

BG2 ISSUE 1 SLINGSBY T.59.D 21 April 1972

CIVIL AVIATION AUTHORITY

TYPE CERTIFICATE DATA SHEET NO. BG2

This data sheet is part of CAA Type Certificate Number BG2 and gives the basis upon which the Certificate was issued, together with other information to define the product.

Aircraft Manufacturer	:	Slingsby Sailplanes Kirkbymoorside Yorkshire
Class of Aircraft	:	Glider
Type to which Certificate relates	:	Slingsby T.59
Approved variants	:	Series D approved 9th September 1971

CERTIFICATION BASIS

The requirements which formed the basis for certification of the type design are the OSTIV Airworthiness Requirements For Sailplanes issued September 1971. This is in conformity with BCAR Section E Chapter E1-1 Para 5.1 and is regarded as providing an equivalent level of airworthiness as BCAR Section E.

CONTROL MOVEMENTS

Elevators	:	up 16.5° down 16.5°
Rudder	:	right 28° left 28°
*Ailerons	:	up 27° down 20°
Flaps	:	up 8° down 35°
Air Brakes	:	$4.45'' \pm 0.20''$ above upper surface of wing

*A flap/aileron mixer unit provides aileron droop with some selected flap positions.

LIMITATIONS

Airspeed limits	:	Never exceed speed (V_{NE})	135 knots IAS
		Maximum Air Brake operating speed (V_{BS})	135 knots IAS
		Maximum Aero Tow speed (V_T)	81 knots IAS
		Maximum Winch/Auto Tow speed (V_W)	70 knots IAS
		Maximum Rough Air Speed	105 knots IAS
		Maximum Speed with Flap Setting	
		-2 up	135 knots IAS
		-1 up	135 knots IAS
		0	108 knots IAS
		+1 down	108 knots IAS
		+2 down	81 knots IAS
		+2 with Landing Flap	65 knots IAS

WEIGHTS

Max. Take Off weight with water ballast		1040 lbs
Max. Take Off weight without water ballast		960 lbs
Max. Landing weight with or without water ballast		960 lbs
Centre of Gravity Range	:	from 11.5" to 14.76" aft of datum
Centre of Gravity Datum	:	The datum is defined as the wing root leading edge with the top of the rear fuselage reading 2.5° tail down
Number of Seats	:	One
Baggage	:	Carriage not permitted
Design maximum load factors	:	+ 5.30 g to - 2.65 g
Manoeuvres	:	Tight turns up to 3½ g and spins Aerobatics not permitted
Towing cable weak link	:	the breaking load of the weak link in the towing cable must not exceed 1000 lb
Miscellaneous	:	(a) flight by night is prohibited (b) cloud flying permitted (c) the glider must be painted white

AIRWORTHINESS CATEGORY

UK : Private Category

EQUIPMENT

The following approved instruments and equipment are required:

- (a) Safety harness
- (b) Air speed indicator
- (c) Altimeter
- (d) Turn and bank indicator

PLACARDS

The following must be placarded in full view of the pilot:

- (a)

Max. Rough Air	105 knots IAS
Max. Aero Tow	81 knots IAS
Max. Winch/Auto Tow	70 knots IAS
Max. Airbrakes Open	135 knots IAS
- (b)

<u>Flap Setting</u>	<u>Speed Vne</u>
+2 & Landing Flap Down	65 knots
+2 Down	81 knots
+1 Down	108 knots
0	108 knots
-1 Up	135 knots
-2 Up	135 knots
- (c) Weak link 1000 lbs
- (d) Non Aerobatic
Cloud Flying — Turn/Slip fitted