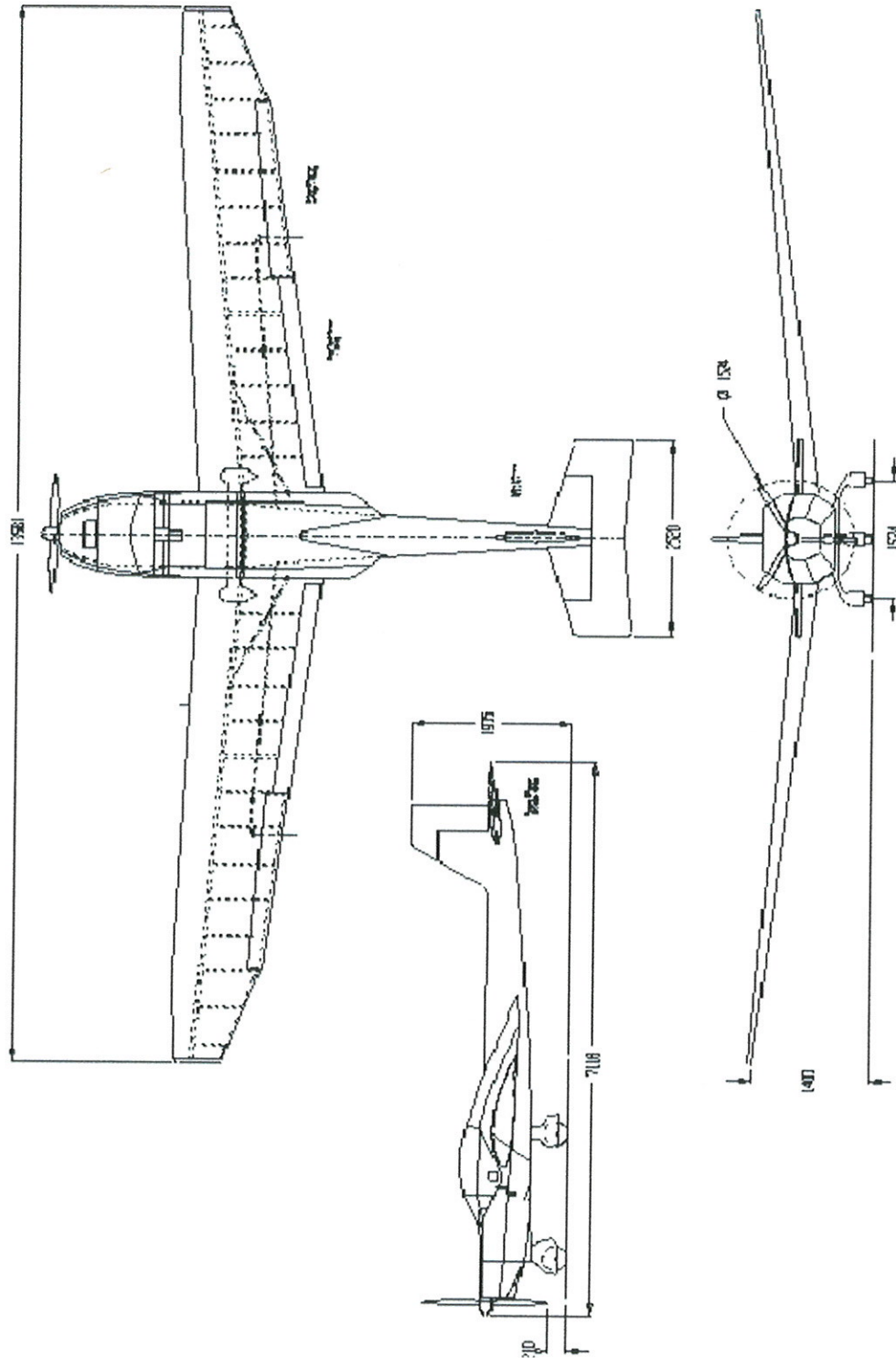


## Chevron 2-32C General Arrangement



# Chevvron 2-32

## Ultraleichter Motorsegler

für Leute, die die Thermik lieben

[Probefliegen](#)

\* doppelsitzig, nebeneinander

[technische Daten](#)

\* DAeC Musterzulassung

\* Konstr.:freitragend; CFK, GFK,

KFK

\* Motor: König 4 Zyl. Stern

\* Spannweite: 13,40

m

\* Gleitzahl :17

\* Reisegeschwindigkeit 90

km/h

\* Treibstoffverbrauch: 9 ltr/h

Vertretung der Firma Aviation Enterprises  
in Deutschland

ULTRA-LEICHT-FLUG

Borgstedter Weg 19

24782 Rickert Tel./Fax.: 04357 654

[e-mail mwalimu.uwe@t-online.de](mailto:mwalimu.uwe@t-online.de)

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# Chevvron 2-32

## Technische Daten

<p><b>Flugleistungen</b>  Sinkrate bei Motor aus  bei 0° Klappen 65 km/h(35  KT) 1,4 m/s  bei 85° Störklappen 83 km/h(45  KT) 6,0 m/s  Rollrate von 30° zu 30° bei 74 km/h  (40 KT) 3,5 s  Gleitzahl bei Motor aus 0° Klappen  17  bei vollaktivierte Störklappen 4  Startstrecke 0°  bis 15 m Höhe 230 m  bis zum Abheben 100 m</p>	<p><b>Geschwindigkeiten</b>  bei max. Abflugmasse 390 kg  Reisegeschwindigkeit 90 km/h   Stallgeschwindigkeit Motor aus 61 km/h  mit einer Person 50 km/h  Stallgeschwindigkeit Motor an 60 km/h  mit einer Person 48 km/h  (Störklappen haben keinen Einfluß auf die  Stallgeschwindigkeit)   Beste Steiggeschwindigkeit 68 km/h  mit einer Person 65 km/h  Abhebegeschwindigkeit 60 km/h  mit einer Person 56 km/h</p>
<p><b>Abmessungen</b>  Länge 6,86 m  Höhe am Leitwerk 1,52 m  Spannweite 13,40 m  Profil 16% laminar, max. ca.1,4</p>	<p><b>Motordaten</b>  Typ König,  4-Zylinder- Stern  Hubraum 570 cm<sup>3</sup>  Leistung 23,8 kW (32 PS)  max. Drehzahl 4400 U/min  Dauerdrehzahl 4200 U/min</p>
<p><b>Treibstoffverbrauch</b>  bei 70% Leistung 93 km/h (50  Kt) 9,0 l/h  bei 100% Leistung 120 km/h (65  Kt) 13,5 l/h</p>	

[Chevvron 2-32](#)
[Probefliegen](#)
[Vertrieb](#)
[Bilder](#)
[Preise](#)

DIMENSIONS	feet	metres
Length	22.5	6.86
Height (Top of fin)	5.0	1.52
Wingspan	44	13.4
Wing area sq ft \ sq m	189.4	17.6
Wing loading lb/sq ft \ kg/sqm	5.12	24.9
Aspect Ratio	11	11



The Fully Enclosed Chevron Transporter - acts as a hangar and the aircraft can be rigged by 2 people in about 15 mins



Large Instrument Panel ergonomically arranged.

#### AIRFRAME

The Chevron design is essentially conventional in layout and 3-axis control, making use of advanced carbon, dyneema and glass fibre technology in its construction.

The wings are main spar/D box construction, featuring an advanced laminar flow airfoil section for maximum efficiency. They are fully cantilevered with the spar being joined in the centre section by two hardened steel pins and connected to the fuselage by front and rear stainless steel pick-up pins located in ball joints. A sweepforward of 5 degrees is built in for good downward visibility and easy access while a dihedral of 5 degrees gives excellent lateral stability.

The trailing edge drag flaps are very effective making accurate short landings possible with virtually no float.

The tricycle undercarriage is fitted with large tyres and hydraulic brakes on the mainwheels. The nosewheel is steerable and is linked to the adjustable rudder pedals giving a turning circle within the wingspan. The main wheels are mounted on a low drag glass fibre beam which has integral wheel fairings and is tuned to give a firm but comfortable ride over rough grass. The undercarriage is NOT designed for operation on very rough surfaces and the advice of the manufacturer should be sought if in doubt.

The cockpit is sheathed in Kevlar or later in Carbon/dyneema cloth for impact resistance and is about 40 inches wide at shoulder level. Side-by-side seating keeps the CG within limits throughout the cockpit and fuel load range.

The forward opening carbon fibre framed polycarbonate canopy is hinged to the top of the highly raked windscreen and is fitted with DV windows and fresh air vents. A large instrument panel is provided.

The seating position is semi-prone on fitted cushions with four point harness as standard. Independently adjustable rudder pedals mean that all but the very tallest crew can be accommodated in comfort for long periods. A single centre stick, or optional dual sticks, provide conventional roll and pitch control.

The conventional empennage is mounted on a long rear fuselage to provide a high degree of directional stability.

The fin and rudder remain rigged except for servicing but the large elevator is easily removed for trailing. The whole tail area is exceptionally stiff and affords positive control and stability throughout the flight envelope.

Access panels are provided in the rear fuselage, behind the cockpit, for rigging, inspection and fuelling. Clear inspection windows are positioned where necessary.

The standard 30 ltr fuel tank behind the RH seat is made of impact resistant glass fibre and Kevlar and is fitted with an electric fuel level transmitter and a recessed filler cap. A second 30 ltr tank may be fitted as an option where certification allows or for special approval in the UK. Both tanks are fitted with water drain valves.

**POWERPLANT** Power is provided by a Konig 570cc air-cooled radial 4 cylinder 2 stroke 32 HP engine. Power is absorbed by a three blade carbon/glass fibre composite propeller driven by a toothed belt reduction gear.

The 60" 3 bladed, ground adjustable pitch, propeller is mounted with down and side thrust in order to minimise swing due to prop. wash in the early ground run. The rubber drive belt in the drive chain minimises the risk of crankshaft damage in the event of touching the ground with the propeller.

A solid state magneto single ignition system ensures engine operation independent of the aircraft electrical system.

The high tension coils are mounted in the plug caps so avoiding high tension leads.

A 20 W, 12 v DC generator and voltage regulator are provided for battery recharge.

Induction is through a single Tillotson FO Float bowl carburettors

Cold starting is facilitated by a convention choke control and carb. primer.

HOT AIR may be selected by the pilot to alleviate carburettor icing.

CHEVRON WING SECTION  
CHORDWISE SPLIT 5,15,30,45,65,80,95,100%

~~K~~ 245 — 16.86%

