

BGA glider data sheet – Standard Cirrus (all moving TP models)

See separate sheet for the fixed tailplane and elevator version.

Data source: Flight Manual

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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	Inches

Forward C of G limit (aft of datum)	250	9.8
Aft C of G limit (aft of datum)	400	15.7
Pilot position (forward of datum)	440	17.3

Control deflections in mm

	Up	Down	Distance - hinge to measuring point	Max free play
Ailerons	61- 76	28-38	147	3
Elevator	55- 75	40-55	287	8 at centre
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. Max elevator free play for & aft at tip 4mm. Max elevator free play vertically at tip 3mm. Change brass TP mounting bushes in fin as necessary.				

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
Aerotow	81	150
Aerotow Cirrus 75	91	169

	Knots	Kph
Winch / auto tow	65	120
Airbrakes open	119	220
Manoeuvre	92	170
Manoeuvre Cirrus 75	91	169

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.

The Series II Std Cirrus had more washout than the Series I. This change occurred early in production (1970?). The Cirrus 75 (introduced 1975) had a pointed nose and wing root TE fairings, both of these Mods were retrofitted to some earlier models.

Standard Cirruses were built by Schempp-Hirth, Grob, VTC/Jastrebn in Yugoslavia and Lanaverre in France. Grob models have a 'G' suffix to their serial numbers, VTC models have a 'G' after the name, and also can use the suffix 81, i.e., Cirrus G/81 where the '81' denotes the type and year of introduction.

This sheet compiled by: Tim Macfadyen

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