

BGA glider data sheet - LS 1F

Data source: Manufacturer's Handbook

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Manufacturer: Rolladen-Schneider

UK Agent: McLean Aviation www.mcleanaviation.co.uk e.mail: mcleanaviation@aol.com Tel:-01904 738653

Weighing Data:

Control deflections in mm

	Kg	Pounds
Max weight (dry)	354	781
BGA concession non-aerobatic max weight (dry) [+3%]	365	805
Max weight (water)	390	860
Max weight of non lifting components (everything except wings)	N/K	N/K
BGA concession non-aerobatic max weight of non lifting components [+5%]	N/K	N/K
Max pilot weight (seat load)	125	276

mm Inches

Forward C of G limit (aft of datum)	220	8.7
Aft C of G limit (aft of datum)	385	15.2
Pilot position (forward of datum)	590	23.2

	Up	Down	Distance - hinge to measuring point	Max free play
Ailerons	70±5	37±5		
Elevator	73±5	56±5	145	
Rudder	Left & Right 185±10			

Longitudinal datum: Wing root LE at rib

Horizontal datum: Underside of rear fuselage horizontal

Maximum speeds

	Knots	Kph
VNE	135	250
Rough air	135	250
Manoeuvre	96	177

	Knots	Kph
Aerotow	92	170
Winch / auto tow	N/K	N/K
Airbrakes open	135	250

Max winch weak link: Tost white (BGA Tost blue)

Tyre pressure: 44 psi main wheel

Semi aerobatic, cloud flying permitted

Notes: -

Top-hat section stiffeners at base of fin are prone to delamination if overloaded. Inspect through inspection hole at base of fin rear spar after removing rudder.

Load required to collapse undercarriage 12-15 Kg at joint above wheel. Replace gas strut if load is low.

This sheet compiled by: Afandi Darlington Date: 31/12/01

Last update Tim Macfadyen 5 May 2012 UK agent changed, control deflection tolerances corrected and BGA winch launching weak link corrected.