

BGA glider data sheet - Pegasus - Centrair 101 & 101A

Data source: Manufacturers' Handbook Date:1987

Manufacturer: Centrair e mail: sncentrair@aol.com

Weighing Data:

	Kg	Pounds
Max weight (dry) no tanks in wings	363	800
BGA concession non-aerobatic max weight (dry) without tanks [+3%]	374	824
Max weight dry with tanks in wings	368	811
BGA concession non-aerobatic max weight (dry) with tanks [+3%]	379	836
Max weight with water	455	1003
Max weight of non lifting components (everything except wings)	235	518
BGA concession non-aerobatic max weight of non lifting components [+5%]	247	544
Max pilot weight (seat load)	110	242

mm Inches

Forward C of G limit (aft of datum)	230	9.06
Aft C of G limit (aft of datum)	375	14.76
Pilot position (forward of datum)	650	25.59

Longitudinal datum: Wing root LE (not the fairing).

Horizontal datum: Rear fuselage top 1000:45 tail down

Maximum speeds

	Kph	Knots		Kph	Knots
VNE	250	135	Aerotow* (Vt)	170*	92*
Rough air * (Vra)	170*	92*	Winch / auto tow	120	65
Manoeuvre* (Va)	170*	92*	U/C down	170	92

*Serial Nos 101001 to 101039 plus 101041, which have not had Centrair Major Mod 101-02, (DGAC AD 93-145R1(A)) incorporated, have Vra, Va and Vt decreased to 163kph / 88kt.

Max winch weak link: 600 Kg [Blue] Tyre pressure: 2.6 - 3.4 Bars

Non aerobatic.

Each 1Kg lead weight in the nose reduces the min pilot weight by 2 Kg.

This sheet compiled by: Tim Macfadyen

Updated 4 Nov 2007 Speeds corrected as per DGAC AD 93-145 (A)

Update 5 April 2017 Changed to non aerobatic, in line with the flight manual, from semi aerobatic which was previously permitted by the BGA. Decision of the BGA Technical Committee 1 April 2017.

Updated 11 Sept 2017 Speeds corrected as per DGAC AD 93-145 R1 (A)

Updated 30 March 2018 Control deflections changed to mm for ease of measuring. Data from TCDS.

Control deflections in mm

	Up	Down	Distance - hinge to measuring point	Max free play
Ailerons	57,1 ±5,1	36,5 ±5,2	150	
Elevator	60 ±10	50 ±5	160	
Rudder	Left 160±15	Right 160±15	310	