



Aircraft Overview:

The TG-10B (L-23 Super Blanik) is a conventional two-place tandem, basic training sailplane. It is used to introduce all Air Force Academy cadets to flight through our basic soaring program (AM-251). Maneuvers flown in the TG-10B include aerotow, stall recoveries, slow flight, steep turns, and rectangular traffic patterns.

The TG-10B is one of the world's most common initial soaring trainers. The LETECKÉ ZÁVODY Aircraft Corporation (LET) of Kunovice, Czech Republic manufactures the L-23 Super Blanik (Air Force designation TG-10B). It is an all-metal, two-seat, self-supporting, T-tail, high-winged glider with a retractable main wheel and a fixed tail wheel. The canopy is a one-piece design, allowing for excellent visibility. The tandem cockpit has dual flight controls. The radios and basic flight instruments are mounted in both cockpits. Advanced glide computer and a secure GPS Flight recorder are also maintained in each aircraft. Four sailplanes are configured for cross-country and wave flying. They are equipped with oxygen, electronic location transmitters (ELT's), and wing tip extensions for better glide performance.

Specifications:

- **Primary Function:** Basic Soaring Trainer
- **Length:** 27.89 ft
- **Height:** 6.23 ft
- **Wingspan:** 55.35 ft (59.71ft with wing tip extensions)
- **Maximum Takeoff Weight:** 1168 lbs
- **Max Speed:** 124 Knots Indicated (below 13,780 ft MSL)
- **Glide Ratio:** 28:1 (32:1 with wing tip extensions)
- **Ceiling:** 20,000 ft MSL (4 wave aircraft-25,000 ft MSL)
- **Max Positive G Limit:** 5.0 (at maneuvering airspeed)
- **Max Negative G Limit:** 2.5 (at maneuvering airspeed)
- **Range:** Dependent on soaring conditions
- **Armament:** None
- **Crew:** Two (student pilot and instructor pilot)
- **Date Deployed:** May 2002
- **Inventory:** 12



Aircraft Overview:

The TG-10C (Blanik L-13AC) is a conventional two-place tandem sailplane. It is used by the 94 FTS for specialized upgrade training to include spin and aerobatic training. Competition aerobatics are flown at the regional and national level in the TG-10C.

The TG-10C is one of the world's most common initial soaring trainers. The LETECKÉ ZÁVODY Aircraft Corporation (LET) of Kunovice, Czech Republic manufactures the L-13AC (Air Force designation TG-10C). It is an all-metal, two-seat, self-supporting, high-winged glider with a retractable main wheel and a castoring tail-wheel. The canopy is a one-piece design, allowing for excellent visibility. The tandem cockpit has dual flight controls. The radios and basic flight instruments are mounted in both cockpits. It is certified as an aerobatic glider.

Specifications:

- **Primary Function:** Aerobatic and Spin Trainer
- **Length:** 27.56 ft
- **Height:** 6.86 ft
- **Wingspan:** 46.59 ft
- **Maximum Takeoff Weight:** 1100 lbs
- **Max Speed:** 120 Knots Indicated (below 9,800 ft MSL)
- **Glide Ratio:** 26:1
- **Ceiling:** 20,000 ft MSL
- **Max Positive G Limit:** 5.2 (at maneuvering airspeed)
- **Max Negative G Limit:** 3.0 (at maneuvering airspeed)
- **Range:** Dependent on soaring conditions
- **Armament:** None
- **Crew:** Two (student pilot and instructor pilot)
- **Date Deployed:** May 2002
- **Inventory:** 5



Aircraft Overview:

The TG-15A (Schempp-Hirth Duo Discus) is a conventional two-place high performance sailplane with tandem seating used by 94 FTS Advanced Soaring for cross-country training. The TG-15A is commonly known as "the white glider" or the "Duo" in the civilian community. Glider cross-country soaring competitions are flown at the regional and national level in the TG-15A.

The Schempp-Hirth Flugzeugbau Aircraft Corporation of Kirchheim, Germany manufactures the Duo Discus (Air Force designation TG-15A). It is constructed from glass and carbon fiber reinforced plastic, featuring a T-tail with fixed horizontal stabilizer and elevator. The wing is a four stage trapezoid in plan form, consists of two main panels with tip extension having a sweptback leading edge, and has double-panel Schempp-Hirth type air brakes on the upper surface. It has a nose wheel, a retractable main wheel and a fixed tail-wheel. The canopy is a one-piece design, allowing for excellent visibility. The aircraft is equipped with a radio and basic flight instruments. Advanced glide computer and a secure GPS Flight recorder are also maintained in each aircraft. These sailplanes are optimized for cross-country and wave flying and are equipped with oxygen equipment, electronic location transmitters (ELT's), and main wing and tail water ballast compartments (for better competition racing)

Specifications:

- **Primary Function:** Cross-Country Trainer/Competition Aircraft
- **Length:** 28.28 ft
- **Height:** 5 ft
- **Wingspan:** 65.62 ft
- **Maximum Takeoff Weight:** 1543 lbs (with water ballast)
- **Max Speed:** 135 Knots Indicated (below 6,500 ft MSL)
- **Glide Ratio:** 45:1
- **Ceiling:** 25,000 ft MSL
- **Max Positive G Limit:** 5.3 (at maneuvering speed)
- **Max Negative G Limit:** 2.65 (at maneuvering speed)
- **Range:** Dependent on soaring conditions
- **Armament:** None
- **Crew:** 2 Pilots
- **Date Deployed:** February 2006
- **Inventory:** 2



Aircraft Overview:

The TG-15B (Schempp-Hirth Discus-2b) is a conventional single-place high performance sailplane used by 94 FTS Advanced Soaring for cross-country training. The TG-15B is commonly known as "the white glider" or the "2b" in the civilian community. Glider cross-country soaring competitions are flown at the regional and national level in the TG-15B.

The Schempp-Hirth Flugzeugbau Aircraft Corporation of Kirchheim, Germany manufactures the Discus-2b (Air Force designation TG-15B). It is constructed from glass and carbon fiber reinforced plastic, featuring a T-tail with fixed horizontal stabilizer and elevator. The wing is a four stage trapezoid in plan form, consists of two main panels with tip extension having a sweptback leading edge, and has double-panel Schempp-Hirth type air brakes on the upper surface. It has a retractable main wheel and a fixed tail-wheel. The canopy is a one-piece design, allowing for excellent visibility. The aircraft is equipped with a radio and basic flight instruments. Advanced glide computer and a secure GPS Flight recorder are also maintained in each aircraft. These sailplanes are optimized for cross-country and wave flying and are equipped with oxygen equipment, electronic location transmitters (ELT's), and main wing and tail water ballast compartments (for better competition racing).

Specifications:

- **Primary Function:** Cross-Country Trainer/Competition Aircraft
- **Length:** 22.34 ft
- **Height:** 5 ft
- **Wingspan:** 49.21 ft
- **Maximum Takeoff Weight:** 1157 lbs (with water ballast)
- **Max Speed:** 135 Knots Indicated (below 10,000 ft MSL)
- **Glide Ratio:** 40:1
- **Ceiling:** 25,000 ft MSL
- **Max Positive G Limit:** 5.3 (at maneuvering speed)
- **Max Negative G Limit:** 2.65 (at maneuvering speed)
- **Range:** Dependent on soaring conditions
- **Armament:** None
- **Crew:** 1 Pilot
- **Date Deployed:** February 2006
- **Inventory:** 3