



AIRWORTHINESS DIRECTIVE

TYPES AFFECTED: GROB G103 "TWIN 11" , SERIAL NOS. 3501 TO 3715
GROB G103A "TWIN 11 ACRO", SERIAL NOS. 3544-K-1 TO 3709-K-45

SUBJECT: Front cockpit airbrake operating lever

BACKGROUND: Because of fractures occurring in the front cockpit airbrake operating lever the manufacturer has issued Technical information TM 315-29 which calls for the inspection and replacement of the lever with a factory supplied reinforced lever.

ACTION:

1. BEFORE NEXT FLIGHT
Inspect the front cockpit airbrake operating lever in accordance with Instruction 1 of TM 315-29. If any cracks or buckling exist the sailplane is not be operated until Action 2 is completed.
2. BEFORE 31/1/1988.
Replace the front cockpit airbrake operating lever with the reinforced one in accordance with Instruction 2 of TM 315-29.

IMPLEMENTATION: Actions 1 and 2 to be accomplished by a DoA 1109 Inspector authorised C. of A. any type and the work entered in the sailplane logbook.

WEIGHT AND BALANCE: No influence

MATERIALS: As required by repair instruction No. 315-29 to TM 315-29, dated 01.10.85.
Available from Edmund Schneider Pty. Ltd.,
Two Wells Road,
Gawler. S.A. 5118

ENCLOSURES: Grob Technical Information TM 315-29 and Repair Instruction No. 315-29 to TM 315-29.

COMPLIANCE: The requirements of this Airworthiness Directive are mandatory. This Directive is issued pursuant to Air Navigation Regulations under the delegated authority of the Secretary of the Department of Transport and Communication.

Issued by: *A. B. B.* Chief Technical Officer,

8.12.1987

For and on behalf of:

GLIDING FEDERATION OF AUSTRALIA

Sheet 1 of



Technical Information
TM 315-29

GROB G 103
„TWIN II“
GROB G 103 A
„TWIN II ACRO“

- Subject:** Inspection and exchange of the front airbrake operating lever 103B-4270.
- Effectivity:** Gliders GROB G 103 „TWIN II“ and GROB G 103 A „TWIN II ACRO“ of the following serial-numbers:
s/n: 3501 - 3715 (inclusive)
s/n: 3544-K-1 - 3709-K-45 (inclusive)
- Accomplishment:** - Instruction 1 before next flight.
- Instruction 2 not later than 1st February, 1986.
- Reason:** Cause of the Technical Information are fractures of the front airbrake operating lever due to overstress during the pre-flight check. As a precaution, an exchange of the airbrake operating lever for a reinforced lever version is ordered.
- Instructions:**
1. Instruction: Inspection of the airbrake operating lever for cracks respectively buckling.
 - 1.1. The airbrake operating lever is to be checked for cracks respectively buckling in the region of the lever bearing (s. a. picture 1 of repair Instruction no. 315-29). For that purpose the points 1.-5. of the repair Instruction no. 315-29, which is component part of the present Technical Information, are to be carried out. For the inspection it is recommended to use a magnifying glass.
 - 1.2. If cracks are found or if buckling of the operating lever is stated in the region of the lever bearing, instruction 2 is to be carried out before next flight.
 - Remark:**
If the operating lever is buckled mostly the pasted in bushing (s. a. Repair Instruction No. 315-29, (14)) is broken out.
 - 1.3. If no cracks are found and if no buckling of the lever is established, it is not necessary to repeat instruction 1 till the exchange of the airbrake operating lever. Then assembly takes place in reverse sequence.
 2. Instruction: Exchange of the airbrake operating lever 103B-4270, for a reinforced operating lever of aluminium sheet.
 - 2.1. The exchange of the operating lever takes place according to Repair Instruction no. 315-29.
- Material:** The material according to the Repair Instruction of TM 315-29 can be obtained at the manufacturer.
- Weight and balance:** No influence
- Remarks:** Instruction 1 is to be performed by an experience 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, October 1, 1985

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 October 10, 1985 and is signed by Schmaljohann.



Repair Instruction no. 315-29
to TM 315-29

GROB G 103
„TWIN II“
GROB G 103 A
„TWIN II ACRO“

The repair instruction no. 315-29 belongs to the Technical Information 315-29 and includes the exchange of the front airbrake operating lever for a reinforced lever version.

Material:
1 Airbrake lever front 103B-4270
1 Nut LN 9348-M6
2 Nuts LN 9348-M8

Tools:
Screw drivers (different widths)
Engineer's wrenches (SW10, SW13)
Hexagon socket wrenches (S3, S5)

Operating Sequence: The „consecutive numbers“ of drawing no. 1 are indicated in parentheses.

Note: It is recommended to commit the assembled condition well to memory before disassembly of any parts or to make notes or sketches in order to facilitate the assembly. Also small parts, for example screws, should be marked exactly.

The exchange of the lever can be carried out in rigged or derigged condition. During the function test the aircraft must be rigged.

1. Put fuselage on a trestle or a trailer-dolly (only if the glider is derigged).
2. Remove front seat.
3. Remove knob at the airbrake operating lever (1) by loosening the fillister head screw M6 × 40 (2).
4. Remove knob at the trim lever (3) by loosening the fillister head screw M4 × 16 (4).
5. Unscrew and remove left side-fairing (countersunk head screws M4 × 20, red grommet M8).
6. Unhinge trim rod at the trim lever (5).
7. Dismount airbrake rod from airbrake operating lever, by loosening the screwing (hexagonal head screw M6 × 30) (8), stop-nut M6 (7).
8. Unscrew stop-nut M8 (6) from bearing screw (7) and replace old airbrake operating lever (30 mm wide) by new operating lever (40 mm wide). In doing so, pay attention to the correct assembly (sequence of stringing on the bearing screw: Tube (9)/airbrake operating lever (10)/DU-disc (11) / trim lever (12) / disc (13) / stop-nut (6)).
9. The further assembly takes place in reverse sequence. The new delivered stop-nuts for pos. (6), (7) and for the red grommet are to be used.
10. Before screwing on the left side-fairing, a function test must be carried out in rigged condition.

In doing so, pay attention to the following:

- Free movement of the airbrake rod from stressed-skin fuselage. (Keep old adjusted sloping position of adjusting fork at the airbrake rod).
- Check braking effect.

With screwed on side-fairing:

- Check free movement of the airbrake operating lever in the slottet link.

Caution: If the airbrake operating lever bumps against the slottet link in the rear, no braking effect exists.

Help: Adjust adjusting fork at the airbrake rod (in doing so, pay attention to the sloping position of the adjusting fork (see also above-mentioned direction) or file slottet link a little longer.

Mattsies, October 1, 1985
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signed i. A. Dipl. Ing. R. Rischer

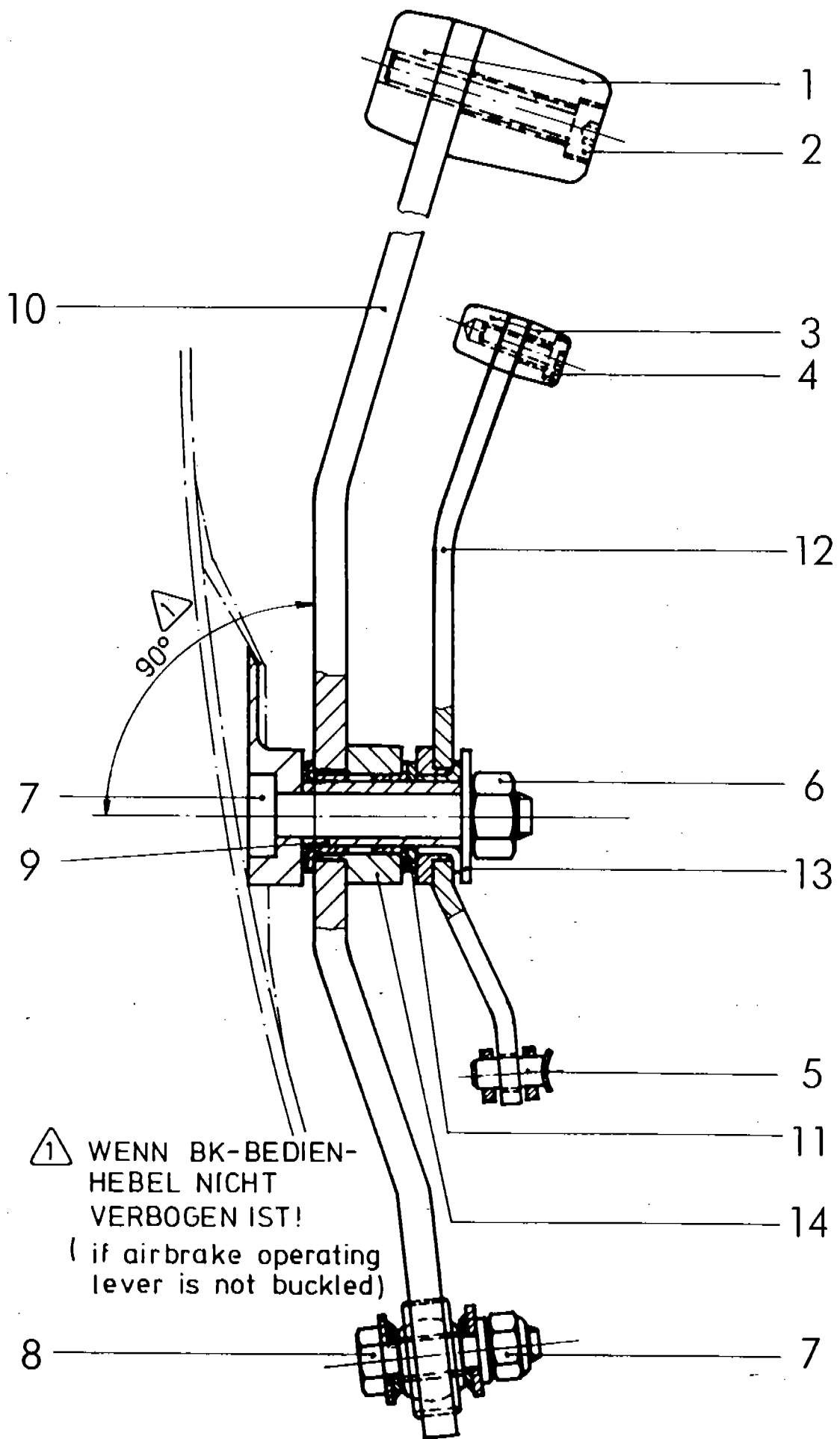


Abb.: 1
picture 1