



SERVICE BULLETIN NO. MSB315-65/1

I. TECHNICAL DETAILS

1.1 Category:

Mandatory

1.2 Airplanes Affected:

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

1.3 Time of Compliance:

Prior to next flight

1.4 Subject:

ATA-Code: ---

Limitations of Operation

1.5 Reason:

The approved speeds were reduced and aerobatic maneuvers prohibited with “Alert Service Bulletin No. 315-63/2”. This Service Bulletin provides the revised manual pages (for Flight and Maintenance Manual). The v_{NE} , reduced with ASB 315-63, is increased from 230 km/h (124 kts, / 143 mph) to 250 km/h (135 kts, 155 mph).

Also “simple aerobatics” (looping, turn, lazy eight, chandelle, spinning) for G 103 TWIN II and G 103A TWIN II ACRO is re-approved. For G 103C TWIN III ACRO “Aerobatic Flights” and “Cloud Flying” is further more prohibited, because with the reduced v_{NE} the 45° dive with airbrakes fully extended cannot be fulfilled in accordance with the certification regulations.

This MSB 315-65/1 is the terminating action for all G 103 TWIN II.

For all G 103A TWIN II ACRO and G 103C TWIN III ACRO this MSB is also a terminating action, unless OSB 315-66 (installation of stiffeners), which is currently in preparation, is accomplished.

CAUTION: This MSB is mandatory in any case, regardless if the reinforcement according to OSB 315-66 is installed afterwards.

GROB G 103 TWIN II
GROB G 103A TWIN II ACRO
GROB G 103C TWIN III ACRO



1.6 Concurrent Documents:

None

1.7 Approval Note:

These information or instructions relate to change no. MÄM 315-27 (POH change) which has been approved by EASA.

The technical information contained in this document has been approved under the authority of EASA Design Organisation Approval No. EASA.21J.030.

1.8 Accomplishment / Instructions

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

The following placard (installed near to the front and rear airspeed indicator) may be removed.



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

The yellow mark at the front and rear airspeed indicator at 167 km/h (90,2 kts, / 103,8 mph) may be removed, $v_B = 170$ km/h (92 kts, 105 mph) is valid again.

For G 103C TWIN III ACRO:

The yellow mark at the front and rear airspeed indicator at 167 km/h (90,2 kts, / 103,8 mph) must be removed and a new yellow mark has to be applied newly at $v_{RA} = 170$ km/h (92 kts, 105 mph) .

1.8.3 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}	250	135	155
in rough air:	V_B	170	92	105,5
aerotow:	V_T	170	92	105,5
winch or auto tow:	V_W	120	65	74,5
airbrakes extended:	V_{FE}	250	135	155
manoeuvring speed:	V_A	170	92	105,5

GROB G 103 TWIN II
 GROB G 103A TWIN II ACRO
 GROB G 103C TWIN III ACRO



For G 103C TWIN III ACRO:

Maximum flying weight		600 kg / 1323 lbs		
Maximum airspeeds:		km/h	kts	mph
in calm air:	V_{NE}	250	135	155
in rough air:	V_{RA}	170	92	105,5
aerotow:	V_T	170	92	105,5
winch or auto tow:	V_W	140	76	87
airbrakes extended:	V_{FE}	250	135	155
manoeuvring speed:	V_A	170	92	105,5

1.8.4 In the Flight and Maintenance Manuals the following revisions must be incorporated:

G 103A TWIN II ACRO (S/N 3501 – 3729)

- Flight Manual: Revision 4, 09.02.06

G 103A TWIN II ACRO (from S/N 3730 onwards)

- Flight Manual: Revision 5, 15.09.03

G 103A TWIN II ACRO Canadian issue

- Flight Manual: Revision 6, 15.09.03

G 103A TWIN II ACRO FAA issue

- Flight Manual: Revision 3 15.09.03

G 103A TWIN II ACRO Italian issue

- Flight Manual: Revision 3, 15.09.03

CAUTION: The „Flight Handbook for Acrobatics“ is invalid and must be removed from the Flight Manual G 103A TWIN II ACRO (see also Revision 5, page. 5a).

G 103C TWIN III ACRO:

- Flight Manual: Revision 5, 15.09.03

- Maintenance Manual: Revision 5, 15.09.03

1.9 Repetitive Actions:

None

1.10 Mass (Weight) and CG:

Not affected

GROB G 103 TWIN II
GROB G 103A TWIN II ACRO
GROB G 103C TWIN III ACRO



II. PLANNING INFORMATION

2.1 Material & Availability:

The placards (qty. 2 each) and the revision pages for the flight and maintenance manual are attached to this Service Bulletin.

2.2 Special Tools:

not required

2.3 Labour Costs:

20 Minutes

2.4 Reference Documents:

Not affected

2.6 Credit:



Not affected

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

GROB G 103 TWIN II
GROB G 103A TWIN II ACRO
GROB G 103C TWIN III ACRO

I.1. Updates

No.	Page	Reference	Date	Signature	LBA - Approval
1	21	Control of tailplane (TM315-11 only until S/N 3550)	01.10.1980		
2	1, 20, 20a	TM 315-58	04.11.1996		
3	1, 18	TM 315-52/2	14.02.1997		
4	1, 5a,	MSB 315-65/1	09.02.2006		

The glider GROB G 103A "TWIN II ACRO" is derived from the GROB G 103 "TWIN II". Due to structural reinforcements the "TWIN II ACRO" is approved in the category "Acrobatic". According to MSB 315-65/1 only "simple aerobatics" (Loop, Turn, Lazy Eight, Chandelle, Spin) is approved (refer to II.2 and IV.9)

The

Flight Handbook for Aerobatics
GROB G 103A "TWIN II ACRO"
Edition February 1984
LBA approved

is invalid according to MSB 315-65 /1and must be removed from the Flight Handbook.