



**Subject:** Exchange of the trimm-tube in the elevator.

**Effectivity:** Glider aeroplane GROB G 103 "TWIN II" and GROB G 103A "TWIN II ACRO" of the following serial-numbers:

Serial-N° 3510, 3511 und 3515,  
from n° 3517 to 3529 and  
from n° 3531 to 3554,  
n° 3558, 3561, 3564, 3570 and 3571,  
and from n° 3574 to 3577 and n° 3605 included

**Accomplishment:** Latest date of action to be taken:  
31.03.1981

**Reason:** This action should be taken, because the trimm-tube of the mentioned gliders has an incorrect welding seam. It is possible that this incorrect seam breaks after a longer operation.

**Instructions:** This exchange should be taken in accordance to the repair instructions of TM 315-13.

**Material:**

- 1 trimm-tube n° 103B-4354 with fork-end and screw (M5)
- 1 tube  $\emptyset$  5 x 0,5 (11 mm long)
- 1 tube  $\emptyset$  5 x 0,5 (8 mm long)
- 2 screws M4 (LN 9348)
- 4 stretch-pins 2 x 10 DIN 1481

The material can be obtained by the manufacturer.

**Weight and balance:** No influence

**Remarks:** The correct action has to be certified by an authorized inspector (Prüfer Klasse 3) in the log book.

Mattsies, 12.01.1981

Signed: i.A. Dipl. Ing. H. Wilser

LBA-approved: 22.1.81

P.S. Provided your a/c is sold in the meantime, you are kindly requested to send this bulletin to the new owner as soon as possible and to inform us about this adress.

Remarks:

The U.S. owner / applicant must show to the FAA certifying inspector that the items have been accomplished and recorded in the sailplane logbook. The U.S. owner / applicant must provide to the FAA inspector the original export certificate of airworthiness issued by the LBA which certifies that the sailplane conforms to the foreign type certificate. U.S. airworthiness certification by FAA will proceed in accordance with FAA order 8130.15 and 14 CFR section 21.183 (d).

Mindelheim-Mattsies

12.03.1982

Dipl. Ing. H. Wilser



LBA approved

date: 17. März 1982

