

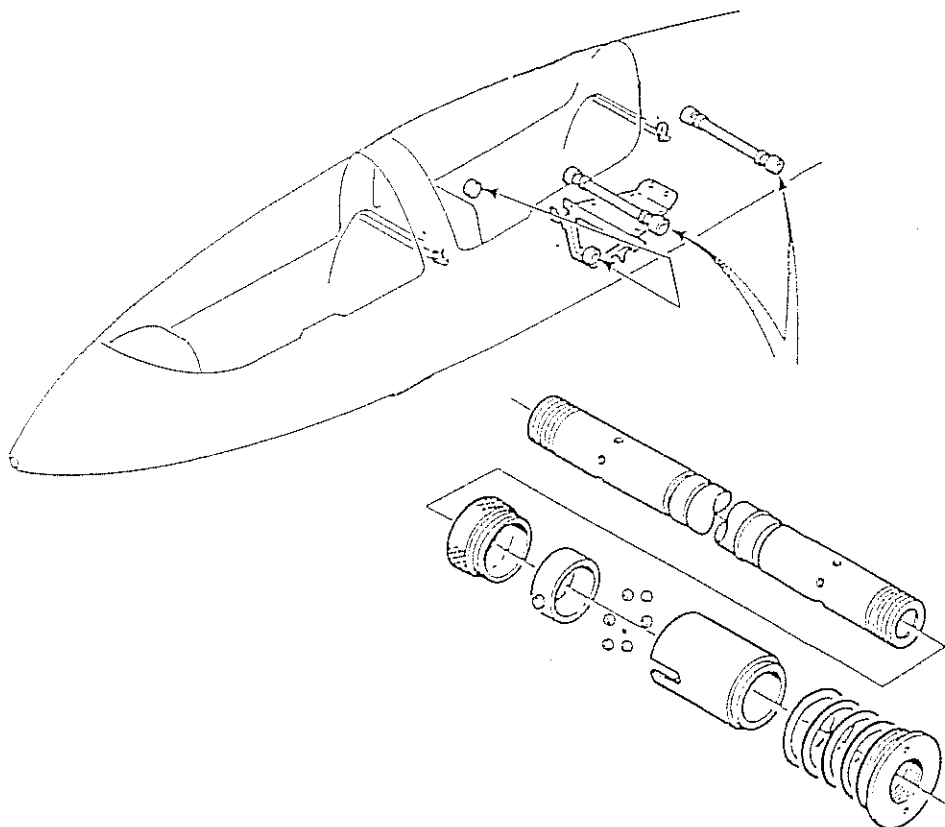
Subject: Modification of the wing-fuselage connecting rods

Concerned: Sailplane Model: TCDS No. 315
 TWIN ASTIR S/N 3000 - 3291
 TWIN ASTIR TRAINER S/N 3000 - 3291 (with suffix "T")
 G 103 TWIN II S/N 3501 - 3729

Urgency: optional

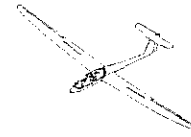
Procedure: Some parts of the wing-fuselage connecting rods P/N 103-2201/ 2202 are not manufactured any longer and so this parts can't be delivered as spares. Due to this fact the wing-fuselage connecting rods may be modified optionally during spares delivery or repair. This modification corresponds to the standard of the wing- fuselage connecting rods installed in the later glider models.

Actions:



1. The modifications to the wing-fuselage connectors will be performed in accordance to the following drawings:

Drawing No.	Issue	Name
109-2200.03	22.10.1981	Socket
109-2200.02	22.10.1981	Nut, knurled
109-2200.05	22.10.1981	Ring



The following drawings will be substituted:

Drawing No.	Issue	Name
103-2201.03	05.09.1977	Socket
103-2201.06	05.09.1977	Ring

The drawings are applicable for all above listed models.

2. Revisions of the Flight Manual:

TWIN ASTIR:

- Issue of german exchange pages: 04.11.96, Revision 5
- Issue of english exchange pages: 04.11.96, Revision 7
- Issue of canadian exchange pages: 04.11.96, Revision 7
- Page 1: Updates
- Page 25: Rigging and derigging
- Page 25a: Check

TWIN ASTIR TRAINER:

- Issue of german exchange pages: 04.11.96, Revision 6
- Issue of english exchange pages: 04.11.96, Revision 7
- Issue of canadian exchange pages: 04.11.96, Revision 7
- Page 1: Updates
- Page 25: Rigging and derigging
- Page 25a: Check

G 103 TWIN II:

- Issue of german exchange pages: 04.11.96, Revision 2
- Issue of english exchange pages: 04.11.96, Revision 2
- Page 1: Updates
- Page 20: Rigging and derigging
- Page 20a: Check

Material: The exchange pages for the Flight Manual are attached to the Service Bulletin.
The required material can be ordered from the manufacturer.

Weight and Balance: Not concerned

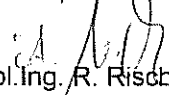
Remarks:

Action 1:
The modification of the wing-fuselage connectors must be performed by an authorized aviation workshop. The modification must be checked by an inspector and recorded in the aircraft log book.

Action 2:
The exchange of the manual pages may be performed by a competent person and must be recorded in the aircraft log book by an authorized inspector.

General:
If you have sold your sailplane in the meantime, would you kindly pass this information on to the new owner and forward his name and address and aircraft S/N to us.

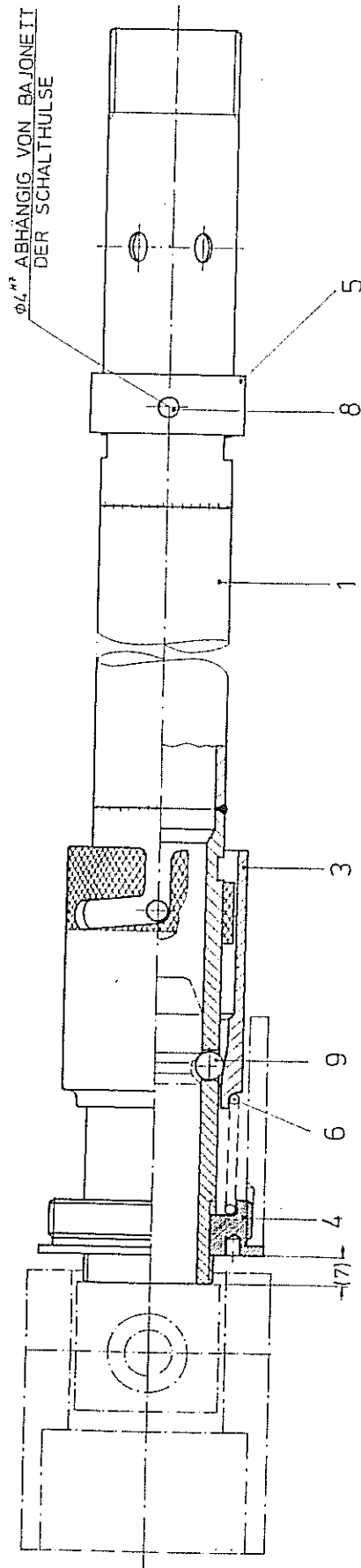
Mattsies, 04 November 1996


Dipl.Ing. R. Rischer
(Airworthiness Engineer
Certification Staff)

LBA approved:

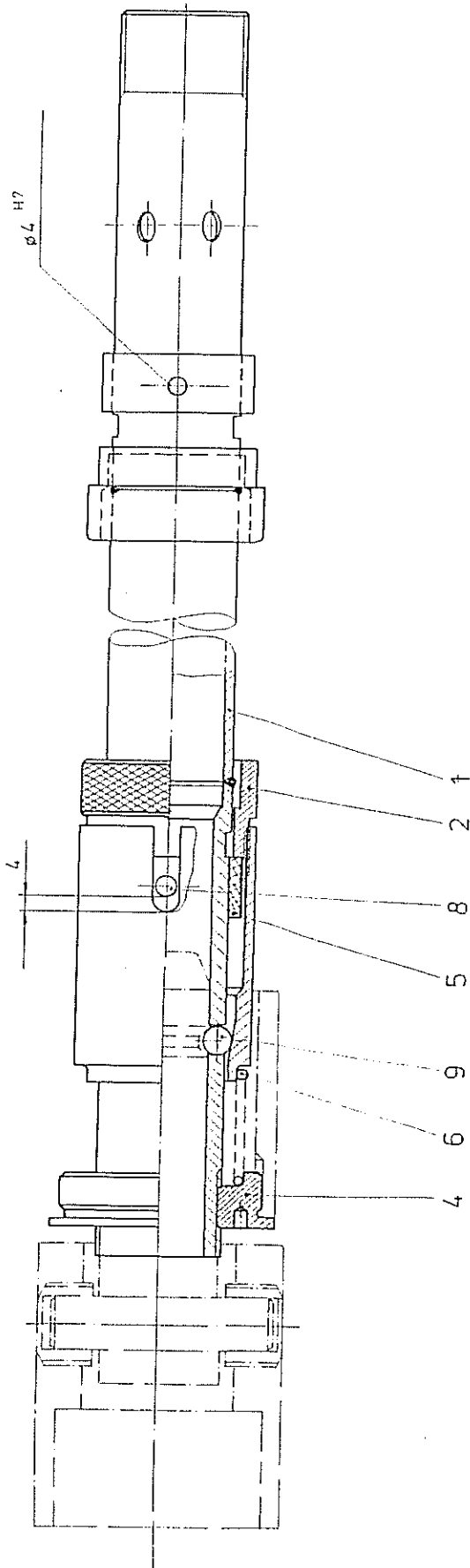
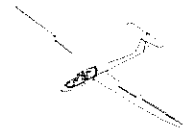
This Service Bulletin is originally written in German and approved by the German LBA on the ~~December 1996~~ *April 16, 1997*
and is signed by Mr. Skov
The translation has been accomplished to the best of our knowledge and judgement.





Connector 103-2201/ 2202

Item	Qty.	Name	P/N
1	1	Connecting tube	103-2203
3	2	Socket	103-2201.03
4	2	Nut	103-2201.04
5	2	Ring	103-2201.05
6	2	Compression spring	103-2201.06
8	2	Pin	5m6x45 DIN 6325
9	12	Steel balls	$\phi 7$



Connector 103-2201/ 2202/1			
Item	Qty.	Name	P/N
1	1	Connecting tube	103-2203
2	2	Knurled nut	109-2200.02
3	2	Socket	109-2201.03
4	2	Nut	103-2201.04
5	2	Ring	109-2201.05
6	2	Compression spring	103-2201.06
8	2	Pin	5m6x45 DIN 6325
9	12	Steel balls	$\phi 7$