

# BGA glider data sheet - Nimbus 2b

Data source: Flight Manual & BGA data

Date: 1974

Manufacturer: Schempp Hirth, Flugzeugbau GmbH, Postfach 1443, D-73222 Kirchheim/Teck, Germany  
 Phone: 00 49 7021 7298-0 Fax: 00 49 7021 7298-199 www.schempp-hirth.com

UK Agent: Southern Sailplanes

Phone: 0148 871774

Fax:

## Weighing Data:

	Kg	Pounds
Max weight with water (Increased by TN 286/8)	580	1278
Max weight (dry) & max landing	475	1047
BGA concession non-aerobatic max weight (dry) [+3%]	489	1079
Max weight of non lifting components (Increased by TN 286/22)	250	551
BGA concession non-aerobatic max weight of non lifting components [+5%]	262	579
Max pilot weight (seat load)	110	242
	mm	Inches
Forward C of G limit (aft of datum)	290	11.4
Aft C of G limit (aft of datum)	420	16.5
Pilot position (forward of datum)	570	22.4

## Control deflections in mm

	Up	Down	Distance - hinge to measuring point	Max free play
Ailerons (Flaps 0)	51 - 66	19 - 27	140	3 mm total
Elevator	44 - 54	44 - 54	162	
Rudder	Left & Right 235 - 275		450	
Flaps	Max up 19 - 24 Max down 25-35		163	3 mm total

The above deflections apply to S/N 1 to 85,  
87 to 103 and 110. Technical Note 286-11

Longitudinal datum: Wing root LE root rib 1.

Horizontal datum: Rear fuselage top 1000:45 tail down

## Maximum speeds (IAS)

	Knots	Kph
VNE	146	270
Rough air	86	160
Manoeuvre	86	160
Winch / auto tow	65	120

	Knots	Kph
Aerotow	86	160
U/C down	146	270
Brakes open	146	270
Flaps +6, +10, 7 Landing	86	160

## VNE at altitude

Height - feet	Knots	Kph
0 - 9800	146	270
9800 - 19700	113	209
19700 - 32800	89	165

Max winch weak link: Blue 600 Kg (BGA figure Red 750 Kg)

Tyre pressure: 50 psi (3.5 Bar) Tail 22 psi (1.5 Bar)

Semi aerobatic, cloud flying permitted

The Nimbus 2a has an all moving tailplane. The 2b has a conventional tailplane. The 2c has trailing edge airbrakes and higher gross weight, it is available with (lighter) carbon fibre wings. All are 20.3 M span.

This sheet compiled by: Tim Macfadyen/Doug Jones

Last update: 20 April 2008 (TN 286-11 control deflections applied)