GROB G-109 Model Guide

The GROB G-109 is a piston-powered motor glider (the service list calls it a Motorsegler) from Grob, built as the G 109 and the G 109B. Family registry data shows up to 2 occupants, up to 103 kt cruise, up to 970 nm range and a service ceiling up to 18000 ft. These are family maxima, not figures for every variant. The sources are service bulletins, so this guide focuses on what to check before buying.

KEY TAKEAWAYS

- Two variants: G 109 (S/N 6001-6159) and G 109B (S/N 6200-6445 and 6501-6575). Confirm which one you are buying.
- Engines in the service history: Limbach 2000, Limbach 2400, Rotax 912 A3 and, on the G109B, Rotax 912iSc3.
- MSB817-70 tail bracket inspection repeats every 100 FH or at annual. A broken pivot caused loss of rudder control in flight.
- Check that the flight and maintenance manuals are current for the installed engine (MSB817-55/8).

TAIL MOUNTING BRACKET (MSB817-70)

Grob received two reports of a broken pivot on the tail mounting bracket, which led to loss of rudder control in flight. The bulletin applies to all G 109 and G 109B. It calls for checking the ball bearing in the rear lever and the rear bolt for corrosion and brush marks. The nut is tightened to a maximum of 16 Nm. Repeat every 100 FH or at annual inspection, whichever comes first. Ask for the logbook entry.

OTHER BULLETINS TO VERIFY IN THE LOGBOOK

The Grob bulletin list shows inspections of the main undercarriage legs (817-19, 817-39), the fuel shut-off valve (817-23, and MSB817-76 special inspection and replacement, issued Nov 2025, all S/N) and the exhaust system (817-32). Engine mount items are 817-45 (abrasion inspection) and ASB817-73 (S/N 6221, 6525, 6552). Also listed: vertical stabilizer nose plate corrosion (MSB817-58/1), rudder pedals (817-63) and elevator rod (MSB817-64/2).

WEIGHT, CG AND MANUALS

SB 817-1 raised maximum weight from 810 kg to 825 kg for all serial numbers except 6001 and 6010. SB 817-10 changed the CG range and spin recovery procedure for S/N 6001-6159. MSB817-55/8 lists the required flight manual revision for each engine fit. It puts keeping manuals current on the operator, and says to use only applicable publications.

PERFORMANCE

Family Max Cruise Speed Kt	103
Family Max Range Nm	970
Family Max Service Ceiling Ft	18000

SAFETY NOTES

- Tail bracket pivot failure caused loss of rudder control in flight; confirm the MSB817-70 inspection is current and logged.
- Grob says its Mandatory bulletins are not legally equivalent to an EASA AD. Check the AD status separately.
- Use only the applicable, current manuals for the installed engine, and confirm the SB 817-10 CG and spin recovery changes are incorporated.

AI-aggregated guide for the GROB G-109 · sources: MSB817-70 Inspection of tail mounting bracket G 109 / G 109B (#101222) · SERVICE BULLETIN NO. MSB817-55/8 (#101223) · List of Service Bulletins (#101976) · generated 2026-10-20 · Reference only, not for flight. Check the original documents before relying on this guide.