

BGA glider data sheet - T.49b (Capstan)

Data source: Pilots notes

Date of issue: 1964

Manufacturer: Slingsby

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Weighing Data:

	Kg	Pounds
Max weight (dry)	567	1250
BGA concession non-aerobatic max weight (dry) [+3%]	584	1288
Max pilot weight (seat load)	110	242
	mm	inches
Forward C of G limit (aft of datum)	450	17.7
Aft C of G limit (aft of datum)	655	25.8
Pilot position (forward of datum) Seat fully back	419	16.5
Pilot position (forward of datum) Seat fully forward	510	20.1

Control deflections in mm

	Up	Down	Measuring point	Cable tension
Ailerons	98 ±5	60 ±4	Measured at TE root	40-50 lb
Elevator	165 ±10	180 ±10	Measured at TE root	40-50 lb
Trim	28 min	36 min	At TE	
Rudder	Left 370 ±10	Right 370 ±10	At TE	
Airbrakes	215 min			

Longitudinal datum: Wing root LE

Horizontal datum: Fuselage top between 3 and 8 feet forward of lifting handles $2\frac{1}{3}^\circ \pm \frac{1}{4}^\circ$ nose down

Maximum speeds

	Knots	Kph
VNE	111	205
Rough air	76	141
Manoeuvre	76	141

	Knots	Kph
Aerotow	76	141
Winch / auto tow	66	122
Airbrakes open	111	205

Max winch weak link with the standard hook: 1000 lb (BGA figure 600 Kg Tost blue),

Max winch weak link where a belly hook is fitted 750 kg (Tost red).

Tyre pressure: 45 - 50 psi

Semi aerobatic - Cloud flying permitted

Speeds & C of G limits for the prototype (T.49A) are different

Note:- The pitot tube must protrude 2 to 3 inches from the nose to avoid serious position errors.

This sheet compiled by: Tim Macfadyen/Dave Bullock

Last update: 24 April 2016 (Pitot tube note).