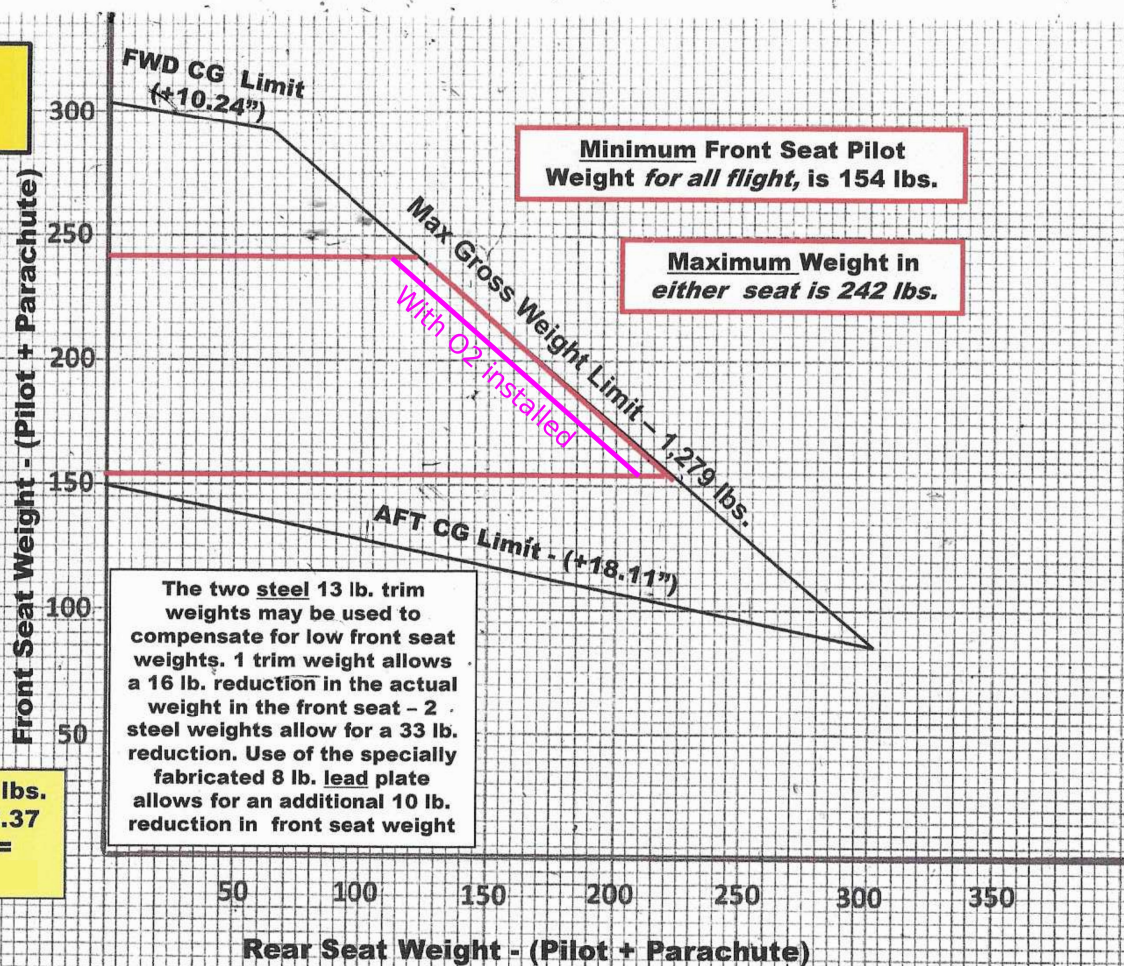


8BG

GROB 103
Twin II
Acro
N228BG
Serial No.
33995-K-
228

This Graph
is Based on
W&B Data
of 10 July
2026

E.W. = 902.0 lbs.
EWCG = + 28.37
Useful Load =
367 lb (with O2)
377 lb (no O2)



Specific to 8BG - Because the trim weights are installed at a location that is somewhat forward of the front seat, both their actual weights as well as their weight change effects must sometimes be taken separately into account. Neither does the Flight Manual identify the station where these weights may be installed. (Computations and measurement reveal this station to be approximately 59 inches forward of the datum.)

The effective front seat weight change upon installation of a single weight is 16 lbs., and the effective front seat weight change when both weights are installed is 33 lbs. If it becomes necessary to use trim weights to achieve the necessary front seat minimum weight, it must be remembered that the effective weight so used will be greater than the actual weight added to the glider (16 and 33 lbs., versus 12.3 and 24.6 lbs., respectively). Not a lot of difference, but perhaps just enough to sometimes push the *derived* operating Gross Weight just beyond its limit of 1,279 lbs. Taking into proper account the lesser actual weight added, as opposed to the front seat effective weight change figure, may sometimes serve to get the operating Gross Weight figure back within limits. Because of 8BG's low useful load figure, this small "gain" may sometimes be quite beneficial.

Still a bit confusing? I shouldn't wonder! But hey, I didn't put all these "ifs, ands and buts" into the Flight Manual. I am just attempting to give a little bit better insight into something I believe the Flight Manual covers rather poorly.