

Subject: Exchange of the airbrake idler levers left and right 103-4123 and 103-4124 in the dive brake system of the wing.

Effectivity: Sailplane model TWIN ASTIR works-n° 3000 - 3040

Accomplishment: Carrying out of the action 1 and 2 before the next take off.

Reason: The reason for the service bulletin is a failure at the airbrake idler lever with lightening holes. The lever may brake which occurs a failure to one wing side of the airbrake system.

Instructions: The airbrake idler lever is situated behind the spar and at a distance of 1,32 m from the main rut. The lever may be observed through the cut out of the main rut using a lamp.

- 1a. Check both wings if a lever with lightening holes or a solid lever is installed before the next take off.
- 1b. If solid levers are installed, no further action is necessary.
- 2a. If a lever with lightening holes is installed it has to be changed against a solid one before the next take off.

Left wing: Idler lever 103-4123
Right wing: Idler lever 103-4124

- 2b. For the exchange the sandwich has to be cut on the lower side of the wing. In front of and behind the spar a hole has to be cut through the sandwich to open the fixing screws and to exchange the levers. After that the sandwich skin has to be repaired according to the special repair instruction which is part of the service bulletin. This special repair instruction to TM 103-5 is mandatory.

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2c. The proper carrying out of the
TM 103-5 has to be attested in
the log-book.

Material:

The necessary material is listed
in the repair instruction and will
be delivered to every customer of
the concerned aircrafts.

Weight and Balance:

No influence

Remarks:

The carrying out has to be done by
the manufacturer or by an authorized
glass fibre repair shop and must be
attested in the log-book.

München, den 2.5.1979

LBA anerkannt

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

am: