

# BGA glider data sheet - Standard Cirrus (fixed TP & elevator model)

See separate sheet for the all moving TP model.

Data source: Flight Manual

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Manufacturer: VTC Yugoslavia

UK Agent: Southern Sailplanes

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## Weighing Data:

	Kg	Pounds
Max weight (with or without water) No tips, non aerobatic, non cloud flying	390	860
Max weight 15M semi aerobatic & cloud flying	330	728
Max weight 16 meter (B version) & 15 meter version with winglets	350	772
Max weight of non lifting components (everything except wings) Except 16 M "B" version, see below	240	529
BGA concession non-aerobatic max weight of non lifting components [+5%] Except 16 M "B" version, see below	252	555
Max pilot weight (seat load)	110	242

mm

Forward C of G limit (aft of datum)	280	
Aft C of G limit (aft of datum)	420	
Pilot position (forward of datum)	440	

## Control deflections in mm

	Up	Down	Distance - hinge to measuring point	Max free play
Ailerons	61- 76	28-38	147	3
Elevator	44- 54	44-54	162	
Rudder	Left 130- 155	Right 180- 210	350	

Max for & aft play of wing tip 30 mm total. Fit washers at root 13,95 mm ID 0,3 - 0,5mm thick.

The Max weight of non lifting parts with 16 M span is increased from the original 220 Kg to 233 Kg if 1.25 Kg weights are added to each wing, see TN 278-39. The BGA 5% non aerobatic concession will then apply.

Longitudinal datum: Wing root LE

Horizontal datum: Rear fuselage top 1000:51 tail down

Distance "a" main wheel aft of datum 122mm. Distance "b" main wheel to tail skid 3960mm.

## Maximum speeds

	Knots	Kph
VNE	119	220
Rough air	119	220
Rough air G81	90	167
Aerotow	81	150

	Knots	Kph
Winch / auto tow	65	120
Airbrakes open	119	220
Manoeuvre	92	170

Max winch weak link: 500 Kg (BGA figure 600 Kg, Blue) Tyre pressure: 36 psi, 2,5 bar

Semi aerobatic and cloud flying permitted without water ballast, 15M span (no winglets) & max weight 330 Kg (728 lb). Otherwise non-aerobatic and no cloud flying.

Use under-wing statics for the ASI. Use nose statics for varios.

As far as is known only VTC/Jastrebov in Yugoslavia made Standard Cirruses with fixed TPs, which they called the Standard CirrusG/81. This "G" is not to be confused with Grob built gliders which had serial numbers with a "G" suffix.

This sheet compiled by: Tim Macfadyen

Last update: 2 Jan 08 (TN 278-39 weight changes)