

MODELS: Schweizer Army TG-3A Glider, 2 PCLM

T.C. NUMBER: G-2-11 (Approved 2/27/47)

Type	Class I or Class II		
Airspeed limits	Glide or dive - 90 mph True Ind. Spoilers open - 90 mph True Ind. Auto-winch tow - 63 mph True Ind. Airplane tow - 90 mph True Inc.		
C.G. range	(+16.5) to (+21.4)		
Datum	Wing leading edge at root		
Leveling means	Lugs on left of fuselage frame, aft of rear cockpit		
Maximum weight	1100 lbs. as Class I 1200 lbs. as Class II		
No. seats	2 (1 at -28 and one at +30)		
Baggage	None		
Control surface movements	Elevator	Up 29 degrees	Down 29 degrees
	Elevator trim tab	Up 11 degrees	Down 19 degrees
	Aileron	Up 31 degrees	Down 14 degrees
	Spoilers (top)	Up 90 degrees	Down 0 degrees
	(bottom)	Up 0 degrees	Down 82 degrees
	Rudder	Right 26 degrees	Left 28 degrees
	Rudder trim tab	Right 24 degrees	Left 11 degrees
	Stabilizer	Fixed	
Serial numbers eligible	All AAF numbers		
Required equipment	Items 301, 302, 401		

SPECIFICATIONS PERTINENT TO ALL MODELS:

Certification basis Airworthiness Certificate only (CAR 5.031)

EQUIPMENT:

Landing Gear

301. Wheel (Goodyear GH/MBM) (+27)

302. Tire (Goodyear 6.00-6 4-ply) (+27)

Interior Equipment

401. Airspeed indicator (-50)

NOTE 1. A weight and balance report including a list of equipment included in the certificated empty weight must be submitted for each glider with original inspector's report and each subsequent report covering change in equipment. Each glider must be weighed to determine its weight and balance prior to original certification unless satisfactory army weight and balance report is available.

NOTE 2. Prior to certification as a civil aircraft the following must be accomplished:

- (a) 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, Pilot and Parachute --- lbs.
Rear Seat - Maximum Weight,
Occupant and Parachute --- lbs.
- (b) Rudder and elevator trim tab controls must be marked to indicate direction of rotation or position of tab.
- (c) The manufacturer's serial number and the date of conversion to certificated status must be included on the nameplate.
- (d) A stop should be installed in the spoiler system in accordance with Figure 1.
- (e) The airspeed pitot head should be located in accordance with Figure 2.
- (f) Disconnect electrical system, remove dry batteries and position of light bulbs.

