

BGA glider data sheet - Eagle 2 & 3 (T.42A&B)

Data source: The world's Sailplanes Vol 1 & BGA data

Date of issue: 1962

Manufacturer: Slingsby

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Weighing Data:

	Kg	Pounds
Max weight	567	1250
BGA concession non-aerobatic max weight (dry)	612	1350
Max pilot weight (seat load)		

mm inches

Forward C of G limit (aft of datum)	317	12.5
Aft C of G limit (aft of datum)	473	18.63
Front pilot position (forward) Eagle 2	802	31.6
Rear pilot position (forward) Eagle 2	122	4.8
Front pilot position (forward) Eagle 3	955	37.6
Rear pilot position (forward) Eagle 3	30	1.2

Control deflections in mm

	Up	Down	Measuring point
Ailerons*	140-160	45-55	Measured at TE root
Elevator	230-210	230-210	Measured at TE root
Trim			
Rudder	Left & Right 28.4°		At TE
*Aileron droop 5mm±2 both ailerons			

Longitudinal datum: Wing root LE

Horizontal datum: Rear fuselage top 1° 5^{secs} (18.9:1000) rear down

Maximum speeds

	Knots	Kph
VNE	118	218
Rough air	70	130

	Knots	Kph
Aerotow	70	130
Winch / auto tow	70	130

Max winch weak link: 600 Kg (Blue)

Tyre pressure: 45 - 50 psi

Semi aerobatic - Cloud flying permitted

Notes: -

Span Eagle 1 & 2, 17.86 meters, Eagle 3, 17.728 meters

The T42 Eagle 1 was the first prototype, it had the airbrakes in the centre section.

The T42A Eagle 2 was the second prototype, it had the airbrakes moved to the outer wings

The T42B Eagle 3 was the production version with the cockpits moved forward to avoid the cut-out in the centre section LE.

The T55 Eagle 4 ("Regal Eagle") was a 20 meter version, the only one made was burnt in the Slingsby fire.

This sheet compiled by: Tim Macfadyen Date: 16 May 2002

Amendment 20 June 2013, horizontal datum added

Amendment 5 Aug 2013, Eagle 3 weighing data added