

## BGA glider data sheet - Puchacz SZD-50-3

Data source: Flight Manual    Date of issue: Dec 1985 and TCDS

Manufacturer: PZL (Poland)                      UK Agent?

### Weighing Data:

	Kg	Pounds
Max weight	570	1256
BGA concession non-aerobatic max weight [+3%]	587	1294
Max weight inverted	540	1190
Max pilot weight (seat load)	110	242
Max front pilot weight inverted	95	209
Max load in luggage compartment	20	44
BGA concession non-aerobatic max weight of non-lifting components +5% on handbook values		

mm

Forward C of G limit (aft of datum)	92
Forward C of G limit inverted (aft of datum)	133
Aft C of G limit (aft of datum)	333
Aft C of G limit for flick rolls (aft of datum)	204
Front pilot pos. (forward of datum)*	1270*
Rear pilot pos. (forward of datum)*	137*

### Control deflections in mm

	Up	Down	Measuring point
Ailerons	108/120	54/60	Inboard end
Elevator	198/213	146/159	Inboard end
Rudder	513/540 Both ways		Base
Trim Up to serial No 1081	32/38	72/78	Inboard end
Trim From serial No 1082	28/30	73.5/75.5	Inboard end

\*The flight manual, pages 2-9 & 2-10 quotes different pilot positions for different pilot weights with and without cushions ("pillows"). The figures quoted here are for general use and assume no cushions and a minimum weight front pilot, the most safety critical case.

Longitudinal datum: Wing root LE                      Horizontal datum: Datum points on rear fuselage or wing root rib level, using a clear plastic tube filled with water as a level.

This is equivalent to the rear fuselage top 1000:40 **Tail up**. Ref Gavin Short Dartmoor Gliding Society 8 Feb 2026.

### Maximum speeds

	Knots	Kph
VNE	116	215
VNE inverted	97	180
Rough air	86	160
Manoeuvre	81	150

	Knots	Kph
Aerotow	81	150
Winch / auto tow	59	110
Airbrakes open	116	215

Max winch weak link: 758 Kg (Tost Red)

Tyre pressures: Front 17 psi (1, 2 Bar), Main 43 psi (3 Bar), Rear 36 psi (2,5 bar)

Semi/fully aerobatic - see weight limits    Cloud flying permitted

CAIR Aviation "Ottfur" hook(s) may be fitted in place of the original hooks.

This sheet compiled by: Tim Macfadyen                      Weighing method amended 8 Feb 2026 Ref Gavin Short

Update, 9 April 2009, pilot positions corrected. Update 27 April 2009 CAIR Aviation hooks added.

Updated 20 Dec 2010. Minor corrections to C of G limits & BGA concession on non-aerobatic max weight of non-lifting components added (previously omitted in error.)

Update 19/5/2016 Main wheel tyre pressure in Bars corrected. 28/11/2011 Control deflections corrected as per the TCDS