



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



Datum

ersetzt Ausgabe
vom

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Musterprüfer

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Technical Information
TM 315-36

GROB
TWIN ASTIR
G 103
G 103 A

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 Technical Information has been approved by the LBA under the date of 20 July 1988 and is signed by Mr. K. Volosciuk.

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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.