BGA glider data sheet - Grob G103C Twin III & Twin III Acro

Type: Grob G103C Twin III Data source: Manufacturer's flight manual Date of issue: 7.10.91

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)	600	1323
BGA concession non-aerobatic max weight (dry) [+3%]	618	1363
Max weight of non lifting components (everything except wings)	420	926
BGA concession non-aerobatic max weight of non lifting components [+5%]	441	972
Max pilot weight (seat load)	110	242
	mm	Inches
Forward C of G limit (aft of datum)	270	10.6
Aft C of G limit (aft of datum)	480	18.9
Front pilot position (forward)	1132	44.6
Rear pilot position (aft of datum)	35	1.4

Control deflections in mm

	Up	Down	Distance - hinge to measuring point	Max free play
Ailerons	67 - 83	45 - 55	215	+/-8 up +/-5 dn
Elevator	94 - 110	68 - 80	240	+/-8 up +/-6 dn
Airbrakes	127 up at inner end			
Rudder	Left & right 223 - 243		450	+/-5 L +/-10 R

Longitudinal datum: Wing root LE at rib

Horizontal datum: Top of rear fuselage 1000: 40 tail down.

Maximum speeds

	Twin III & Acro Without SB 315-66/1		Twin III Acro With SB 315-66/1	
	Knots	Kph	Knots	Kph
VNE	135	250	151	280
Rough air	92	170	108	200
Manoeuvre	92	170	100	185
Aerotow	92	170	100	185
Airbrakes open	135	250	151	280
Winch / auto tow	76	140	76	140

VNE at altitude Feet	Twin III & Acro Without SB 315-66/1		Twin III Acro With SB 315-66/1	
	Knots	Kph	Knots	Kph
0-6562	135	250	151	280
6562–9842	128	237	143	265
9842–16404	121	225	130	240
16404–22966	115	213	116	215
22966-29528	109	202	103	190

Max winch weak link:- 862 Kg (Tost brown)

Tyre pressures: Main 36 – 40 psi , nose and rear 36 psi

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

Note:- SB 315-63/2 reduced speeds and prohibited aerobatics on all models. This was replaced by SB 315-65/1 which raised speeds but not to the original non-Acro values & made all models non - aerobatic and non-cloud flying because the airbrakes could not limit the gliders to the reduced VNE in a 45° dive. If SB 315-66/1 is carried out (optional fuselage strengthening) to an Acro it returns to the original speeds, cloud flying and aerobatic status.

Compiled by: Tim Macfadyen & Afandi Darlington 10 July 2003 Updated 21 April 2011 Type Cert holder changed.

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