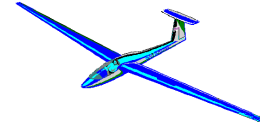


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Safety Is No Accident

GROB G-103 TWIN II

The G-103 is a two seat, T-tail, high performance sailplane. This sailplane is fitted with a non-retractable, tandem landing gear, and upper airbrakes.

WEIGHTS - SPEEDS & SPECIFICATIONS

Wingspan - 17.5 m (57.4') Empty Weight 838 lbs.

Stall Payload 441 lbs.

Solo 36 kts. * Gross 1279 lbs.

Dual 41 kts.

Solo w/ airbrakes 41 kts. Minimum Forward Pilot

Dual w/ airbrakes 46 kts. w/ two trim wts. 121-138 lbs.

Minimum Sink Minimum Forward Pilot
w/ one trim wt. 138-153 lbs.

Solo 126 fpm @ 43 kts. Minimum Forward Pilot
Dual 138 fpm @ 46 kts. w/ no trim weight 154 lbs.

Maximum Forward Pilot 242 lbs.

Best Glide

Solo 36.5 @ 51 kts.
Dual 37 @ 57 kts. Maximum Rear Pilot 242 lbs.

Load Limit Factors
@ Maneuvering Speed +5.3 to -2.65
@ Redline +4.0 to -1.5

Minimum recommended
landing speed 51 kts.

Maneuvering (Va) 92 kts. True Airspeed vs. IAS
Altitude Indicated True
5,000 feet 123 135
Rough Air Redline 92 kts. 10,000 " 112 135
15,000 " 104 135

Maximum Aero Tow 92 kts.

Maximum Dive Brake 135 kts.

Redline (Vne) 135 kts.

* Airspeed indicators are calibrated in knots.

Indicated Vne will be lower with increasing altitude.

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

BRAKE: Aft end of spoilers, like the Schweizer sailplanes.

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 3hrs, so you are familiar with our procedures.

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 NOT depend heavily on the spoilers, they are of only medium effectiveness.
- DO NOT fly in strong x-winds (max 11 kts or 12 mph @ 90 deg).
- DO NOT land with heavy spoilers as the brake will be on.
- DO be ahead of the ship, once your nosewheel gets down this ship will tend to go only straight (except in x-wind).
- DO inspect for cracks in the fiberglass (before and after).
- 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.

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.

TAKE-OFF: Keep the wings from dragging, if you drag a wing and the heading is more than 15 deg 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, ie. 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.

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. 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. Full back stick on roll out is mandatory, as well as good practice. Always attempt to land two point and do not force the nose down.

WARNING: Emergency Canopy Release is easy to pull, watch it!! Rain will increase the stall speed by 6 kts and may make the L/D like a SGS 2-33. 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!!!