



## OUT OF THE YELLOW AND INTO THE BLACK

### Testing the Schweizer TG-7A Motor glider and RG-8A Quiet Reconnaissance Aircraft

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The Schweizer TG-7A Motor glider was procured for the Air Force Academy soaring program and entered service in 1983. Soon it became apparent that it had very undesirable stall/spin characteristics. In 1984 the Air Force Flight Test Center (AFFTC) **TG-7A Stall Tests** program examined these characteristics and developed modifications to improve them. The TG-7A airframe took a turn towards the black by serving as the basis for the Schweizer RG-8A Quiet Reconnaissance Aircraft. In 1985 the AFFTC tested the RG-8A under the SENIOR BAND special access program. However, the USAF tactical reconnaissance community balked at the mission and the program was turned over to the US Army, but with the agreement the USAF would complete the testing beforehand under the **SA 2-37A Airworthiness Evaluation**. Then it became apparent that further improvement to the stall/spin characteristics of both the TG-7A and RG-8A was warranted and Schweizer developed a leading edge cuff modification. The AFFTC tested this modification in 1986 under the **Limited SGM 2-37 Leading Edge Cuff Evaluation**.

This presentation covers the unique flight test challenges and accomplishments of each of these three test programs – a world away from high performance aircraft testing.