



Service Bulletin
TM 315-32

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

Subject: Checking and relocating aft actuator knob of the tow hooks

Effectivity: Gliders TWIN ASTIR and TWIN ASTIR TRAINER factory serial no. 3000 - 3291 (inclusive) (TRAINER with Supplement "T")
Gliders G 103 "TWIN II" and G 103 A "TWIN II ACRO" factory serial no. 3501 - 3878 (inclusive) (ACRO with Supplement "K")

Accomplishment: - Instruction 1 before next take-off
- Instruction 2 together with instruction 1

Reason: When the guide sleeve of the aft tow hook actuator knob is worn out and/or snapped off, there is a danger of the release knob dropping into the stick boot during flight and obstructing stick movement. If the guide sleeve cutout is located in the bottom LH corner of the instrument panel, it is good practice to relocate the cutout.

Instructions:

1. Instruction:
Localizing guide sleeve cutout
 - 1.1 If the guide sleeve cutout is located in the bottom LH corner of the instrument panel, Instruction 2 shall be carried out before next take-off.
 - 1.2 If the guide sleeve cutout is already located higher, as standard, check the guide sleeve for signs of wear and check play of the release knob. Remove any material showing signs of wear and tear. Set play according to Repair Instructions No. 315-32 which are a component of this Service Bulletin.
2. Instruction:
Relocating guide sleeve cutout
 - 2.1 Relocating the guide sleeve cutout shall be done in accordance with Repair Instructions No. 315-32.

Material: Material as required by Repair Instructions of Service Bulletin TM 315-32 shall be procured from the manufacturer.

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Weight and balance: No effect.

Remarks: Instructions 1 and 2 can be carried out by qualified mechanics. Satisfactory execution shall be certified by a Class III inspector, immediately following completion, in the log book.

Mattsies, June 12, 1987

LBA-approved on July 1, 1987

signed: 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 address and 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 Service Bulletin has been approved by the LBA under the date of July 1, 1987 and is signed by K. Volosciuk.

14. JULI 1987

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Repair Instructions No. 315-32
for Service Bulletin TM 315-32

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Repair Instructions No. 315-32 pertain to Service Bulletin 315-32 and relate to checking and relocating the aft tow hook actuator knob.

Material: (Material listed in the following is not necessary on all gliders)

2 countersunk screws M 4 x 16, DIN 963
2 roses dia. 4
2 washers 4.3 LN 9025
2 hexagon nuts LN 9348 - M 4
polyamide tubing 8 dia. x 1

As an exception:

1 cord LN 9374 - 3.2
1 Nicopress sleeve 28-3-M
1 stop sleeve 871-18J
1 ball knob yellow 40 dia.
1 placard TOW HOOK

Tools:

1 power drill
1 set screwdrivers (assorted slot widths)
1 fork wrench size 7
2 drills (8 dia., 4.2 dia.)
1 hacksaw
files

As an exception:

1 Nicopress pliers

Note:

It is good practice, before dismantling anything, to make a mental note or small sketch of how the things fit together, so that later reassembly is easier. Make a precise note also of such minor items such as screws, for instance.

Relocation of the actuation knob can be done in both, the rigged and the derigged condition.

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1. Remove both seats.
2. Remove rear instrument panel filler.
3. Remove rear instrument panel by removing the bottom two fastener screws (connection to the frame) and the two screws midway in the height of the instrument panel (connection to the sideplates).
4. Tilt instrument panel to the right. The pitot static tubes need only be removed in some cases.
5. Remove fastener clip holding the polyamide guide tube (two clips provided as an exception) by removing the screws or drilling the rivets (drill dia. 4.2 mm) open.
6. Mark and produce the new cutout in the instrument panel as shown in Fig. 1.
7. Secure the instrument panel by the bottom two screws.
8. Check the polyamide guide tube for signs of wear and tear. Pare off any signs of wear and tear.
9. Drill holes (drill dia. 4.2 mm) to mount the clip as shown in Fig. 2.
10. Fit clip using M 4 bolts, roses, washers and stop nuts.

Note:

Only use new stop nuts!

The polyamide guide tube must protrude at least 5 mm from the instrument panel (see Fig. 2). This may require on the TWIN ASTIR removal of the clip on the rudder parallel guide between the rear sideplates.

11. Thread approx. 15 - 25 mm long piece of polyamide tubing over the release pullcord. If the complete release pullcord does not need replacing, a piece of the tubing can be slitted open and applied to the pullcord, before taping it together.

Note:

The release knob must now be held in place so that the play is 5 - 10 mm when the knob is lightly pulled (see Fig. 2) without the nose hook opening. The belly hook must not open until the nose hook is fully open. No play must be evident when the release knob is not pulled.



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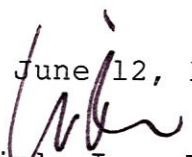
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12. Reassembly is in reverse sequence.
13. After reassembly recheck tow hook functioning.

Note:

Should difficulties arise in the work, please get in touch with the manufacturer.

Mattsies, June 12, 1987


signed: Dipl.-Ing. R. Rischer

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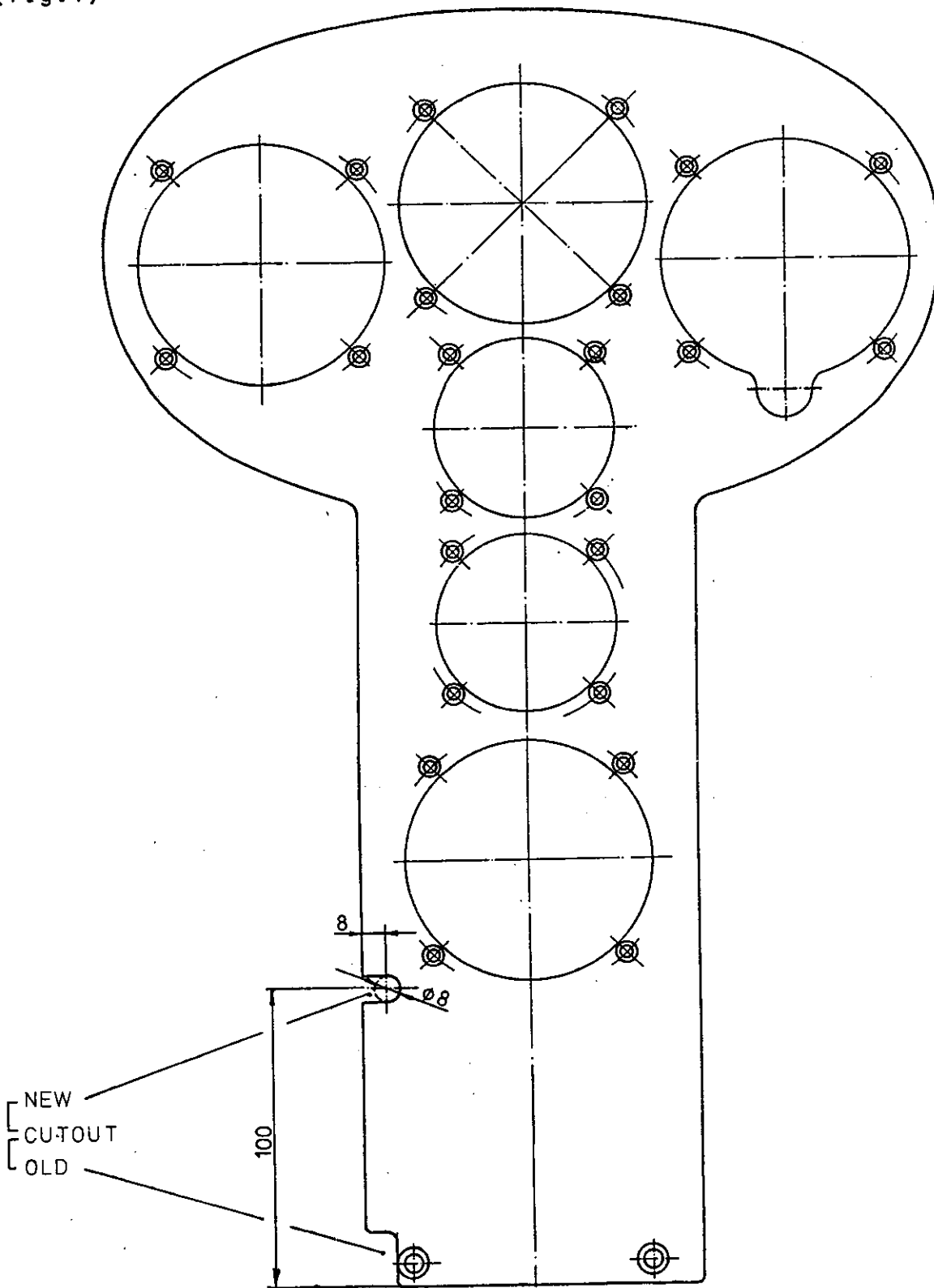
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Abb. 1
(fig.1)





Arbeitsanleitung Nr. 315-32
(Repair instruction no. 315-32)

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Abb. 2
(fig.2)

