



Technical Information
TM 315-31

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

- Subject:** Control and extension of the stop pad 103B-4721.11 at the outer pivoted levers of the airbrakes in the wing.
- Effectivity:** Gliders GROB G 103 "TWIN II" and GROB G 103 A "TWIN II ACRO" with the following serial-numbers. Serial-number 33879-(K-117) through 34012-(K-245)
- Accomplishment:**
- Instruction 1 before next flight
 - Instruction 2 if necessary, before next flight
- Reason:** At some of the above mentioned serial-numbers it cannot be excluded that the airbrake pivot stop pad, welded onto the outer pivoted levers of the airbrakes, slide underneath the wing laminate and wedge in when the airbrakes are intensively actuated. As a precaution, the stop at the pivoted levers will be extended.
- Instructions:**
1. Instruction: Control of the airbrake pivot stop pad length (left and right airbrake).
 - 1.1 The length of the stop pad, welded on the outer pivoted levers of the airbrakes, is to be measured prior to next flight by means of a tape-measure. For this purpose the airbrakes must be extended and must be maintained extended.
 - 1.2 If the length is app. 25 mm, instruction 2 is to be carried out before the next flight.
 - 1.3 If longer stop pads are already welded (app. 36-40 mm length) and if they cannot be wedged in (see also picture: 1.3.1), it is not necessary to carry out instruction 2.



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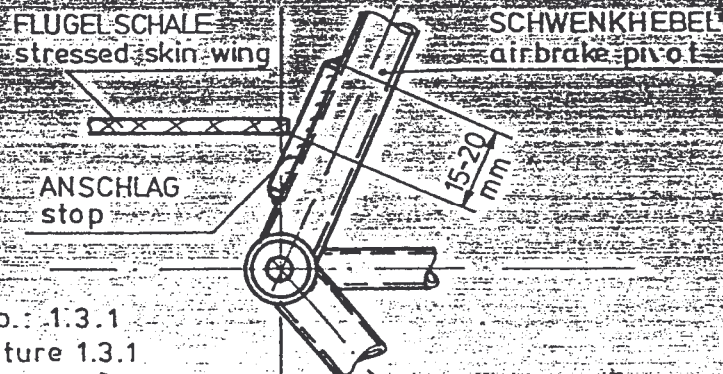


Abb.: 1.3.1
picture 1.3.1

2. Instruction: Installation of a stop pad extension (103B-4721.19) at the pivoted lever left 103B-4721 and at the pivoted lever right 103B-4722.
- 2.1 The installation of the stop pad extension takes place according to Repair Instruction no. 315-31 which is part of the present Technical Information.

Material: The material according to the Repair Instruction to TM 315-31 will be distributed together with the Technical Information.

Weight and balance: No influence

Remarks: Instruction 1 is to be performed by a competent 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, 07.10.85
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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 November 12, 1985 and is signed by Schmaljohann.