

BGA glider data sheet - Libelle Standard (Glasflügel 201B)

See separate sheet for Standard Libelle (201)

Data source : Manufacturers' handbook

Date of issue: 1973

Manufacturer: Glasflügel Agent., Hansjorg Streifeneder, Glasfaser-Flügzeug-Service, Hofner Weg, D-72582 Grabbenstetten, Germany Web: www.streifly.de Tel 0049 7382 1032 and email: streifly@aol.com

Weighing Data:

	Kg	Pounds
Max weight (with or without water)	350	772
Follman 17 meter modification. Max weight (with or without water)	372	820
Max pilot weight (seat load)	110	242
Max weight of non-lifting components (everything except wings)	210	462
BGA concession non-aerobatic max weight of non-lifting components [+5%]	221	486

mm

Forward C of G limit (aft of datum)	245	
Aft C of G limit (aft of datum)	350	
Pilot position (forward of datum)	Max	400
	Min	300

Control deflections in degrees

	Up	Down	Max free play
Ailerons	20° ±1°	11° ±1°	
Elevator	18° ±1°	18° ±1°	
Rudder	Left 25° ±1°	Right 25° ±1°	

Longitudinal datum: Wing LE 425mm from fuselage centre line

Horizontal datum: Rear fuselage top 1000:70 tail down

Distance of main wheel behind datum ("a") 120mm. Distance from main wheel to tail wheel ("b") 3820mm.

Maximum speeds

	Knots	Kph
VNE	135	250
Rough air	81	150
Aerotow	81	150

	Knots	Kph
Manoeuvre	81	150
Winch / auto tow	65	120
Airbrakes out	124	230

"Follman" 17 meter modification. Max speeds are unchanged.

"Follman" Split (landing) flap modification Max speed with flap lowered 65kts 120Kph Max Flap deflection 41°.

Control surface mass and mass balance must remain within 2% of their original values.

Max winch weak link: Tost white (BGA approved Mod 600 Kg, Tost blue)

Tyre pressures: Main & tail wheel 36 psi (2,5 Bar), Main 44 psi (3.0 Bar) with water ballast

BGA classification - Semi aerobatic (without water-ballast), cloud flying permitted.

NOTE Production numbers 1-321 were designated Libelle 201 (they did not have water ballast). Numbers 322 onwards were designated Libelle 201B, they could carry water ballast. It is possible to add a Glasflügel water ballast kit (drawings 201-60-11 & 201-60-12) to a Libelle 201 and change the ASI markings and placarded speeds, it then becomes a Libelle 201B.

This sheet compiled by: Tim Macfadyen update: 12 June 2008 (Dry weight limitations deleted as per LBA certification and above note added). VNE changed to 135 knots as per TCDS and Flight manual 9 April 2019.