BGA glider data sheet - Pirat (SZD 30)

Data source: BGA data sheet & Manufacturer's manuals Date of issue: 1973

Manufacturer: PZL Poland

Type approval holder: Zaklad Szybowcowy "Jezow" Henryk Mynarski, Ul.Dlugu 93, 58-521 Jezow, Sudelki, Poland. szd_jezow@szdjezow.pl

Weighing Data:

	Kg	Pounds
Max all up weight	370	815
BGA concession non-aerobatic max all up weight [+3%]	381	839
Max pilot weight (seat load) (Pilot + Parachute + Disposable Load)	115	253

	mm	Inches
Forward C of G limit (aft of datum)	270	10.63
Aft C of G limit (aft of datum)	416	16.38
Pilot position (forward)	277	10.9

Control deflections in mm

	Up	Down	Measuring point
Ailerons	124-140	65 - 73	Root TE
Elevator	67-75	64-72	Centre TE
Trim Tab	8 - 10	18 - 22	Centre TE
Small rudder	Left & right	340 - 370	Rear TE (Chord~620)
Large rudder	Left & right	440 - 470	Rear TE (Chord 770)
Airbrakes	155-165 Top	165-175 Bottom	Top of blade to wing surface

Longitudinal datum: Wing root LE

Horizontal datum: Rear fuselage datum mark 250mm higher than front one. Front mark is approximately 300mm forward of the canopy's front edge. The rear mark is near the rear carrying handle.

Maximum speeds

	Knots	Kph
VNE	105	195
Rough air*	72	135
Manoeuvre	72	135
Aerotow	75	140

	Knots	Kph
Winch / auto tow	65	120
Airbrake extension or retraction	81	150
Airbrake extension or retraction in rough air	73	135

*Note, Rough air is defined as maximum gusts of up to ± 10 m/s

Turbulent conditions are defined as gusts of > ± 10 m/s. Flight in turbulent conditions is prohibited.

Non aerobatic, cloud flying not permitted. Max load factors +4 & -1.5

Max winch weak link BGA figure: 600 kg (Blue)

Tyre pressure: Main Wheel 26 psi (1.8 Bar)

EASA approval AP143 TCDS BG-32/2 (25 March 2002)

This sheet compiled by: Tim Macfadyen & James Hunneman (James_Hunneman@msn.com) : 4 Oct 2005

Updated 26 July 2011:- Speeds & limitations reduced as EASA AD 2011-0089 & BE-035/30/2010, Type approval holder changed.

Last update 5 July 2012:- Rudder deflections corrected as per BE-032/92