



Subject: Inspection of the correct installation position of the fixing bolts of aileron- and air brake connector at the distributor.

Effectivity: s/n
TWIN ASTIR (incl. Trainer) 3000 - 3291
GROB G 103 "TWIN II" 3501 - 3729
(incl. ACRO)

Accomplishment: For all serial numbers during the annual inspection.

Reason: An accident investigation revealed that the owner of a TWIN ASTIR - probably when performing a service bulletin - mounted the fixing bolts on the aileron connector downwards. The manufacturer specifies installation upwards.

The wrong mounting of the bolts can lead to a reciprocal interference of aileron- and air brake control.

As a precaution, an inspection of the installation position of the bolts on aileron and air brake connector is ordered. So as to prevent further wrong installations, this service bulletin includes the attachment of a warning placard on the aileron lever (103-4222) with the following wording:

Achtung!
Caution!
Montagerichtung der Verbinderschrauben:
Mounting direction of connector bolts:
BK-Hebel von oben nach unten
Airbrake lever downwards
QR-Hebel von unten nach oben
Aileron lever upwards

Instructions: Instruction 1
Checking of the correct mounting of the connector bolts (see fig. 1):

- 1.1 The following mounting direction of the bolts is mandatory:
- on the airbrake lever downwards
 - on the aileron lever upwards

1.2 Minimum distance

The boltheads must have a minimum distance of $a = 5$ mm to each other.



Should during the inspection a wrong installation position of the bolts or a too short distance be found, instructions 2 have to be carried out immediately.

Instruction 2

2.1 Correct installation of the fixing bolts.

All bolts that have been incorrectly installed have to be removed and reinstalled observing the correct installation position according to fig. 1 and using new stop nuts.

2.2 Obtaining the minimum distance.
If the required minimum distance of $a = 5 \text{ mm}$ is not obtained, the manufacturer has to be contacted immediately.

Instruction 3

Attachment of the enclosed warning placard on the aileron lever.

3.1 Cleaning of the surface

3.2 Gluing of the placard (see fig. 1) with glue (e.g. PATTEX).

Material: The warning sign is supplied together with the service bulletin.

Weight and Balance: No effect

Remarks: Instructions 1 through 3 can be carried out by a competent person. The proper execution of the service bulleting TM 315-38 has to be certified in the log-book by a competent person.

Mattsies, 14.11.1988

LBA-approved


signed: i.A. R. Rischer

19 Dec. 1988

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.

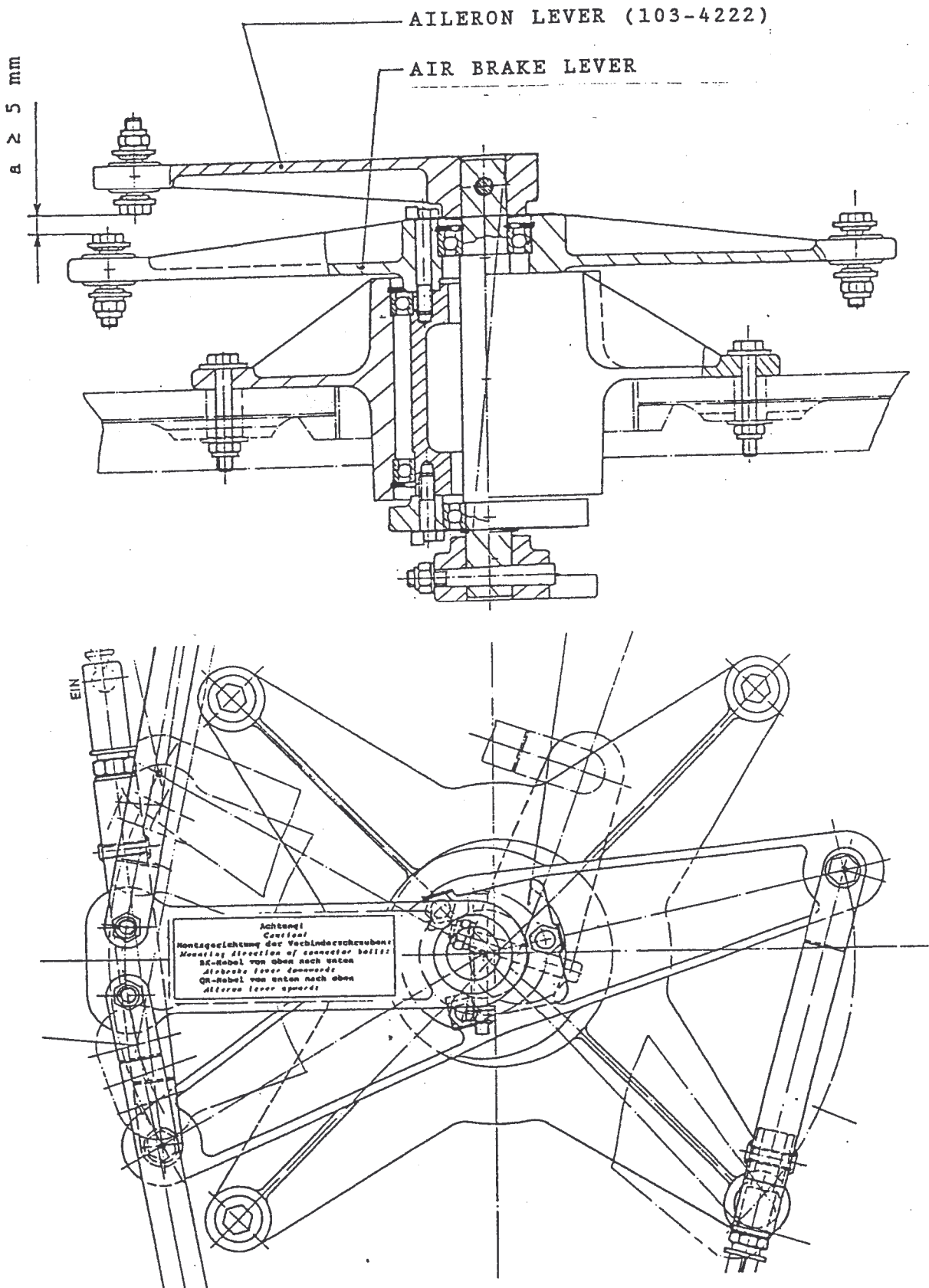


Fig. 1 Aileron- and air brake connector at the distributor