



QUICK REFERENCE

Blanik L-23

Speeds, limits, and operational notes for student and rated pilots.

Speeds & Limits

Max Gross Weight	1,124 lb
Basic Empty Weight	683 lb
Useful Load	440 lb
Min Front-Pilot Weight	154 lb
Max Front-Pilot Weight	242 lb
Stall Speed	32 kt (+3 kt full airbrakes)
Approach Speed	55 kt ($V_{BG} + 1/2$ wind)
Best Glide (dual / solo)	48 / 43 kt
Min Sink (dual / solo)	42 / 38 kt
Thermalling (35° bank)	42-45 kt
Max Aerotow Speed (V_T)	81 kt
Maneuvering Speed (V_A)	86 kt
Max Airbrake-Extended	133 kt
Never-Exceed Speed (V_{NE})	133 kt

Speeds in knots indicated airspeed (KIAS). Confirm against the approved Aircraft Flight Manual before each flight.

Operational Notes

- No aerobatics** in Miami Gliders aircraft except with a CFGI, and only for maneuvers listed in the glider's POH.
- Rope break on takeoff from Runway 9 at Homestead General (X51):** below 200 ft AGL, land straight ahead or at the nearest suitable location. Above 200 ft AGL, pitch for best glide, turn 180° into the wind, and land on the reciprocal runway (27).
- Stuck tow rope** (neither aircraft can release): the glider and towplane land together. Coordinate by radio. Use airbrakes as needed to match the towplane's descent rate and keep the rope taut, without restricting the towplane's flight. Over the runway, the glider touches down first, slightly below the towplane's path; the towplane continues forward to land further along the runway.
- Land within the Runway 09/27 grass envelope.** If the runway itself is blocked, the field immediately south of it is a last resort. Even there, the ground hides buried hazards from its farming days: wells, rebar, metal irrigation pipes, concrete slabs, and steel well covers.
- Landing gear remains **down and locked at all times** in the Blanik.
- Land on the main wheel. **Do not over-flare;** over-rotation can break the tail.
- Lift canopies only by the metal frame or handle. Never leave the front canopy open when the cockpit is unattended; gusts can slam it shut and crack the Plexiglas.
- Never leave a glider unattended on the runway.**

Useful Knowledge for the Glider Pilot

- Tow rope:** 150-200 ft long; strength 80-200% of glider gross weight (use a weak link if stronger). A knot reduces rope strength by ~50%.
- After release: towplane breaks **left**, glider **right**.
- Ridge soaring: turn **away from the ridge**.
- Best glide** ($V_{BG} = L/D$ max): farthest ground per foot. Speed-to-fly = $V_{BG} + 1/2$ headwind.
- Min sink:** stays airborne the longest. The speed to fly while thermalling.
- Reciprocal heading:** 180° opposite your current heading. Runway 9 (090°) and Runway 27 (270°) are the same strip flown opposite ways.
- Assembling a glider: refuse all distractions and follow the manufacturer's checklist.
- Pilot regs:** 3 takeoffs & landings in 90 days (in gliders) for passenger currency. Flight review (formerly BFR) every 24 months in airplane or glider. Carry your certificate. No medical needed unless previously denied, suspended, or revoked for medical reasons.