

## BGA glider data sheet - Kestrel 17 (T.59A & E)

Data source: Pilots Notes/Operators Handbook      Date of issue: 1973

Manufacturer: Slingsby      Phone: 01751 432474

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Link to mandatory mods:

### Weighing Data:

	Kg	Pounds
Max weight with water	408	900
Max weight (dry)	408	900
BGA concession non-aerobatic max weight [+3%]	420	926
Max pilot weight (seat load)		
Max water (tank size)	73	160

### Control deflections in mm (or degrees where marked °)

	Up	Down	Measuring point	Max free play
Elevator	16.5° ±1.5°	16.5° ±1.5°	Inboard end	1 Total
Airbrakes	113±5		At tip	
Rudder	Left & right 160±20		Bottom TE	6 Total
Ailerons with flaps neutral	20°±2°	10°±2°	Ailerons	1,5 Total

	mm	Inches
Forward C of G limit (aft of datum)	285	11.21
Aft C of G limit (aft of datum)	380	14.93
Pilot position (forward of datum)	445	17.5

Flap setting	Flaps	Ailerons	Flaps 3 Total
-2	-8°±1°	-8°±1°	
0	0°±1° 8°±1° up 4°±1° down with full aileron	0°+1°-2°	
+2	12°±1°	10°±1°	
Landing flap & +2	35°±2°		

T.59A is CAA certified. T.59E is BGA certified.

Longitudinal datum: Wing root LE 500mm from the fuselage centre

Horizontal datum: Rear fuselage top 2.5 degrees tail down

The main wheel is 2.2 inches behind datum. The tail wheel is 163 inches behind the main wheel.

Trim set full forward, force to hold stick full back 5 lb min. Trim set full back, force to hold stick full forward 4.5 lb min.

### Maximum speeds

	Knots	Kph
VNE (Flaps -2 or -1)	117	217
Rough air	105	195
Aerotow	81	150
Winch / auto tow	70	130
Gear down	105	195

	Knots	Kph
Airbrakes open	117	217
Flaps 0 & +1	108	200
Flaps + 2	81	150
½ Landing flap	70	130
Landing Flap	65	120

Max winch weak link: 1000 lb (450 Kg)      BGA figure 600 Kg (Blue)

Tyre pressure: Main wheel 40 - 45 PSI      Tail wheel 17 PSI

Aerobatics prohibited. Cloud flying permitted

### Notes: -

This sheet compiled by: Tim Macfadyen      Last update: 2 September 2006 (minor clarifications)