weight	With water ballast	880 lbs.
	Maximum water ballast	110 lbs.
No. of seats	1	
Baggage	none	
Control surface	Elevator	Up 16.5° ± 1.5° Down 16.5° ± 1.5°
	Rudder	Right 25° ± 2° Left 25° ± 2°
	Aileron	Up 20° + 0, -1° Down 10° + 0, -1°
	(Measured with flaps in position 0)	
	Flaps Position +2 12°	Down +0, -1°
	Position 0	0°
	Position +2 8°	Up +0, -1°
	Landing and position +2 35°	Down ± 2°

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Weak links for towing	Winch launch 1320 lbs (600 Kg) max. Automobile launch Airplane tow 1100 lbs (500 Kg) max.
Serial Nos. eligible	The Federal Republic of Germany Certificate of Airworthiness for Export endorsed as noted below under "Import Requirement" must be submitted for each individual glider for which application for standard airworthiness certification is made.
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 Luftfahrt-Bundesamt (LBA), containing the following statement: "The Glider covered by this certificate has been examined and found to comply with the Federal Republic of Germany glider airworthiness requirements dated February 1966 and conforms to Type Certificate No. G20EU".
Certification basis	FAR 21.23, effective 1 February 1965. Federal Republic of Germany Glider Airworthiness Requirements, dated February 1966 were found to provide a level of safety equivalent to provisions of FAR 21.23 to enable certification under the provisions of FAR 21.29. Type Certificate G20EU issued. Date of application for Type Certificate: 25 February 1970
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the glider for standard airworthiness certification. In addition the following equipment must be installed: Instruments (1) Airspeed Indicator, Glasflugel P/N6 FMS 4/401 or an FAA-approved equivalent. (2) Altimeter. LBA-Approved "Kestrel" Flight and Service Manual.
NOTE 1.	Current weight and balance report including list of equipment 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) Airspeed indicator, Glasflugel P/N6 FMS 4/401 or an FAA-approved equivalent. (2) Altimeter (3) Turn and bank (4) Variometer (5) Compass (b) "No acrobatic maneuvers including spins approved" (c) "Night flying is prohibited".
NOTE 3.	All external portions of the glider exposed to sunlight must be painted white. Registration and Competition numbers must be painted blue-gray or in any other light colors.
NOTE 4.	Maintenance, Inspections and Repairs must be accomplished in accordance with the Glasflugel "Kestrel" Flight and Service Manual.
NOTE 5.	Major repairs must be performed in accordance with repair methods approved by the Glasflugel Company.

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