



# ALERT SERVICE BULLETIN NO. ASB315-63

## I. TECHNICAL DETAILS

### 1.1 Category:

**ALERT**

### 1.2 Airplanes affected:

|                      |                                   |
|----------------------|-----------------------------------|
| G 103 TWIN II        | S/N 3501 – 3729                   |
|                      | S/N 3730 – 3878                   |
|                      | S/N 33879 – 34078                 |
| G 103A TWIN II ACRO  | S/N 3544 – 34078 (mit Suffix „K“) |
| G 103C TWIN III ACRO | S/N 34101 – 34203                 |

### 1.3 Time of Compliance:

**Prior to next flight**

### 1.4 Subject:

ATA-Code: ---

**Limitation of Operation**

### 1.5 Reason:

New investigations of the fuselage structure have indicated, that the safety margins against damage of the fuselage structure under limit loads might be insufficient. Therefore, the speeds for rough air  $v_B$  and the maximum flying speed  $v_{NE}$  and further speeds as a consequence are reduced, as given in para 1.8, until the investigations are finished or corrective actions, if required, were accomplished.

Aerobatic flights are provisionally prohibited as a consequence of the reduced speeds. GROB will complete the investigation at short notice and, if necessary, corrective actions will be issued as soon as possible.

### 1.6 Concurrent documents:

None

G 103A  
G 103B  
G 103C

### 1.7 Approval Note:

The technical information contained in this document has been approved under the authority of JAA Design Organization Approval No. LBA.NJA.008.

### 1.8 Accomplishment/ Instructions

- 1.8.1 Apply on the front and rear airspeed indicator
- a red mark at **230 km/h (124,2 kts, / 142,9 mph)**
  - a yellow mark at **167 km/h (90,2 kts, / 103,8 mph)**

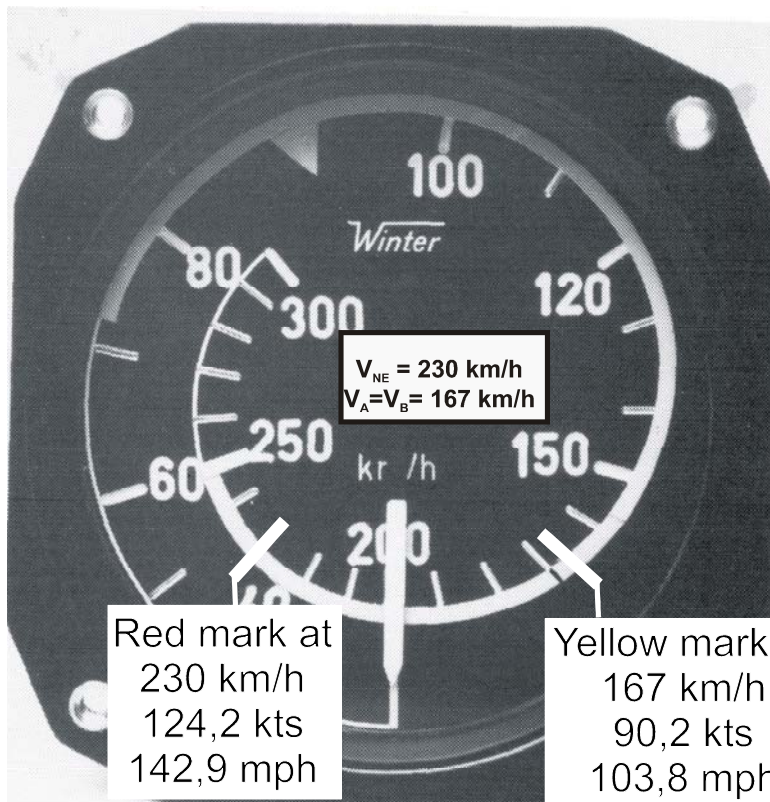
NOTE: The marks are attached to the SB.

- 1.8.2 Apply the following red placard (according to airspeed indicator calibration) to the front and rear airspeed indicator:

$V_{NE} = 230 \text{ km/h}$   
 $V_A=V_B = 167 \text{ km/h}$

$V_{NE} = 124,2 \text{ kts}$   
 $V_A=V_B = 90,2 \text{ kts}$

$V_{NE} = 142,9 \text{ mph}$   
 $V_A=V_B = 103,8 \text{ mph}$



Red mark at  
230 km/h  
124,2 kts  
142,9 mph

Yellow mark at  
167 km/h  
90,2 kts  
103,8 mph

All  
aerobatic manoeuvres  
are prohibited !!

G 103A  
G 103B  
G 103C



1.8.3 Apply the following red placard close to the front and rear airspeed indicator (refer to figure on page 2):

**NOTE: ONLY APPLICABLE FOR AEROBATIC APPROVED GLIDER !**

All  
 aerobatic manoeuvres  
 are prohibited !!

1.8.4 Apply the following limitation placard over the existing placard on the front and rear RH cockpit side wall:

**For G 103 TWIN II and G 103A TWIN II ACRO:**

|                              |          |                          |            |            |
|------------------------------|----------|--------------------------|------------|------------|
| <b>Maximum flying weight</b> |          | <b>580 kg / 1280 lbs</b> |            |            |
| <b>Maximum airspeeds:</b>    |          | <b>km/h</b>              | <b>kts</b> | <b>mph</b> |
| in calm air:                 | $V_{NE}$ | 230                      | 124,2      | 142,9      |
| in rough air:                | $V_B$    | 167                      | 90,2       | 103,8      |
| aerotow:                     | $V_T$    | 167                      | 90,2       | 103,8      |
| winch or auto tow:           | $V_W$    | 120                      | 64,8       | 74,5       |
| airbrakes extended:          | $V_{FE}$ | 230                      | 124,2      | 142,9      |
| manoeuvring speed:           | $V_A$    | 167                      | 90,2       | 103,8      |

**For G 103C TWIN III ACRO:**

|                              |          |                          |            |            |
|------------------------------|----------|--------------------------|------------|------------|
| <b>Maximum flying weight</b> |          | <b>600 kg / 1323 lbs</b> |            |            |
| <b>Maximum airspeeds:</b>    |          | <b>km/h</b>              | <b>kts</b> | <b>mph</b> |
| in calm air:                 | $V_{NE}$ | 230                      | 124,2      | 142,9      |
| in rough air:                | $V_B$    | 167                      | 90,2       | 103,8      |
| aerotow:                     | $V_T$    | 167                      | 90,2       | 103,8      |
| winch or auto tow:           | $V_W$    | 120                      | 64,8       | 74,5       |
| airbrakes extended:          | $V_{FE}$ | 230                      | 124,2      | 142,9      |
| manoeuvring speed:           | $V_A$    | 167                      | 90,2       | 103,8      |

**1.9 Repetitive Actions**

None

G 103A  
 G 103B  
 G 103C



**1.10 Mass (Weight) and CG:**

N/A

**II. PLANNING INFORMATION**

**2.1 Material & Availability:**

The red and yellow mark and the placards (qty. 2 each) are attached to the SB.

**2.2 Special Tools:**

N/A

**2.3 Labour costs:**

approx. 10 min.

**2.4 Reference documents:**

N/A

**2.6 Credit:**

N/A

**III. REMARKS**

- 3.1** The correct execution of the instructions may be performed by a competent person and has to be certified in the logbook by an authorised inspector.
- 3.2** If you have sold your aircraft in the meantime, would you kindly pass this information on to the new owner and forward his address and aircraft S/N to us.
- 3.3** For questions and assistance please contact:  
Rudi Vodermeier , Head of Product Support,  
phone: +49 8268 998139  
fax: +49 8268 998200  
e-mail: [productsupport@grob-aerospace.de](mailto:productsupport@grob-aerospace.de)

G 103A  
G 103B  
G 103C