

BGA glider data sheet - Grob 103 Twin II & Grob 103A Twin II Acro

Data source: Manufacturer's flight manual

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Manufacturer: Grob Present Type Certificate holder: LTB Lindner, website www.ltb-lindner.com.

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Link to mandatory mods: <http://www.ltb-lindner.com/g-103-ad-sb.html>

Weighing Data:

	Kg	Pounds
Max weight (dry)	580	1279
BGA concession non-aerobatic max weight (dry) [+3%]	597	1317
Max weight of non lifting components (everything except wings)	400	882
BGA concession non-aerobatic max weight of non lifting components [+5%]	420	926
Max pilot weight (seat load)	110	242
Max baggage	10	22

mm Inches

Forward C of G limit (aft of datum)	260	10.24
Aft C of G limit (aft of datum)	460	18.11
Front pilot position (forward)	1150	45.28
Rear pilot position (aft of datum)	40	1.57

Control deflections in mm

	Up	Down	Distance - hinge to measuring point		
Ailerons	90 ±10	50 ± 8	208		
Rudder	Left & Right 233 ± 10		450		
Airbrakes	Fully extended 170 ± 10		Measure at outboard end		
Elevator Glider serial number	3501-3729	Option 3501-3729	3730 - 3838	3839 - 3878	3879 on
Up	90±6	97±8	97±8	95±8	95±8
Down	70±5	76±6	76±6	74±6	74±6
Measurement point to hinge	212	233	245	240	240
Trim tab					
Up	45±5	54±5	70±7	45±5	Spring trim (no tab)
Down	60±5	72±6	70±7	45±5	
Measurement point to hinge	96	116	90	60	

Longitudinal datum: Wing root LE at rib Horizontal datum: Top of rear fuselage 1000: 40 tail down.

Each standard (5.6 Kg) trim weight in the nose reduces the minimum front pilot weight by 7.5 Kg (17 lb).

Maximum speeds

	Knots	Kph
VNE	135	250
Twin II & Acro without SB 315-66/1 rough air & max manoeuvre	92	170
Twin II Acro with SB 315-66/1 rough air & max manoeuvre	97	180

	Kn ots	Kph
Aerotow	92	170
Winch / auto tow	65	120
Airbrakes open	135	250

VNE at altitude	Knot s	Kph
0-6500 feet	135	250
6500-10 000	128	237
10 000-13 000	121	225
13 000-16 500	115	213
16 500-19 000'	109	202

Max winch weak link: BGA figure 850 Kg (Tost brown)

Tyre pressure: Main 2,8 atm 40 psi , nose & tail 2,5 atm 36 psi

G 103A Acro modified as per SB315-66/1 (rear fuselage strengthened) "G" limits: - +6.5 & - 4 up to 97 knots, + 5,3 & - 3 to V_{NE}. Otherwise semi-aerobatic. Cloud flying is permitted.

For control surface max weights and moments see the manufacturer's maintenance manual page 17a.

Note:- SB 315-63/2 reduced speeds and prohibited aerobatics on all models. This was replaced by SB 315-65/1 which raised speeds to the original non-Acro values & made all models semi aerobatic and cloud flying. If SB 315-66/1 is carried out (optional fuselage strengthening) to an Acro it returns to the original speeds and aerobatic status.

This sheet compiled by: Tim Macfadyen 2 Nov 2004 Updated 21 April 2011 Type Certificate holder changed.

Updated 10 Aug 2015 SB 315-65/1 limitations & SB 315-66/1 (optional strengthening Mod) data included.