

BGA glider data sheet - Nimbus 4T (single seat "turbo" 26.4 meter span)

Data source: BGA data sheet

Date of issue:

Manufacturer: Schempp Hirth, Flugzeugbau GmbH, Postfach 1443, D-73222 Kirchheim/Teck, Germany
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Phone: 0148 871774

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Weighing Data:

Control deflections in mm

	Kg	Pounds
Max weight (with water)	800	1764
Max landing weight	750	1654
Max pilot weight (seat load)	110	242
Max weight of non lifting components (everything except wings)		
	mm	Inches
Forward C of G limit (aft of datum)		
Aft C of G limit (aft)		
Pilot (forward of datum)		
Each standard nose weight reduced min pilot weight by Kg.		

	Up	Down	Distance - hinge to measuring point	Max free play
Ailerons Flaps +2				mm total
Elevator				mm total
Rudder	Left	Right		
Flaps -2 0 L L & brakes	Up down down			mm total
Spoileron	up			
Measure spoileron with flaps L and full aileron				

Longitudinal datum: Wing root LE root rib. Horizontal datum: Rear fuselage top 1000: tail down

The main wheel is mm aft of datum (a). Main wheel to tail skid (b) mm. Main wheel to tail wheel is mm.

The fuel is mm aft. Upper tank litres (useable), lower tank litres (useable).

The fin tank is mm aft, max capacity Kg. Engine is mm aft of datum. Max fore & aft play of wing tip mm

Maximum speeds

Controls Weights

	Knots	Kph
VNE	154	285
Rough air	97	180
Aerotow	97	180
U/C down	97	180
Winch / auto tow	81	150
Flaps +2, +1 & 0		
Flaps "L"		
Engine out		

VNE at altitude		
Height in feet	Knots	Kph
10 000		
13 000		
16 500		
20 000		
23 000		
26 000		
29 500		
33 000		
39 500		

	Weight Kg	Balance cm Kg
Rudder		
Elevator without fitting		
Flap		
Inboard aileron		
Middle aileron		
Outboard aileron		
Tip aileron		

Engine limitations

Max cylinder head temp	°C
Max engine speed	RPM

Max winch weak link: 1040 daN (black)

Tyre pressures: Main 57 psi (4 Bar) Tail 43 psi (3 bar)

Non aerobatic, intentional spinning prohibited. Cloud flying is permitted.

Fuel is 2-stroke min RON 96. Fuel oil mixture 30:1. Oil is Castrol Super TT two stroke oil.

Brake fluid SAE - J 1703 or US specification FMVVS 116, DOT 3 resp. DOT 4

This sheet compiled by: Tim Macfadyen

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