

Schweizer SGS 2-32, N9864E Information Sheet

Pilots are required to read the glider Flight – Erection – Maintenance Manual themselves. The following is summary information that comes from the manual and other documents.

Special Notes:

Solo flight is from the front seat only. Minimum Pilot weight 163 lbs.

The aircraft spins easily; Spin recovery requires that the stick be pushed well forward of neutral and full opposite rudder to stop rotation. **Simple relaxation of the control stick is not sufficient for recovery!!** Pilots with little or no spin training should not attempt spins in the 2-32 without prior dual training with a qualified instructor.

L/d is 34-1. Minimum Sink, Best Glide and Stall speeds vary by weight.

Weight:	1020#	1200#	1340#	1430#
Stall:	41 mph	44 mph	46 mph	47 mph
Min Sink:	44 mph	50 mph	52 mph	54 mph
Best L/d:	55 mph	59 mph	63.5 mph	66.5 mph

Takeoff: This is a heavy aircraft that requires a greater than normal airspeed before initiating rotation. A too low a take-off speed will cause a hard bumping of the tail wheel on the runway. Lift off between 45-50 mph.

Aero Tow: A minimum of 60 mph IAS in the sailplane is recommended for best control.

Thermals: Thermal speed can be reduced at lower weights. Recommended minimum thermal speed at max gross weight and 45 degrees of bank is 60 mph.

Landing: This is a heavy aircraft that loses speed quickly during the landing flare. Maintain full approach speed of 65 mph plus the wind addition until the flare and do not flare too high. It is good practice to add 1 mph to 65 mph for each mph of headwind.

Critical Airspeeds

	Class I, Max GW 1340#	Class II, Max GW 1430#
Stall Speed	46	47
Minimum Sink	52	54
Best L/d	63	67
Thermal @ 45 deg bank	57	60
Minimum Approach Speed	65 + wind	65 + wind
Maneuvering Speed	95	98
Max Aero Tow	120	110
Max Speed (Vne) Spoilers Open	158	139
Max Speed (Vne) Spoilers Closed	150	139

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W & B Information:

Aircraft empty weight is 930 lbs at 114.2 inches aft of datum. Pilot station is 61.88 in aft of datum and Passenger station is 88.88 in aft of datum. The glider has two categories “Class I, High Performance” and “Class II, Utility”. It is best to always consider flight in the Utility category as those restrictions to speed and gust loads are lower. Max GW of the glider is 1430 lbs allowing 500 lbs useful load. Careful attention to weight and balance at high gross weight is critical to not exceed aft CG or Max GW.

Minimum Solo Pilot Weight 163 lbs.

Max Payload, Class II, Utility Category: 500 lbs

Max Payload, Class I, High Performance: 410 lbs

Allowable Flight CG Range: Below 1340 lbs, 101.08 – 106.38

Between 1340 lbs – 1430 lbs, 101.08 – 105.18

Basic W&B Computation

	Weight	Arm	Moment
Basic Aircraft	930	114.2	106,208.5
Front Pilot	225	61.88	13,923.0
Aft Pilot	275	88.88	24,442.0
Totals	1430		144,573.48
Flight CG (Total Momt/Total Weight)	Max Gross Weight	101.10 Max Aft CG Limit	

Compute your own Flight W & B

	Weight	Arm	Moment
Basic Aircraft	930	114.2	106,208.5
Front Pilot		61.88	
Aft Pilot		88.88	
Totals			
Flight CG (Total Moment/Total Weight)			