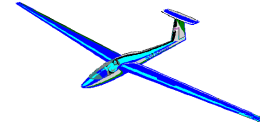


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Safety Is No Accident

GROB G-102 CLUB III

The G-102, Baby Grob as it is affectionately called, is a single seat, T-tail, high performance sailplane. This sailplane is fitted with a non-retractable tandem landing gear, and upper airbrakes.

WEIGHTS - SPEEDS & SPECIFICATIONS

Wingspan - 15 m (49.2')	Empty Weight	573 lbs.
Stall 32 kts. *	Payload	262 lbs.
with airbrakes 34 kts.	Maximum Gross	838 lbs.
Minimum Sink 122 fpm @ 41kts.	Minimum Pilot Weight	
Best Glide 36:1 @ 50 kts.	w/ trim weight	121-154 lbs.
Minimum recommended landing speed 49 kts.	Minimum Pilot Weight w/ no trim weight	154 lbs.
Maneuvering (Va) 92 kts.	Maximum Pilot Weight	243 lbs.
Maximum Aero Tow 92 kts.	Load Limit Factors	
Rough Air Redline 135 kts.	@ Maneuvering Speed	+5.3 to -2.65
Maximum Dive Brake 135 kts.	@ Redline	+4.0 to -1.5
Redline (Vne) 135 kts.		
Max Crosswind 11 kts.		

* Airspeed indicators are calibrated in knots.

Indicated Vne is lower with increasing altitude for flutter prevention.

Altitude (ft)	0-6500	10,000	13,000	16,500	19,000
VNE (KIAS)	135	128	121	115	109

NOTE: The Deductible Insurance for all Sky Sailing fiberglass sailplanes is \$2,500. We highly recommend *RENTERS INSURANCE*. The deductible also includes down time.

CHECK OUT: No checkouts in cross-wind. You should sit in the ship to become familiar with the controls before your instructor starts with you. You will have to have flown at SKY SAILING for at least 3 hrs, so you are familiar with our procedures.

PRE/POST FLIGHT There are 6 static ports. Two low in front of each wing (for ASI), and two on each side of the tail boom (for the variometer.) The pitot tube is located below the TE probe. Ensure covers are

removed/replaced. Inspect for cracks in the fiberglass (before and after). Rudder pedals may need to be moved to securely engage rudder lock tube.

GROUND HANDLING: Most ground maneuvering is common sense, and at this stage in your flying, abuse of the ship cannot be tolerated, use your best judgment. PLEASE WIPE YOUR FEET BEFORE ENTRY

- DO NOT place any side load on the tail wheel.
- DO NOT leave canopy open when moving (the hinges are a weak point, and must be watched).
- DO NOT lift by the tail or pull on the wing tips.
- DO NOT open or close the canopy by the storm vent rails.
- DO move the ship backwards, since it is easier to find push points (Watch for any hills or pot holes the rudder might hit and split on)

SEATING: Be sure the rudder pedals are correct since they could move out of position and might not be even. Seat back is adjustable during preflight

CANOPY: Be very careful when opening or closing the canopy. The hinges and fittings are very weak, as are the rails around the small windows. Always use the correct cleaner, and wipe in the same direction as the airflow. Be especially alert that you do not move the ship with the canopy open.

BRAKE: Aft end of spoilers, like the Schweizer, & G-103 sailplanes.

TAKE-OFF: DO NOT fly in strong x-winds (max 11 kts or 12 mph @ 90 deg). Keep the wings from dragging, if you drag a wing and the heading changes more than 15° from straight, RELEASE. You will find that the nose is heavy and will not immediately come up.

PATTERN: Pattern altitude is the same as everyone else, i.e., 600-700 feet abeam the hangar. Remember that you are higher performance and at higher speeds, the 2-33 behind you who might be a student is at 20:1 and more nervous than you!! Do not extend beyond the hills. Set up the pattern way out, you must be ahead of the game. PLAN your fitting in early. Be careful not to run over your traffic. Just because you are now in a higher performance sailplane doesn't mean your pattern is different, set up normally. DO NOT depend heavily on the spoilers, they are of only medium effectiveness.

LANDING: The trick is to plan ahead, trim, and relax. Airspeed control is imperative. Your glide path is controlled by the spoilers not the stick, extra speed will be very hard to get rid of. DO NOT land with heavy spoilers as the brake will be on.

Always attempt to land two-point and do not force the nose down. Full back stick on roll out is mandatory, as well as good practice. (except in x-wind). On the landing roll the nose will try to go down, and you will find that even with full back stick, your nose will sneak down before you really want it to. DO be ahead of the ship, once your nosewheel gets down this ship will tend to go only straight.

WARNING: Emergency Canopy Release is easy to pull, watch it!! Rain will increase the stall speed by 3 kts and noticeably deteriorate flying characteristics and glide performance. If wet wings, increase takeoff and approach speed by 6 kts.

THIS IS A NICE PRETTY GLASS SHIP AND WE WILL NOT TOLERATE ERRORS THAT WE WOULD IN A 1-26. YOUR JUDGMENT MUST BE EQUAL AND AHEAD OF THE SHIP. YOU MUST THINK HI-PERFORMANCE, NOT JUST FLY IT!!!