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G 103 C TWIN III SL

PILOT'S OPERATING HANDBOOK

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1.1 Introduction

The motorglider flight manual has been prepared to provide pilots and instructors with information for the safe and efficient operation of the GROB G 103 C TWIN III SL powered sailplane.

This manual includes the material required to be furnished to the pilot by JAR-22. It also contains supplemental data supplied by the motorglider manufacturer.

1.2 Certification Basis

The G 103 C TWIN III SL motorglider has been approved by the Luftfahrt-Bundesamt in accordance with JAR-22 Change 4 dated 27 June 1989 including Amendment 22/90/1.

The Type Certificate No. 869 has been issued on 20 December 1991. Category of Airworthiness is UTILITY.

Noise Certification Basis is Chapter VI of the "Lärmschutzforderungen für Luftfahrzeuge (LSL)" (Noise Limitation Requirements for Aircraft) dated 1 January 1991.

1.3 Warnings, Cautions and Notes

The following definitions apply to warnings, cautions and notes in the flight manual.

Warning : means that the non-observation of the corresponding procedure leads to an immediate or important degradation of the flight safety.

Caution : means that the non-observation of the corresponding procedure leads to a minor or to a more or less long term degradation of the flight safety.

Note : draws the attention on any special item not directly related to safety but which is important or unusual.

1.4 Descriptive Data

The G 103 C TWIN III SL is a two-seater, mid-wing powered sailplane with a damped T-type tail. State-of-the-art technology is used to manufacture the motorglider using industrial fiber composite construction techniques. The aircraft can be used for instruction, training, and performance flights.

The 2-section wing is triple tapered and is equipped with airbrakes (type GROB) on the upper surface.

The safety cockpit is equipped with two seats in a tandem arrangement. The two canopies are independent of each other and open to the right.

The G 103 C TWIN III SL is a self-launching powered sailplane with a retractable engine and a variable pitch propeller or optional a fixed pitch propeller.

The main wheel of the non-retractable tandem landing gear is equipped with a hydraulic disk brake. The nose wheel is steerable.

Technical Data:

Wing span	18.00	m	(59.06 ft.)
Length	8.20	m	(26.90 ft.)
Height	1.55	m	(5.09 ft.)
Wing aspect ratio	18.50		
Wing area	17.52	m ²	(188.6 sq.ft.)
Max. flight weight	710.00	kg	(1565 lbs)
Max. wing loading	40.53	daN/m ²	(8.3 lbs/sq.ft)

1.5 Three-View Drawing

