



Subject: Modification of powered glider GROB G 109 B with Canadian registration.

Effectivity: Powered glider GROB G 109 B beginning from serial no. 6200.

Accomplishment: During inspection for the purpose of export.

Reason: The certification in Canada requires the following modifications.

Instructions:

1. Flight Manual GROB G 109 B published Oct. 1, 1983 including revision no. 5 dated May 6, 1985.
2. Instructions for Continued Airworthiness GROB G 109 B published Oct. 1, 1983 including revision no. 4 dated May 6, 1985.
3. Placards listed on page 18a through 18e of Flight Manual.
4. Installation of a cockpit fire extinguisher (about 2 lbs) in accordance to drawing no. 109 B-2031/2032-K.
5. Installation of a metal plates on the cockpit floor in the area of rudder pedals in accordance to drawing no. 109 B-2031/2032-K.
6. Mounting of a baggage rack.
7. Fuel filter with cover no. 109-7000.16 (like USA model).
8. Installation of drainage (air filter) in the pitot static system in accordance to drawing no. 109-7350. (This point is only valid from s/n 6200 until s/n 6339. The Drainage is Standard beginning from s/n 6340).
9. Installation of a fire resistant coating hose (Glasil-A-material) at the heater tube between exhauster and fire wall.
10. Glider identification plate at right canopy frame

Datum

ersetzt Ausgabe
vom

Bearbeitung

Musterprüfer

Seite



Immatriculation

GROB FLUGZEUGBAU
D-8939 Mattsies, West-Germany

Bau-Muster GROB G 109 B

Werk-Nr. x x x x

Type Cert. No. A - 144

Engine identification plate

Grob Flugzeugbau
Mattsies, West Germany

The GROB 2500 engine is an integral part of the Grob Model G 109 B powered glider in accordance with Canadian Type Approval No. A-144.

Engine serial no.

Propeller identification plate

Grob Flugzeugbau
Mattsies, West Germany

The Hoffmann Model H0-V 62 R/L 160 BT propeller is an integral part of the Grob Model G 109 B powered glider in accordance with Canadian Type Approval No. A-144.

Propeller serial no.

Weight and Balance: The installations requires new weight and balance.

Remarks: The proper execution of this technical information must be certified by a competent inspector in the aircraft logbook.

Mattsies, May 6, 1985

i. A. Dipl.-Ing. H. Wilser

Horst Wilser

LBA approved:



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