

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

1G10
Revision 5
SCHWEIZER
SGS 1-26
SGS 1-26A
SGS 1-26B
SGS 1-26C
SGS 1-26D
SGS 1-26E
March 3, 1975

GLIDER SPECIFICATION NO. 1G10

Type Certificate Holder Schweizer Aircraft Corporation
County Airport
P.O. Box 147
Elmira, New York 14902

I - Model SGS 1-26, 1 PCLM, Approved December 14, 1954; Model SGS 1-26A, 1 PCLM, Approved May 10, 1955; Models SGS 1-26B and SGS 1-26C, 1 PCLM, Approved June 4, 1956.

Model SGS 1-26 glider assembled from kit designated as Model SGS 1-26A: Model SGS 1-26B glider assembled from kit designated as Model SGS 1-26C. Model SGS 1-26B same as Model SGS 1-26 except for metal wing skin and increase in maximum weight.

Type	Class I. High performance			
Airspeed limits (CAS).	Vne. Glide or dive	104 m.p.h.		
	Vta. Airplane tow	95 m.p.h.		
	Vtaw. Auto-winch tow	60 m.p.h.		
	Spoilers extended	104 m.p.h.		
Center of Gravity (C.G. Range)	(±15.6) to (±20.0)			
Maximum weight	Models SGS 1-26: SGS 1-26A	575 lb.		
	Models SGS 1-26B: SGS 1-26C	600 lb.		
No. of seats	1 (-4.4)			
Baggage	None			
Control surface movements	Elevator	25° Up	25° Down	Limits +0, -3°
	Rudder	30° Right	30° Left	±2°
	Aileron	36° Up	18° Down	+0, -3°
	Spoilers	80° Up	0° Down	±5°
Serial Nos. eligible	1 and up			

II - Model SGS 1-26D, 1 PCLM, Approved July 11, 1968, Model SGS 1-26E, 1 PCLM, Approved 30 March 1971.

Model SGS 1-26D same as Model SGS 1-26B & C except for stronger wing, all-metal fuselage nose some heavier fuselage tubes, minor changes, and increase in maximum weight. Model SGS 1-26E same as model SGS 1-26D except for semi-monocoque structure replacing the steel tube and fabric structure from STA. 76 to STA. 236.

Type Class I. High performance

Page No.	1	2	3
Rev. No.	5	5	5

Airspeed limits (CAS).	Vne. Glide or dive	114 m.p.h.		
	Vta. Airplane tow	114 m.p.h.		
	Vtaw. Auto-winch tow	63 m.p.h.		
	Dive brakes extended	114 m.p.h.		
Center of Gravity (C.G. Range)	(+15.6) to (+20.0)			
Maximum weight	700 lb.			
No. of seats	1 (-4.4)			
Baggage	None			
Control surface movements				Limits
	Elevator thru SGS			
	1-26E, S/N 649	25° Up	25° Down	+0°, -3°
	For S/N 650 & up + optional retrofit of			
	1-26D & 1-26E gliders	21° Up	21° Down	+0°, -3°
	Rudder	30° Right	30° Left	±2°
	Aileron	36° Up	18° Down	+0, -3°
	Dive brakes	Top Up 85°	Bottom down 75°	± 5°
Serial Nos. eligible	SGS 1-26D - 400-445, 448-466, 470-481, SGS 1-26E - 500 and up.			

Specification Pertinent to All Models

Datum	Wing leading edge at root (Fuselage Sta. 58.37).
Mean Aerodynamic Chord	49.77 in. (Leading edge of M.A.C. 3.27 in. aft of wing leading edge at root).
Leveling means	Longeron between Stations 74 and 90.
Certification basis	CAR 5, March 5, 1952 and Amendment 5-1. Glider Type Certificate No. 1G10.
Production basis	Production Certificate No. 101
Equipment:	The basic equipment as prescribed in the applicable airworthiness regulations (See Certificate Basis) must be installed in the glider for certification.

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

(a) For the Model SGS 1-26 and Model SGS 1-26A, B, and C:

"Max. glide or dive	104 m.p.h.
Max. airplane tow	95 m.p.h.
Max. auto-winch tow	60 m.p.h.
Max. Spoiler operation	104 m.p.h."

(b) For the Model SGS 1-26D and Model SGS 1-26E

"Max. glide or dive	114 m.p.h.
Max. aero tow	114 m.p.h.
Max. auto-winch tow	63 m.p.h.
Max. dive-brake operation	114 m.p.h."

NOTE 3. An approved safety belt and shoulder harness is required.

NOTE 4. Each Model SGS 1-26 and SGS 1-26B glider assembled from a kit is designated Model SGS 1-26A and SGS 1-26C respectively and 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: 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.
- (b) A final inspection of the completed glider.
- (c) Check of flight characteristics.

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