

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

G39EU
Revision 5
Burkhart Grob
Model G103 TWIN ASTIR
Model G103 TWIN II
Model G103A TWIN II ACRO
Model G103C TWIN III ACRO
July 7, 1992

TYPE CERTIFICATE DATA SHEET NO. G39EU

This Data Sheet, which is part of type Certificate No. G39EU prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder **BURKHART GROB LUFT - UND
RAUMFAHRT GmbH & CO KG
Am Flugplatz
D-8939 Mattsies
Federal Republic of Germany**

I. Model G103 TWIN ASTIR (Utility Category), approved June 26, 1978.

| | |
|--------------------------|--|
| Airspeed Limits (I.A.S.) | Maximum airspeeds In Calm Air Never exceed (V_{NE}) 135 kts 155 mph 250 km/hr With Airbrakes extended 135 kts 155 mph 250 km/hr In rough air (V_S) 108 kts 124 mph 200 km/hr Maneuvering (V_A) 92 kts 105 mph 170 km/hr Aero Tow (V_T) 92 kts 105 mph 170 km/hr Winch tow (V_W) 64 kts 74 mph 120 km/hr |
| C.G. Range | 10.24 in to 18.11 in (260 mm to 460 mm) aft of datum. |
| Datum | Leading edge of wing at root. |
| Empty Weight | See Flight Handbook, Page 28. |
| Leveling Means | Flight Handbook, Chapter VI. Maintenance Handbook, Chapter IV. |
| Maximum Weight | 1435 lbs (650 kg.) with or without water ballast. |
| No. of Seats | 2-fixed seats with Seat 1 located 44.9 in (1140 mm) forward of datum and Seat 2 located 0.4 in (11 mm.) behind datum. |
| Water Ballast | 2 wing water bags, each 45 liters (12 gal.) (100 lb.) at position 11.7 in. (297 mm) aft of datum. |
| Baggage | Maximum 22 lb. (10 kg) at C.G. |

| | | | | | | | | | | |
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Control Surface Movements

| | | | | |
|---|-------|-------|---|-----------------------------|
| Aileron | Up | 3.541 | ± | 0.394 in. (radius 8.19 in.) |
| | Down | 1.77 | ± | 0.31 in. |
| The Radius is the distance measured from the hingeline of the aileron at the inboard edge of the aileron. | | | | |
| Elevator | Up | 3.58 | ± | 0.24 in. (radius 8.74 in.) |
| | Down | 2.79 | ± | 0.19 in. |
| The radius is the distance measured from the hingeline of the elevator at the elevator mid or center point. | | | | |
| Rudder | Right | 8.78 | ± | 0.39 in. (radius 17.72 in.) |
| | Left | 8.78 | ± | 0.39 in. |
| The radius is the distance measured from the hingeline of the rudder at the base of the rudder. | | | | |
| Airbrake | | | | |
| At inner level | Up | 7.0 | | in. |

Rated load on Winch and
Auto Tow (Weak Link)

Maximum 600 kg (1323 lb.)

II. Model G103 TWIN II (Utility Category), Approved March 26, 1982.

Airspeed Limits (I.A.S.)

Maximum Air Speeds

In Calm Air

Never exceed (V_{NE})

| | | | |
|-------------------------|---------|---------|-----------|
| 0 - 6500 ft alt | 135 kts | 155 mph | 250 km/hr |
| 6501 - 10000 ft alt | 128 kts | 146 mph | 237 km/hr |
| 10001 - 13000 ft alt | 121 kts | 139 mph | 225 km/hr |
| 13001 - 16500 ft alt | 115 kts | 132 mph | 213 km/hr |
| 16501 - 19000 ft alt | 109 kts | 125 mph | 202 km/hr |
| With Airbrakes extended | 135 kts | 155 mph | 250 km/hr |
| In rough air (V_S) | 92 kts | 105 mph | 170 km/hr |
| Maneuvering (V_A) | 92 kts | 105 mph | 170 km/hr |
| Aero Tow (V_T) | 92 kts | 105 mph | 170 km/hr |
| Winch tow (V_W) | 65 kts | 74 mph | 120 km/hr |

C.G. Range

+10.24 in. (260 mm) to +18.11 in. (460 mm) aft of datum.

Datum

Leading edge of wing at root.

Empty Weight

See Flight manual, Page 31.

Leveling Means

Flight Manual, Chapter II.

Maximum Weight

1279 lb (580 kg).

No. of Seats

2-fixed seats with Seat 1 located 45.3 in (1150 mm) forward of datum and Seat 2 located 1.6 in. (40 mm) behind datum.

Baggage

Maximum 22 lb. (10 kg) at C.G.

Control Surface Movements

Aileron Up 3.541 ± 0.394 in. (radius 8.19 in.)
 Down 1.97 ± 0.31 in.
 The radius is the distance measured from the hingeline of the aileron at the inboard edge of the aileron.

Elevator Up 3.54 ± 0.24 in. (radius 8.35 in.)
 Down 2.76 ± 0.20 in.
 The radius is the distance measured from the hingeline of the elevator at the elevator mid or center point.

With elevator No. 103A-3520 for gliders modified by TM 315-16

Up 3.82 ± 0.31 in. (radius 9.17 in.)
 Down 2.99 ± 0.24 in.

The radius is the distance measured from the hingeline of the elevator at the elevator mid or center point.

For glider serial numbers 3730 through 3838 modified by AM 315-12

Up 3.82 ± 0.31 in. (radius 9.65 in.)
 Down 2.99 ± 0.24 in.

The radius is the distance measured from the hingeline of the elevator at the elevator mid or center point.

For glider serial number 3839 and subsequent and gliders modified by AM 315-13/1, and for glider serial numbers 33879 and subsequent by AM 315-14 (spring trim system)

Up 3.74 ± 0.31 in. (radius 9.45 in.)
 Down 2.92 ± 0.24 in.

The radius is the distance measured from the hingeline of the elevator at the elevator inboard edge.

Rudder Right 9.17 ± 0.39 in. (radius 17.72 in.)
 Left 9.17 ± 0.39 in.

The radius is the distance measured from the hingeline of the rudder at the base of the rudder.

Airbrakes

At inner level Up 7.0 in.

Rated Load on Winch and Auto Tow (Weak Link)

Maximum 1323 lb. (600 kg).

III. Model G103A TWIN II ACRO, (Utility and Aerobatic Categories), Approved April 2, 1984.

(Similar to TWIN II except for: stronger spar in the wing)

Airspeed Limits (I.A.S.)
(for category utility)

Maximum Airspeed

In Calm Air

Never exceed (V_{NE})

| | | | |
|-------------------------|---------|---------|-----------|
| 0 - 6500 ft alt | 135 kts | 155 mph | 250 km/hr |
| 6501 - 10000 ft alt | 128 kts | 146 mph | 237 km/hr |
| 10001 - 13000 ft alt | 121 kts | 139 mph | 225 km/hr |
| 13001 - 16500 ft alt | 115 kts | 132 mph | 213 km/hr |
| 16501 - 19000 ft alt | 109 kts | 125 mph | 202 km/hr |
| With Airbrakes extended | 135 kts | 155 mph | 250 km/hr |
| In rough air (V_S) | 92 kts | 105 mph | 170 km/hr |
| Maneuvering (V_A) | 92 kts | 105 mph | 170 km/hr |
| Aero Tow (V_T) | 92 kts | 105 mph | 170 km/hr |
| Winch tow (V_W) | 65 kts | 74 mph | 120 km/hr |

| | | | | |
|--|--|---------|---|-----------|
| Airspeed Limits (I.A.S.) (for category aerobatic) | Maximum Airspeed | | | |
| | In Calm Air | | | |
| | Never exceed (V_{NE}) serial number 33879 and subsequent only. | | | |
| | 0 - 6500 ft alt | 135 kts | 155 mph | 250 km/hr |
| | 6501 - 10000 ft alt | 128 kts | 146 mph | 237 km/hr |
| | 10001 - 13000 ft alt | 121 kts | 139 mph | 225 km/hr |
| | 13001 - 16500 ft alt | 115 kts | 132 mph | 213 km/hr |
| | 16501 - 19000 ft alt | 109 kts | 125 mph | 202 km/hr |
| | With Airbrakes extended | 135 kts | 155 mph | 250 km/hr |
| | In rough air (V_S) | 98 kts | 112 mph | 180 km/hr |
| Maneuvering (V_A) | 98 kts | 112 mph | 180 km/hr | |
| Aero Tow (V_T) | 92 kts | 105 mph | 170 km/hr | |
| Winch tow (V_W) | 65 kts | 74 mph | 120 km/hr | |
| C. G. Range | 10.24 in. (260 mm) to 18.11 in (460 mm) aft of datum. | | | |
| Datum | Leading edge of wing at root. | | | |
| Empty Weight | See Flight Manual of G103 TWIN II, page 31. | | | |
| Leveling Means | Flight Manual, Chapter II. | | | |
| Maximum Weight | 1279 lb (580 kg). | | | |
| No. of Seats | 2- fixed seats with Seat 1 located 45.3 in. (1150 mm) forward of datum and Seat 2 located 1.6 in. (40 mm) behind datum. | | | |
| Baggage | Maximum 22 lb. (10 kg) at C.G. | | | |
| Control Surface Movements | | | | |
| | Aileron | Up | 3.541 ± 0.394 in. (radius 8.19 in.) | |
| | | Down | 1.97 ± 0.31 in. | |
| | | | The radius is the distance measured from the hingeline of the aileron at the inboard edge of the aileron. | |
| | Elevator | Up | 3.82 ± 0.31 in. (radius 9.45 in.) | |
| | | Down | 2.99 ± 0.24 in. | |
| | | | The radius is the distance measured from the hingeline of the elevator at the elevator mid or center point. | |
| | For gliders serial numbers 3730-K through 3838-K | | | |
| | | Up | 3.82 ± 0.31 in. (radius 9.65 in.) | |
| | | Down | 2.99 ± 0.24 in. | |
| | | | The radius is the distance measured from the hingeline of the elevator at the elevator mid of center point. | |
| | For glider 3839-K and subsequent and those gliders modified by AM 315-13/1, and for glider serial numbers 33879 and subsequent by AM 315-14 (spring trim system) | | | |
| | | Up | 3.74 ± 0.31 in. (radius 9.45 in.) | |
| | | Down | 2.91 ± 0.24 in. | |
| | | | The radius is the distance measured from the elevator hingeline at the elevator inboard edge. | |
| | Rudder | Right | 9.17 ± 0.39 in. (radius 17.72 in.) | |
| | | Left | 9.17 ± 0.39 in. | |
| | | | The radius is the distance measured from the hingeline of the rudder at the base of the rudder. | |
| | Airbrakes | | | |
| | At inner level | Up | 7.0 | in. |

Rated Load on Winch and
Auto Tow (Weak Link) Maximum 1662 lb (754 kg).

IV. Model G 103 C TWIN III ACRO (Aerobatic Category), Approved September 18, 1989.

(Similar to TWIN II except for: wing)

| | | | | |
|--------------------------|--|---------|---------|-----------|
| Airspeed Limits (I.A.S.) | Maximum Airspeed In Calm Air Never exceed (V_{NE}) | | | |
| | 0 - 6500 ft alt | 151 kts | 174 mph | 280 km/hr |
| | 6501 - 10000 ft alt | 143 kts | 165 mph | 265 km/hr |
| | 10001 - 16500 ft alt | 130 kts | 149 mph | 240 km/hr |
| | 16501 - 23000 ft alt | 116 kts | 134 mph | 215 km/hr |
| | 23001 - 29500 ft alt | 103 kts | 118 mph | 190 km/hr |
| | With Airbrakes extended | 151 kts | 174 mph | 280 km/hr |
| | In rough air (V_S) | 108 kts | 124 mph | 200 km/hr |
| | Maneuvering (V_A) | 100 kts | 115 mph | 185 km/hr |
| | Aero Tow (V_T) | 100 kts | 115 mph | 185 km/hr |
| | Winch tow (V_W) | 76 kts | 87 mph | 140 km/hr |

C.G. Range 10.63 in. (270 mm) to 18.90 in. (480 mm) aft of datum.

Datum Wing leading edge at the root rib.

Empty Weight See Maintenance Manual of G 103 C Twin III ACRO Page 7.7

Leveling Means See Maintenance Manual Chapter 7.

Maximum Weight 1323 lb (600 kg)

No. of Seats 2-fixed seats with Seat 1 located 44.57 in. (1132 mm) forward of datum and Seat 2 located 1.38 in. (35 mm) behind datum.

Baggage Maximum 22 lb. (10 kg) at C.G. 31.89 in. (810 mm) aft of datum.

Control Surface Movements

| | | | | |
|---|-------|------|---|-----------------------------|
| Aileron | Up | 2.95 | ± | 0.31 in. (radius 8.46 in.) |
| | Down | 1.97 | ± | 0.20 in. |
| The radius is the distance measured from the hingeline of the aileron at the inboard edge of the aileron. | | | | |
| Elevator | Up | 4.02 | ± | 0.31 in. (radius 9.45 in.) |
| | Down | 2.91 | ± | 0.24 in. |
| The radius is the distance measured from the hingeline of the elevator at the elevator inboard edge. | | | | |
| Rudder | Right | 9.17 | ± | 0.39 in. (radius 17.72 in.) |
| | Left | 9.17 | ± | 0.39 in. |
| The radius is the distance measured from the hingeline of the rudder at the base of the rudder. | | | | |

Airbrakes

At inner level Up 5.0 in.

Rated Load on Winch and
Auto Tow (Weak Link) Maximum 1863 lb (845 kg)

DATA PERTINENT TO ALL MODELS.

Serial Nos. Eligible

See Import Requirements.

Certification Basis

FAR 21.23 and FAR 21.29 effective February 1, 1965.

For Model G103 TWIN ASTIR:

Federal Republic of Germany Airworthiness Requirements for Sailplane and Powered Sailplanes (LFSM), dated October 1975.

Type Certificate G39EU issued June 26, 1978.

Date of Application for Type Certificate: December 30, 1976.

For Model G103 TWIN II:

Compliance with FAR 21.23 as revised by Amendment 21-53 has been shown utilizing the provisions of Advisory Circular 21.23-1 dated 12 January 1981, Section 5, paragraph a. The airworthiness requirements met under this provision are the Joint Airworthiness Requirement for Sailplane and Powered Sailplane (JAR-22) dated 1 April 1980 including Amendments 1 through 2, and Section 5, paragraph (e)(6) of Advisory Circular 21.23-1 dated 12 January 1981. Joint Airworthiness Requirements and Powered Sailplanes (JAR-22) dated 1 April 1980.

Type Certificate G39EU amended 26 March 1982.

Date of Application for amendment of the Type Certificate: 1 July 1980.

For Model G103A TWIN II ACRO:

Compliance with FAR 21.23 as revised by Amendment 21-53 has been shown utilizing the provisions of Advisory Circular 21.23-1 dated 12 January 1981, Section 5, paragraph a. The airworthiness requirements met under this provision are the Joint Airworthiness Requirement for Sailplanes and Powered Sailplanes (JAR-22) dated 1 April 1980 including Amendments 1 through 2, and Section 5, paragraph (e)(6) of Advisory Circular 21.23-1 dated 12 January 1981.

Type Certificate G39EU amended 2 April 1984.

Date of Application for amendment of the Type Certificate: 27 June, 1983.

For Model G103C TWIN III ACRO:

Compliance with FAR 21.23 as revised by Amendment 21-53 has been shown utilizing the provisions of Advisory Circular 21.23-1 dated 12 January 1981, Section 5, paragraph a. The airworthiness requirements met under this provision are the Joint Airworthiness Requirement for Sailplanes and Powered Sailplanes (JAR-22) dated 1 April 1980 including Amendments 1 through 2, and Section 5, paragraph (e)(6) of Advisory Circular 21.23-1 dated 12 January 1981.

Type Certificate G39EU amended September 18, 1989.

Date of Application for amendment of the type Certificate: 12 June, 1989.

Import Requirements

A U.S. Standard Airworthiness Certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by a representative of the Luftfahrt-Bundesamt, containing the following statement:

a) For the Model G103 TWIN ASTIR

"The glider covered by this certificate has been examined, tested and found to conform to the type design approved under FAA Type Certificate No. G39EU and is in condition for safe operation", and the FAA inspector finds that the glider conforms to the U.S. Type Design and is in a condition for safe operation.

GROB MODEL G103 glider serial number 3002 through 3031 are eligible for U.S. Standard Airworthiness Certificates when:

- 1) The FAA inspector is provided with the original Export Certificate of Airworthiness issued by the LBA which certifies the glider conforms to the foreign type certificate,
- 2) The glider has been modified in accordance with the LBA-approved Grob Technical Information TM103-3, and
- 3) The glider is found to be in a condition for safe operation by the FAA inspector. Modifications pre-dating the issuance of this Type Certificate and not included in paragraph 1 and 2 of this note and modifications dated after the issuance of this Type Certificate not covered by the note contained in the Service Information paragraph of this Type Certificate must be assumed not to be approved under this Type Certificate.

b) For the Model G103 TWIN II

"The glider covered by this certificate has been examined, tested and found to conform to the type design approved under FAA Type Certificate No. G39EU and is in a condition for safe operation", and the FAA inspector finds that the glider conforms to the U.S. Type Design and is in a condition for safe operation.

GROB MODEL G103 TWIN II glider serial numbers 3543, 3601 through 3604, 3609, 3615, 3648, 3650, 3652 and 3664 are eligible for U.S. Standard Airworthiness Certificates when:

- 1) The FAA inspector is provided with the original Export Certificate of Airworthiness issued by the LBA which certifies the glider conforms to the foreign type certificate.
- 2) The glider has been modified in accordance with the LBA-approved Grob Technical Information TM315-14, and
- 3) The glider is found to be in a condition for safe operation by the FAA inspector. Modifications pre-dating this issuance of this Type Certificate and not included in paragraph 1 and 2 of this note and modifications dated after the issuance of this Type Certificate not covered by the note contained in the Service Information paragraph of this Type Certificate must be assumed not to be approved under this Type Certificate.

c) For the Model G103A TWIN II ACRO

"The glider covered by this certificate has been examined, tested and found to conform to the type design approved under FAA Type Certificate No. G39EU and is in a condition for safe operation", and the FAA inspector finds that the glider conforms to the U.S. Type Design and is in a condition for safe operation.

GROB MODEL TWIN II ACRO glider, serial numbers 3799-K-66, 3815-K-76, 3822-K-81, 3823-K-82, 3840-K-86, 3841-K-87, 3847-K-88, 3843-K-89, 3847-K-93, 3848-K-94, 3850-K-96, 3852-K-98, 3854-K-100, and 3855-K-101 are eligible for U.S. Standard Airworthiness Certificates when:

Import Requirements (Cont'd)

- 1) The FAA inspector is provided with the original Export Certificate of Airworthiness issued by the LBA which certifies the glider conforms to the foreign type certificate.
- 2) The glider has been modified in accordance with the LBA-approved Grob Technical Information TM315-23, and
- 3) The glider is found to be in a condition for safe operation by the FAA inspector. Modifications pre-dating the issuance of this Type Certificate and not included in paragraph 1 and 2 of this note and modifications dated after the issuance of this Type Certificate not covered by the note contained in the Service Information paragraph of this Type Certificate must be assumed not to be approved under this Type Certificate.

d) For the Model G103C TWIN III ACRO

"The glider covered by this certificate has been examined, tested and found to conform to the type design approved under FAA Type Certificate No. G39EU and is in a condition for safe operation", and the FAA inspector finds that the glider conforms to the U.S. Type Design and is in a condition for safe operation.

GROB MODEL G103C TWIN III ACRO glider serial numbers 34101 and subsequent are eligible for U.S. Standard Airworthiness Certificates when:

- 1) The FAA inspector is provided with the original Export Certificate of Airworthiness issued by the LBA which certifies the glider conforms to the foreign type certificate.
- 2) The gliders with serial numbers 34107, 34110 and 34121 have been modified in accordance with the LBA-approved Grob Technical Information TM 315-44, and
- 3) The glider is found to be in a condition for safe operation by the FAA inspector. Modifications pre-dating the issuance of this Type Certificate and not included in paragraph 1 and 2 of this note and modifications dated after the issuance of this Type Certificate not covered by this note contained in the Service Information paragraph of this Type Certificate must be assumed not to be approved under this Type Certificate.

Equipment

For the Model G103 TWIN ASTIR

The Required Equipment for the Kinds of Approved Operations are listed in the GROB Model G103 TWIN ASTIR Flight Manual LBA-approved 5 June 1978.

GROB MODEL G103 TWIN ASTIR Flight Manual, LBA-approved 5 June 1978.

For the Model G103 TWIN II

The Equipment Approved for the GROB Model G103 TWIN II is listed in the GROB Master Equipment List dated 24 September 1981.

The Required Equipment for the Kinds of Approved Operations are listed in the GROB Model G103 TWIN II Flight Manual, LBA-approved 17 March 1982.

GROB MODEL G103 TWIN II Flight Manual, LBA-approved 17 March 1982.

Equipment (Cont'd)

For Model G103A TWIN II ACRO

The Equipment approved for the GROB Model G103A TWIN II ACRO is listed in the GROB Master Equipment List dated 22 June 1983.

The Required Equipment for the Kinds of Approved Operations are listed in the GROB Model G103A TWIN II ACRO Flight Manual, LBA-approved 12 July 1983.

GROB Model G103A TWIN II ACRO Flight Manual, LBA-approved 12 July 1983.
GROB Model G103 TWIN II Flight Manual, LBA-approved 17 March 1982.

For Model G103C TWIN III ACRO

The Equipment approved for the GROB Model G103C TWIN III ACRO is listed in the GROB Master Equipment List dated June 1989.

The Required Equipment for the Kinds of Approved Operations are listed in the GROB Model G103C TWIN III ACRO Flight Manual, Revision 1, LBA-approved September 8, 1989.

Service Information

GROB Technical Information (Service Bulletins), published in the English language for the U.S. Type Design that carry a statement "Approved by the Luftfahrt-Bundesamt (LBA)" may be interpreted as FAA-approved.

Available documents for GROB Model G103 TWIN ASTIR:

- Flight Manual, LBA-approved 5 June 1978.
- Maintenance Manual for GROB G103 TWIN ASTIR, LBA-approved 5 June 1978.
- Repair Instructions for the GROB G103 TWIN ASTIR, dated 5 June 1978.

Available documents for GROB Model G103 TWIN II:

- Flight Manual, LBA-approved 17 March 1982.
- Airworthiness Limitations (Section X) of the G103 TWIN II Maintenance Handbook, LBA-approved 17 March 1982.
- Repair Instructions for the GROB G103 TWIN II, dated September 1981.

Available documents for GROB Model G103A TWIN II ACRO:

- Flight Manual, dated 12 July 1983 and Model G103 TWIN II Flight Manual LBA-approved 17 March 1982.
- Airworthiness Limitations (Section X) of the G103 TWIN II Maintenance Handbook, LBA-approved 17 March 1982.
- Repair Instructions for the GROB G103 TWIN II, dated September 1981.

Available documents for GROB Model G103C TWIN III ACRO:

- Flight Manual, Revision 1, LBA-approved 8 September 1989.
- Maintenance Manual for GROB G103C TWIN III ACRO, LBA-approved January 1989.
- Airworthiness Limitations (Section XI, FAA) of the G103C TWIN III ACRO Maintenance manual, LBA-approved January 1989.
- Repair Instructions for the GROB G103C TWIN III ACRO, dated 26 May 1989.

NOTES

NOTE 1. Current weight and balance report including list of equipment in certificated empty weight, and loading instructions, when necessary, must be provided for each glider at the time of original certification.

NOTE 2. All placards and markings listed in Section II of the LBA-approved Grob Flight Manual must be installed in the location defined.

- NOTE 3. LBA-approved Section XI of the GROB TWIN ASTIR Glider Maintenance Manual dated 5 June 1978 and LBA-approved Section X of the GROB Glider Maintenance Manual for Models
-GROB G103 TWIN II LBA-approved 17 March 1982, and
-GROB G103 TWIN II ACRO, LBA-approved 17 March 1982 and
LBA-approved Section XI of the GROB G103C TWIN III ACRO Glider Maintenance Manual dated January 1989 specifies mandatory replacements times, structural inspection intervals, and related structural inspection procedures. These airworthiness limitations may not be changed without FAA approval.
- NOTE 4. All external portions of the glider exposed to sunlight must be painted white except wing tips, nose of fuselage and rudder.
- NOTE 5. Major airframe repairs must be accomplished at FAA certificated repair stations rated for composite construction of small aircraft, using Grob Werke repair methods for model of interest, approved by the FAA.
- NOTE 6. Tost release hooks for the Grob Model G103 TWIN III ASTIR to be maintained in accordance with Tost Manual E75 and Europa G73 published in May 1975.

Tost release hooks for the Model G103C TWIN III ACRO to be maintained in accordance with Tost Manuals E85 published in March 1989 and Europa G88 published in February 1989.
- NOTE 7. G103 C TWIN III ACRO, Serial Number 34171 and up, incorporates the following improvements. The modifications are:
- a) Headrest, Part Number 103SL-7301/7302,
 - b) Main Landing Gear Frame Supports, Part Number 103SL-2017/2018;
 - c) Steerable Nose Landing Gear, Part Number 103SL-5100;
 - d) Rudder: Shape and Rudder Control Attachment, (Actuator Rib Part Number 103SL-3175)
 - e) Pedal Units, Part Number 103SL-4420 and 103SL-4800;
 - f) Airbrake Operating Rear Lever, Part Number 103SL-4412;
 - g) Horizontal Stabilizer Hinges, Part Number 115-1276 (one required) and 115-1278 (one required);
 - h) Elevator hinges, Part Number 103SL-3721 (two required);
 - i) Resin - hardener system:
 - 1) Resin: Type L285 from Martin G. Scheufler MGS Company
 - 2) Hardener: Type 285, 286 and 287 from MGS Company.

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