

Subject: Extension of operational limitations

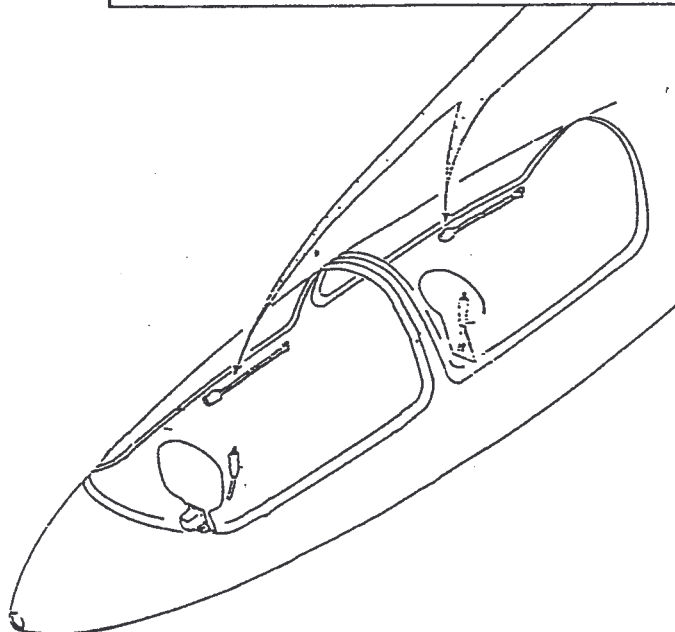
Concerned: G 103C TWIN III, S/N's 36001 - 36014

Urgency: Action 1 - 4: not later than 31 August 1993
Action 5 : optional

Procedure: The airworthiness requirement LFSM § 2601 (efficiency of airbrakes) must be complied with, to maintain the certification of the concerned airplanes for limited aerobatics and to extend the certification to cloud flying. The necessary increase in the airspeed V_{NE} has been demonstrated using calculations and flight test.

- Actions:**
1. The following revisions must be entered into the manuals:
 - Flight Manual (German issue) Revision 2 (2/ 18.05.93)
 - Flight Manual (English issue) Revision 2 (2/ 18.05.93)
 - Maintenance Manual (German issue) Revision 3 (3/ 18.05.93)
 - Maintenance Manual (English issue) Revision 3 (3/ 18.05.93)
 2. Installation of new airspeed indicators (new markings) in the front and rear instrument panel.
 3. Airbrake hole blanking (for procedure refer to Service Bulletin TM 315-55).
 4. a. Installation of the following placards to the right side wall of front and rear cockpit (remove old placards!):

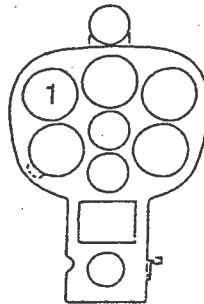
Maximum flying weight	600 kg (1323 lbs)		
Maximum airspeeds:	km/h	kts	mph
in calm air: V_{NE}	260	140	162
in rough air: V_{RA}	194	105	121
Aerotow: V_T	175	95	109
Winch/ Automobile tow: V_W	140	76	87
Airbrakes extended: V_{FE}	260	140	162
Maneuvering speed: V_A	175	95	109



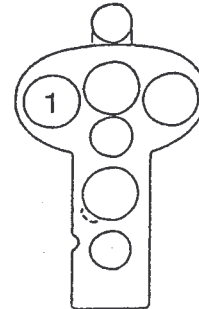
4. b. Installation of the following placard near to the airspeed indicator (1):

Höhe/ Altitude		V _{NE} (IAS)		
[m]	[ft]	[km/h]	[kts]	[mph]
0-2000	0- 6562	260	140	162
-3000	- 9843	247	133	153
-5000	-16404	222	120	138
-7000	-22966	199	107	124
-9000	-29528	178	96	111

front instrument panel



rear instrument panel



4. Installation of the equipment required for cloud flying, according to the Flight Manual, page 2.7.

Material:

1. The placards and the pages of the manuals are supplied with the Service Bulletin.
2. The airspeed indicators can be obtained from GROB with the attached Purchase Order in exchange with the replaced airspeed indicators which must be sent to GROB after installation of the new indicators).


Weight and Balance:

not concerned

Remarks:

1. The actions 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, wold you kindly pass this information on to the new owner and forward his nam and address and aircraft S/N to us.

Mattsies, 18 May 1993



Dipl.Ing. J. Altmann
(Musterprüfleitstelle)

LBA approved:

This Service Bulletin is originally written in German and approved by the German LBA on the 28 May 1993 and is signed by Mr. U. Kopp.

The translation has been accomplished to the best of our knowledge und judgement. In case of doubt, the German original is authoritative.