

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.			
Specifications 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 Certification 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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