



# *Schweizer SGS 2-32 Pilot Briefing*

Pilot Name:

The 2-32 is a 17-meter sailplane and was once the world's highest-performance production multi-seater, and has been a prolific record-setter. In the late 1960's and through the 1970's the design held many world and national records for speed over 100, 300 and 500 km courses, as well as a variety of distance, out-and-return and altitude records for both men and women.

This briefing will give you an idea of what to expect from this wonderful aircraft. However, your flight instructor is the key to making this a smooth and enjoyable operation - besides, a checkout by a qualified LESC CFGI is required prior to your first flight in any LESC glider. The following notes will also be helpful and should be digested by the aspiring 2-32 pilot before the actual check out session with their instructor. The experience required to fly LESC's 2-32 (and all of LESC's gliders for that matter) is described in the [LESC Standard Operating Procedures](#).

Obtain a copy of the [2-32 Flight Manual](#). Memorize the airspeeds for minimum sink and best glide for each flight. You will notice that the 2-32 has more factors to consider than other gliders you may have flown. Consider proper approach speeds for varying surface winds and turbulence.

There are some features of the 2-32 that are very different from other sailplanes you have flown previously. One of the more obvious is noticed as you walk up to the glider - it's all metal construction. What's not so obvious is it's monocoque construction, which simply put means that there's no frame and the skin is structural. Any dents or tears in the skin or loose/popped rivets render this glider non-airworthy.

You'll find a familiar front cockpit layout. This ship is widely used for 'rides' with the facility of carrying two relatively light and friendly passengers on the bench rear seat. There are 2 separate seat belt arrangements on the rear, one for a single passenger and 2 side-by-side harnesses for use when flying with 2 rear cockpit passengers. The rear stick must be removed when flying with 2 passengers by pulling the safety pin at the base of the stick where it is inserted into the control coupling. Once removed, the stick is stored in a compartment under the rear seat.

The main difference you'll find in the controls is that the glider is a little slower in roll response as compared to most gliders due to the longer wing. These longer wings are something to be aware of during takeoff and landing, especially if there are tall weeds at the edge of the runway. Make sure you are centered in the runway for both takeoff and landing and keep the wings level.

The design features airbrakes and a stabilator (an all-moving horizontal tail) with a flying trim tab. It also has an unusual wing design with wash-in (most aircraft have wash-out) to reduce drag. However, this also makes the glider spin readily and makes it a good spin trainer (much better than the 2-33 which you have to force to spin). While spin recovery is normal, it may take full forward stick and full aft trim to recover with a CG towards the rear limit.

Next is the preflight inspection. If possible, do a dry run on this before your actual check out with your instructor. The [LESC 2-32 Checklist](#) will show you what to check and your instructor will cover the preflight in detail. Pay particular attention to any wrinkles, dents or tears in the skin. Look for loose or popped rivets. At this time be sure you understand the center of gravity and gross weight limitations of your particular glider. If you are flying this ship solo, you will almost certainly need seat ballast under your cushion.

**Never pull the 2-32 by the wingtips!** Moving the glider is best accomplished by pushing the glider behind the wings, in the center of the fuselage, or with the use of a tow vehicle. **Lift the tail by pushing down on the nose bulkhead before turning the glider when ground handling!**

The spoilers are quite effective and cause the nose to pitch down. You will need to become familiar with the spoilers before it's time to land.

The 2-32 with its wing design is less forgiving of skidded turns and more susceptible to spins.

**List the appropriate performance limitations and speeds (in MPH)**

N2779Z Empty Weight: \_\_\_\_\_

N2779Z Empty CG: \_\_\_\_\_

| Class                        | Class I | Class II |
|------------------------------|---------|----------|
| Mass Gross Weight            |         |          |
| Forward CG Limit             |         |          |
| Aft CG Limit                 |         |          |
| Maximum Positive Load Factor |         |          |
| Maximum Negative Load Factor |         |          |
| Best L/D                     |         |          |
| Vne, dive brakes closed      |         |          |
| Vne, dive brakes open        |         |          |
| Vm                           |         |          |
| Pattern speed                |         |          |
| Maximum Aero Tow Speed       |         |          |
| Maximum Ground Launch Speed  |         |          |
| N2779Z Useable Load          |         |          |

| Flying Weight               | 1020 lbs. | 1200 lbs. | 1340 lbs. | 1430 lbs. |
|-----------------------------|-----------|-----------|-----------|-----------|
| Wing Loading                |           |           |           |           |
| Vs – Level Flight           |           |           |           |           |
| Vs – 30° Bank               |           |           |           |           |
| Vs – 45° Bank               |           |           |           |           |
| Vs – 60° Bank               |           |           |           |           |
| Minimum Sink Speed          |           |           |           |           |
| Sink Rate (FPM) @ Min. Sink |           |           |           |           |
| Best L/D Speed              |           |           |           |           |
| Sink Rate (FPM) @ best L/D  |           |           |           |           |