



The Service Bulletin 315-52/2 substitutes the Service Bulletin 315-52, dated 14.01.1993.

**Subject:** Installation of canards for spin training

**Concerned:** Sailplane Model: TCDS No. 315

G 103 TWIN II all S/N's  
G 103 TWIN II ACRO all S/N's  
G 103 TWIN III ACRO all S/N's

**Urgency:** optional

**Procedure:** At forward to middle flight weight C.G. positions the sailplane cannot be spun through more than 1 or 2 turns, even though the deflection of the control surfaces are fully in the spin direction. To perform spin training, a nose up moment must be created. This can be achieved by installing the canards.

**Actions:** 1. The mounting support of the canards has to be installed according to drawing No.103B-7201/ 7202 "Entenflügel links/ rechts".

2. Revisions of the Flight Manual:

**G 103 TWIN II (up to S/N 3729):**

- Issue of german exchange pages: 14.02.97, Revision 3

Page 1: Updates

Page 18: Spinning

- Issue of english exchange pages: 14.02.97, Revision 3

Page 1: Updates

Page 18: Spinning

**G 103 TWIN II (as of S/N 3729):**

- Issue of german exchange pages: 14.02.97, Revision 4

Page 1: Updates

Page 18: Spinning

- Issue of english exchange pages: 14.02.97, Revision 4

Page 1: Updates

Page 18: Spinning

**Flight Manual "Aerobatic":**

- Issue of german exchange pages: 14.02.97, Revision 2

Page 1: Updates

Page 16: Spinning

- Issue of english exchange pages: 14.02.97, Revision 2

Page 1: Updates

Page 16: Spinning

**G 103 TWIN III ACRO:**

The Supplement No. 2 has to be included into the Flight Manual, Section 9.

**Material:** 1. The material for installation of the canards can be ordered from GROB.

2. The pages of the Flight Manual are supplied with the Service Bulletin.



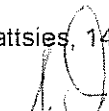
**Weight and Balance:**

The payload must be reduced by the weight of the canards and of the attachment parts (approx. 2.5 kg). Further weighing and determination of the C.G. must be performed without canards.

**Remarks:**

1. The installation of the canards can be performed by a competent person or an authorized aviation work shop and has to be certified in the logbook by an authorized inspector.
2. If you have sold your sailplane in the meantime, would you kindly pass this information on to the new owner and forward his name and address and aircraft S/N to us.

Mattsies, 14 February 1997

  
Dipl. Ing. M. Kurzawa  
(Airworthiness Engineer  
Certification Staff)

**LBA approved:**

This Service Bulletin is originally written in German and approved by the German LBA on the July, 1, 1997. The translation has been accomplished to the best of our knowledge and judgement.

