



Technical Information
TM 315-29

GROB G 103
"TWIN II"
GROB G 103 A
"TWIN II ACRO"

Subject: Inspection and exchange of the front airbrake operating lever 103B-4270.

Effectivity: Gliders GROB G 103 "TWIN II" and GROB G 103 A "TWIN II ACRO" of the following serial-numbers:
s/n : 3501 - 3715 (inclusive)
s/n : 3544-K-1 - 3709-K-45 (inclusive)

Accomplishment: - Instruction 1 before next flight.
- Instruction 2 not later than 1st February, 1986.

Reason: Cause of the Technical Information are fractures of the front airbrake operating lever due to overstress during the pre-flight check. As a precaution, an exchange of the airbrake operating lever for a reinforced lever version is ordered.

- Instructions:
1. Instruction: Inspection of the airbrake operating lever for cracks respectively buckling.
 - 1.1. The airbrake operating lever is to be checked for cracks respectively buckling in the region of the lever bearing (s.a. picture 1 of repair instruction no. 315-29). For that purpose the points 1.-5. of the repair instruction no. 315-29, which is component part of the present Technical Information, are to be carried out. For the inspection it is recommended to use a magnifying glass.
 - 1.2. If cracks are found or if buckling of the operating lever is stated in the region of the lever bearing, instruction 2 is to be carried out before next flight.
Remark:
If the operating lever is buckled mostly the paster in bushing (s.a. Repair Instruction No. 315-29, (14)) is broken out.
 - 1.3. If no cracks are found and if no buckling of the lever is established, it is not necessary to repeat instruction 1 till the exchange of the airbrake operating lever. Then assembly takes place in reverse sequence.
 2. Instruction: Exchange of the airbrake operating lever 103B-4270, for a reinforced operating lever of aluminium sheet.
 - 2.1. The exchange of the operating lever takes place according to Repair Instruction no. 315-29.

Material: The material according to the Repair Instruction of TM 315-29 can be obtained at the manufacturer.



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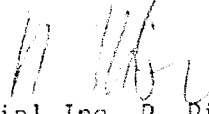
Weight and
balance:

No influence

Remarks:

Instruction 1 is to be performed by an experience person. Instruction 2 must be carried out by an authorized Aviation Workshop. Its proper execution has to be certified in the log-book by an authorized inspector class 3.

Mattsies, October 1, 1985


signed i.A. Dipl.Ing. R. Rischer

P.S. In case you have sold your glider meanwhile, we ask you kindly to give this information immediately to the new owner and to let us know his adress and the serial-number.

The translation has been done by best knowledge and judgement. In any case or doubt the german original is authoritative. The german original of this Technical Information has been approved by the LBA under the date of October 10, 1985 and is signed by Schmaljohann.

Datum

ersetzt Ausgabe
vom

Bearbeitung

Seite