



ALERT SERVICE BULLETIN NO. ASB315-63/2

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)**

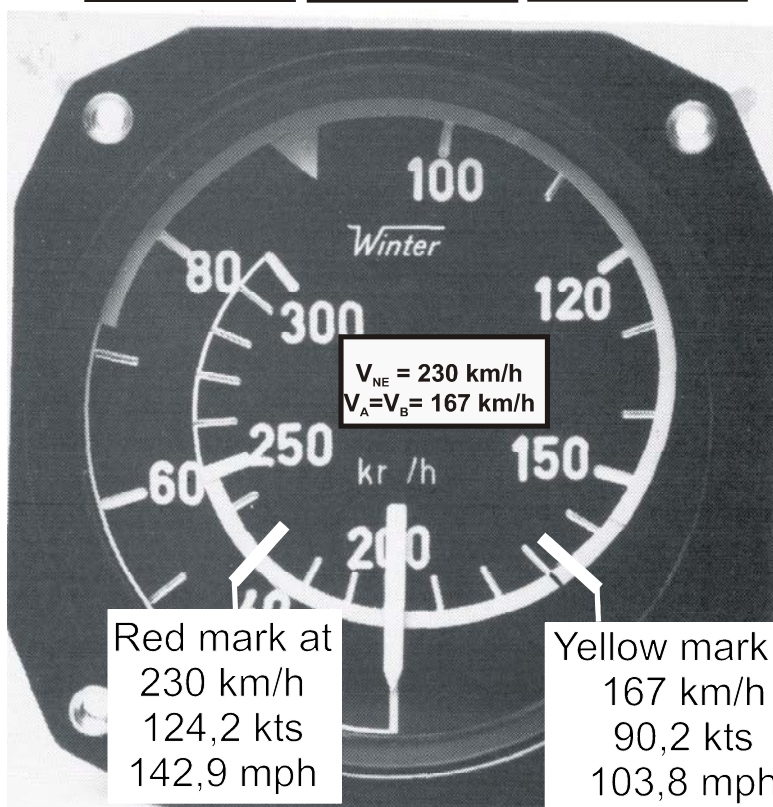
NOTE: The marks are attached to the SB.

- 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:

Maximum flying weight		580 kg / 1280 lbs		
Maximum airspeeds:		km/h	kts	mph
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:

Maximum flying weight		600 kg / 1323 lbs		
Maximum airspeeds:		km/h	kts	mph
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	140	76	87
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:
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G 103A
G 103B
G 103C