

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

See separate sheet for the all moving TP model.

Data source: Flight Manual

Date of issue: May 1986

Manufacturer: VTC Yugoslavia

UK Agent: Southern Sailplanes

Phone: 0148 871774

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 varicos.

As far as is known only VTC/Jastre 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)