

L-23 Pilot's transition to G-102

This document is provided for OSCI members that have soloed the LET L-23. It should be used as additional helpful information if you are planning to fly the GROB G-102, but it should NOT be your only source of information. As pilot in command of an aircraft, especially a single seat aircraft, you must familiarize yourself with all available information, including:

- A. ***The POH - for this serial number (SN 1387) G-102. That document is in the aircraft and on the OSCI website under the training material tab.***
- B. ***The current W&B documents. These are in the aircraft and on our website.***
- C. ***Cockpit familiarization including all placards.***
- D. ***Information commonly available via the internet.***
- E. ***Talk to pilots that have experience in the G-102.***
- F. ***Complete the GROB G-102 quiz (found on our website) and review it with a club CFI.***

Here are my observations while flying the G-102 on August 5, 2023. Other pilots may have other observations. If your observations are markedly different from mine, please talk to me. Last disclaimer: My observations are based upon one G-102 flight, which was my first in the G-102.

The G-102 has/is (compared to the LET L-23):

1. Lighter in pitch control - but it takes a lot of forward/aft movement to effect a change. In my opinion that helps negate some pitch sensitivity.
2. Heavier in roll control than pitch - but it doesn't take much movement to effect a change. Overall, the Grob is still lighter in roll than the L-23.
3. The rudder is fairly light - so think rudder pressure only to stay coordinated. Watch that string.
4. The airbrakes are highly effective as soon as they are cracked open. Fully close and LOCK them if you are low.
5. Opening the airbrakes - the aircraft slightly pitches the nose down (by itself) so speed is easy to maintain (opposite of the way the L-23 behaves). **Consequently, there is a slight nose pitch up when stowing the airbrakes. It is noticeable.**
6. At takeoff - make sure the ground tail wheel dolly is pulled before the pilot gets into the cockpit.
7. Use the tail wheel dolly for all ground movement.
8. Trim neutral - and hold stick at neutral position during takeoff. It may lift off by itself or slight back pressure on the stick may be required, depending upon how the trim is set and on your weight.
9. On final - 50 kts plus half the headwind seemed to work well.
10. Try to touch down on the main wheel and tail wheel at the same time. Slight tail wheel first is also okay.
11. There is no shock absorber/strut on the main wheel so a wheel only landing (like we do in the L23) may bounce. The bounce may get progressively worse.
12. The hand brake was less effective than the L-23's. When landing back on RW13 like we often do - I'm going to get the main wheel down BEFORE the four cones until we get more experience with the G-102.
13. I recommend against downwind takeoffs and downwind landings until we get much more experience with the G-102. Reference the POH for additional information.
14. I couldn't get the G-102 to break on a forward 1G stall. It just mushed - the ailerons stayed effective. Very benign. However, I did look at the Vario and saw I was sinking at about 600-800 fpm. The turning stall was also very benign.
15. I did not try an accelerated stall. I am planning to try it, and will update this document with my observations.

16. **Make sure you check the gear when entering the downwind leg. Check it again on base, and again on final.** The landing gear warning is a small flashing red light in the center of the instrument panel. It is activated when the airbrakes are deployed and the landing gear is retracted. In my opinion, if someone is distracted enough to forget lowering the gear in the landing pattern, the small flashing red light may not be noticed.
17. The radio mic is a long way away from the pilot. You need to speak up if you want to be heard. The squelch is on or off - there is no further adjustment.
18. The vario's (there are two) **read in M/S.** Make sure you know the conversion and the scale graduations before you fly it. The back up vario is part of an early style flight computer - read the informative instructional card before you start flipping switches. Otherwise, leave it turned off.
19. The airspeed indicator reads in knots but it's the wrap around style. 40 knots is noted as well as 60 knots. Make sure you know where the needle is at 50 knots.
20. Launching - make sure the wing runner holds the wing lower, considerably lower than the L-23, so that the glider is level. If not, there is a likelihood of dropping one wing on the turf. If that happens, you may want to release.
21. The Flight Manual recommends releasing on the ground portion of the tow if the glider yaws either direction more than 15%, or if a wing contacts the ground.
22. Have someone involved in the initial assembly of the glider show you the connection points and the flight control hook ups. Do the positive control check before the first flight of the day.
23. The glider flew completely normal. I didn't find the controls to be especially sensitive, but they are noticeably lighter than the L-23. There was nothing out of the ordinary (compared to the L-23) except the pitching moments of the airbrakes, which are opposite of the L-23 - see #5 above.

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Based upon one flight, my first flight, August 5, 2023

Please provide updated information to me with your observations so this form can be revised as necessary.

