



Subject: Inspection and exchange of both end spar spigot assemblies

Effectivity:	TWIN ASTIR (incl. trainer)	s/n	3000 - 3291
	G 103 TWIN II		3501 - 3878
			33879 - 34078
	G 103 A TWIN II ACRO (with supplement "K")		3544 - 34078

- Accomplishment:
- At gliders with more than 3000 take-offs, instruction 1 has to be carried out prior to the next take-off.
  - At gliders with 1500 to 3000 take-offs, instruction 1 has to be carried out within the next three months.
  - At gliders with less than 1500 take-offs, instruction 2 has to be carried out by 1 March 1989.
  - At all gliders a placard with the following wording has to be put in plain view in the front and rear cockpit area prior to the next take-off, until instruction 2 has been carried out:

NO AEROBATICS!

Reason: During a fatigue test with a TWIN II ACRO in England using a special load spectra, there was a fatigue failure on the spigot of the L/H wing after approx. 14000 simulated winch launches. As a precaution, an inspection of the spigots dependent on the number of take-offs is ordered. GROB developed and fatigue-tested a new exchangeable fail-safe spigot.

So far, no failures have occurred on the spigots during operation.

Instructions: Instruction 1:  
Inspection of the end spar spigots

1.1 Both end spar spigots are examined for damages with the ultrasonic method.

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1.2 In case of any damages, instruction 2 has to be carried out prior to the next take-off.

1.3 If there are no damages, inspection 1 has to be repeated after every 500 take-offs until the spigots have been exchanged according to instruction 2.

Instruction 2:  
Exchange of the spigots

The spigots have to be exchanged as per the repair instructions to TM 315-36 by 1 March 1989.

After instruction 2 has been carried out, the placards

**NO AEROBATICS!**

may be removed.

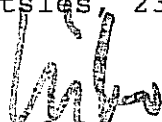
**Material:** The material and the repair instructions to TM 315-36 as well as the inspection instructions and the 40° probe are to be procured from the manufacturer.

**Weight and Balance:** Empty weight and c.g. have to be determined after the installation of the new end spar spigot assemblies.

**Remarks:**

1. Instruction 1 can be carried out by a competent person who is versed in the operation of the measuring device and has to be certified in the log-book.
2. Instruction 2 may only be carried out by an aviation workshop with authorization for GRP repairs. The proper execution has to be certified in the log-book by an authorized inspector, class 3.

Mattsies, 23 June 1988

  
signed I.A. R. Rischer

LBA-approved on:

20. JULI 1988





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