

Schweizer SA 2 - 37A

Drawn by Martin Simons 1997 ©
From information supplied by Schweizer Aircraft Corp.

Feet

0 1 2 3 4 5 6 7 8 9 10

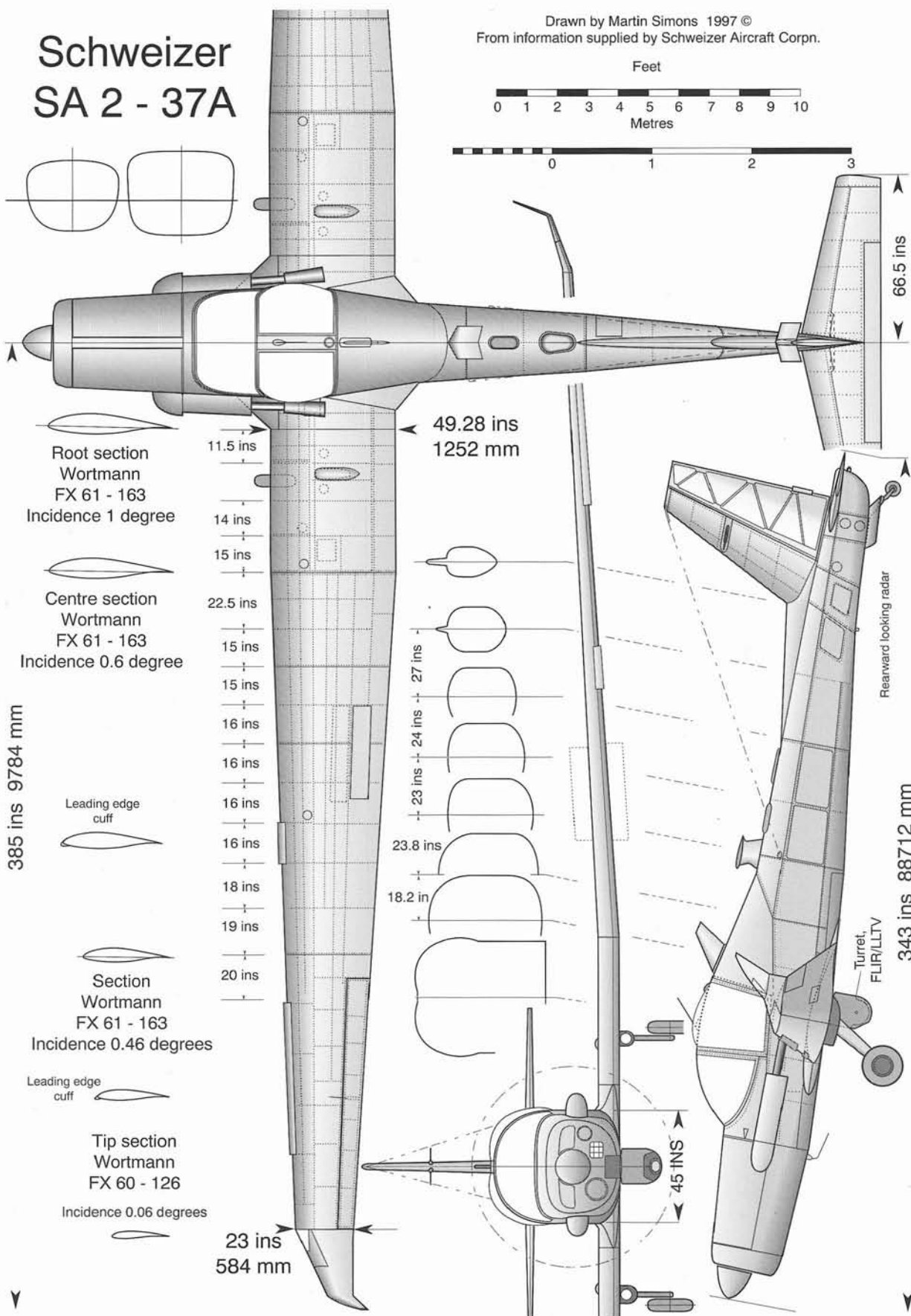
Metres

0

1

2

3



four more 2-37As from another government source. These orders helped to justify the investment made in the motor glider project.

The 2-37As used by the Coast Guard were flown at low altitudes at night, sometimes going out a great distance from the coast. The pilots liked the 2-37A, but they wished that under those conditions they had a spare engine. As a result the Coast Guard asked Schweizer to develop a twin-engine version of the 2-37, and this became the RU-38A. The prototype first flew early in 1995, and is currently under further development. Although it is a twin-engine aeroplane, not designed for soaring, it incorporates many parts originating from its high-efficiency-sailplane heritage. It is expected that further modifications of the basic design will be made to meet other special requirements. Because the 2-37 was designed specifically for the U.S.A.F. training requirement, it does not fit into the motor glider and self-launching sport soaring activities which are growing in the U.S.A.

Schweizer SGM 2-37

Total number built: 12 (plus variants)

Specification

Span	59.5 ft	18.13 m
Length	27.4 ft	8.35 m
Wing area	195.7 ft ²	18.2 m ²
Aspect ratio	18.09	
Aerofoil section	root, Wortmann FX 61-163, tip FX 60-126	
Empty weight	1,260 lb	571.4 kg
Flying weight	1,850 lb	839 kg
Wing loading	6.44 lb/ft ²	31.4 kg/m ²
Best L/D (prop feathered)	1:29	
Minimum rate of sink (prop feathered)	3.17 ft/sec	0.965 m/sec
Engine	112 hp Lycoming O-235-L2C (options: 150 hp Lycoming O-320-E26 or 180 hp Lycoming O-360-A series)	
Propeller	Sensenich (73CK-0-50) (options: McCauley fixed-pitch climbing propeller or Hoffmann HO-V-72 constant-speed feathering propeller)	
Fuel tank, standard	14.2 gal, optional 31.0 gal	
Take-off distance	500 ft (150 m) (grass surface)	
Take-off to clear	50 ft (15.2 m): 1,018 ft, (305.4 m) (grass surface)	
Landing distance over	50 ft (15.2 m) obstacle: 1,266 ft, (380 m) (grass surface)	
Endurance	50% power, no reserve, 3.5 hr	
Cruising speed	75% power, 114 mph 183.5 km/h	

Although the SA 2-37A is not a sailplane, it still uses the basic, efficient sailplane type of wing and the rear fuselage, with modifications, from the SGS 2-32. Note the addition of anti-stall cuffs to the leading edges of the outer wing. The latest version (shown in the drawing on page 214) has winglets but no wheel spats, and carries a great deal of advanced surveillance and detection apparatus.



