



## PERFORMANCE DATA — POH REFERENCE

	WEIGHTS
Max Gross Weight	1,124 lbs
Basic Empty Weight	683 lbs
Useful Load	440 lbs
Pilot (front seat) — minimum	154 lbs
Pilot (front seat) — maximum	242 lbs

## SPEEDS — IAS (KNOTS)

Best Glide ( $V_g$ ) dual / solo	48 / 43 kts
Min Sink dual / solo	42 / 38 kts
Thermalling 35° bank	42 – 45 kts
Stall flaps up, coordinated	32 kts
Approach $V_g + \frac{1}{2}$ headwind	55 kts *
$V_t$ — Max Aerotow	81 kts
$V_a$ — Maneuvering	81 kts
$V_{ra}$ — Rough Air	86 kts
$V_{no}$ — Max Airbrakes Extended	135 kts
$V_{ne}$ — Never Exceed	135 kts

\* 55 kts at 14 kt headwind (48 + 7). With full airbrakes deployed, add 3 kts to stall speed.

Dual/solo speeds apply at respective gross weight loading.

## MIAMI GLIDERS — OPERATING RULES

- ! **No aerobatics** unless with an approved MG staff pilot and the maneuver is listed in the AFM.
- ! **Landing gear down and locked at all times** in the Blaniks. No exceptions.
- ! **Land on the main wheel. Never over-flare** — the tail boom can break.
- ! **Never leave the glider unattended on the runway.**
- ! **Never leave the front canopy open** unattended — wind will slam it shut and crack the plexiglass.
- › Lift canopies by metal frame or handle only — never by the plexiglass.
- › **Rope break below 200' AGL:** Land straight ahead on remaining runway. Do *not* attempt a 180° turn back to the departure runway unless above 200' AGL. Assess your departure direction before takeoff — always have a rope break plan before launching.
- › **Dual tow release failure:** Move to low tow position. Use airbrakes to keep the rope taut and match the towplane's descent rate.

## GLIDER PILOT — GOOD TO KNOW

### CURRENCY & LEGALITY

- › Remain current: 3 T&Ls in 90 days *in a glider*.
- › Flight Review may be completed in an airplane or a glider.
- › Pilot certificate must be in your physical possession when flying.
- › No FAA medical required — but you must not have *lost* a medical for medical reasons.

### TOW & RELEASE

- › Tow rope: 150 – 200 ft. A knot reduces rope strength by 50%.
- › Rope breaking strength: 80 – 200% of glider gross weight. Use a weak link if rope is stronger.
- › On release: towplane breaks left — glider breaks right. Maintain separation.

### SPEED STRATEGY

- › **Best Glide = best L/D** — maximum distance per altitude. Add headwind to get Speed-to-Fly.
- › **Min Sink** = maximum time aloft; use when centered in a thermal.
- › Ridge soaring: always turn *away* from the ridge.

### ASSEMBLY

- › Use the manufacturer's checklist. Allow no distractions during assembly or preflight.