



AIRWORTHINESS DIRECTIVE

TYPE AFFECTED:

Grob G103 Twin II, Grob 103A Twin II Acro
Serial numbers 3501-3878 & 33879-34078

SUBJECT:

Inspection and reinforcement of welded parts of the
flight control system.

BACKGROUND:

Cracking and in some cases complete failure of the welded
control system parts has been found in Grob Twin II and
Twin II Acro sailplanes in the above serial number range.

The Grob factory has issued Service Bulletin TM 315-37
which describes the necessary action to be taken.

ACTION:

1. Before next flight

Inspect the control system parts for damage in accordance
with Instruction 1 of TM 315-37.

2. Before 31st May, 1989

Reinforce the control system parts in accordance with
Instruction 2 of TM 315-37.

IMPLEMENTATION:

Action 1

To be carried out by the holder of a DA 1109 Inspectors
Certificate authorised C. of A. inspection any type.

Action 2

Removal and refitting of control system parts to be carried
out by the holder of a DA 1109 Inspectors Certificate
authorised for C. of A. inspection any type.

Welding to be undertaken by CAA licenced aircraft welder
or a GFA approved welder.

FRP repair work to be undertaken by the holder of a DA 1109
Inspectors certificate authorised for FRP repair of the
appropriate class.

WEIGHT & BALANCE:

Effect negligible

MATERIALS:

Materials and repair instruction described in TM 315-37 are
available from the manufacturer or their Australian agent.

ENCLOSURES:

Grob Service Bulletin TM 315-37

COMPLIANCE:

The requirements of this Airworthiness Directive are mandatory.
This Directive is issued pursuant to Civil Aviation
Regulations under the delegated authority of the Civil
Aviation Authority.

Issued by:

Chief Technical Officer,
Airworthiness

25.8.88

For and on behalf of:

GLIDING FEDERATION OF AUSTRALIA

Sheet 1 of 1



Service Bulletin
TM 315-37

GROB
G 103 TWIN II
G 103 A TWIN
II ACRO

Subject: Inspection and reinforcement of welded parts in the flight control system of the gliders GROB G 103 TWIN II and G 103 A TWIN II ACRO. The following welded parts will be reinforced:

Item	old p/n		new p/n
1	103B-4253	Elev. tab pushrod I	-4253/1
2	103B-4355	Bracket	-4356
10	102C3-4225	Aileron lever I	-4225/1
11	102C3-4351	Aileron pushrod I	-4351/1
12	103B-4405	Airbrake/trim unit front	-4405/1
13	103B-4412	Airbrake/trim unit rear	-4412/1
14	103B-4426	Pedal lever front	-4426/1
15	103B-4427	Pedal lever rear	-4427/1
16	103B-4433	Airbrake rev. lever	-4433/1
17	103B-4435	Aileron lever	-4435/1
18	103B-4436	Lever	-4436/1
19	103B-4451	Airbrake lever	-4451/1
20	103B-4454	Aileron lever	-4454/1
21	103B-4461	Elevator lever	-4461/1
22	103B-4553	Aileron pushrod III	-4553/1
23	103B-4586	Rudder pushrod I	-4586/1
24	103B-4779	Slide	-4779/1

Effectivity: G 103 TWIN II including ACRO s/n

- item 1 and 2	3501 - 3729
- item 10 through 24	3730 - 3878
- item 10 through 20 and 22 through 24	33879 - 34078

Accomplishment:

- Instruction 1 prior to the next take-off
- Instruction 2 by 31 March 1989

Reason:

Malfunctions now and then on welded control system parts in TWIN II gliders with the above s/n were the reason for the service bulletin.

First, cracks appear in the area of the welds which may lead to a failure in an advanced stage. Therefore, all endangered control system parts will be reinforced through additional gussets as a precaution.



Service Bulletin
TM 315-37

GROB
G 103 TWIN II
G 103 A TWIN
II ACRO

Instructions:

Instruction 1: Inspection of the control system parts for prior damages

- 1.1 The control system parts concerned are visually inspected for any signs of cracks.
- 1.2 If there are no damages, instruction 1 does not have to be repeated until the reinforcement of the control system parts according to instruction 2.
- 1.3 In case of any damages, instruction 2 has to be carried out prior to the next take-off.

Instruction 2: Reinforcement of the control system parts

The control system parts have to be reinforced according to the repair instructions to TM 315-37 by 31 March 1989.

Material:

The material and the repair instructions to TM 315-37 are to be procured from the manufacturer.

Weight and Balance: No effect

Remarks:

1. Instruction 1 can be carried out by a competent person and has to be certified in the log-book.
2. Instruction 2 may only be carried out by an approved aviation welder with a corresponding authorization.
The proper execution has to be certified in the log-book by an authorized inspector class 3.
3. For the execution of the service bulletin
 - a) the required parts may be dismantled and sent to the manufacturer for reinforcement
 - or b) the material and the repair instructions may be ordered with the attached purchase order.

Mattsies, 22 July 1988

LBA approved on:

26 July 1988


signed i.A. R. Rischer

Datum

ersetzt Ausgabe
vom

Bearbeitung

Musterprüfer

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Service Bulletin
TM 315-37

GROB
G 103 TWIN II
G 103 A TWIN
II ACRO

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 service bulletin has been approved by the LBA under the date of 26 July 1988 and is signed by Mr. K. Volosciuk.

Datum

ersetzt Ausgabe
vom

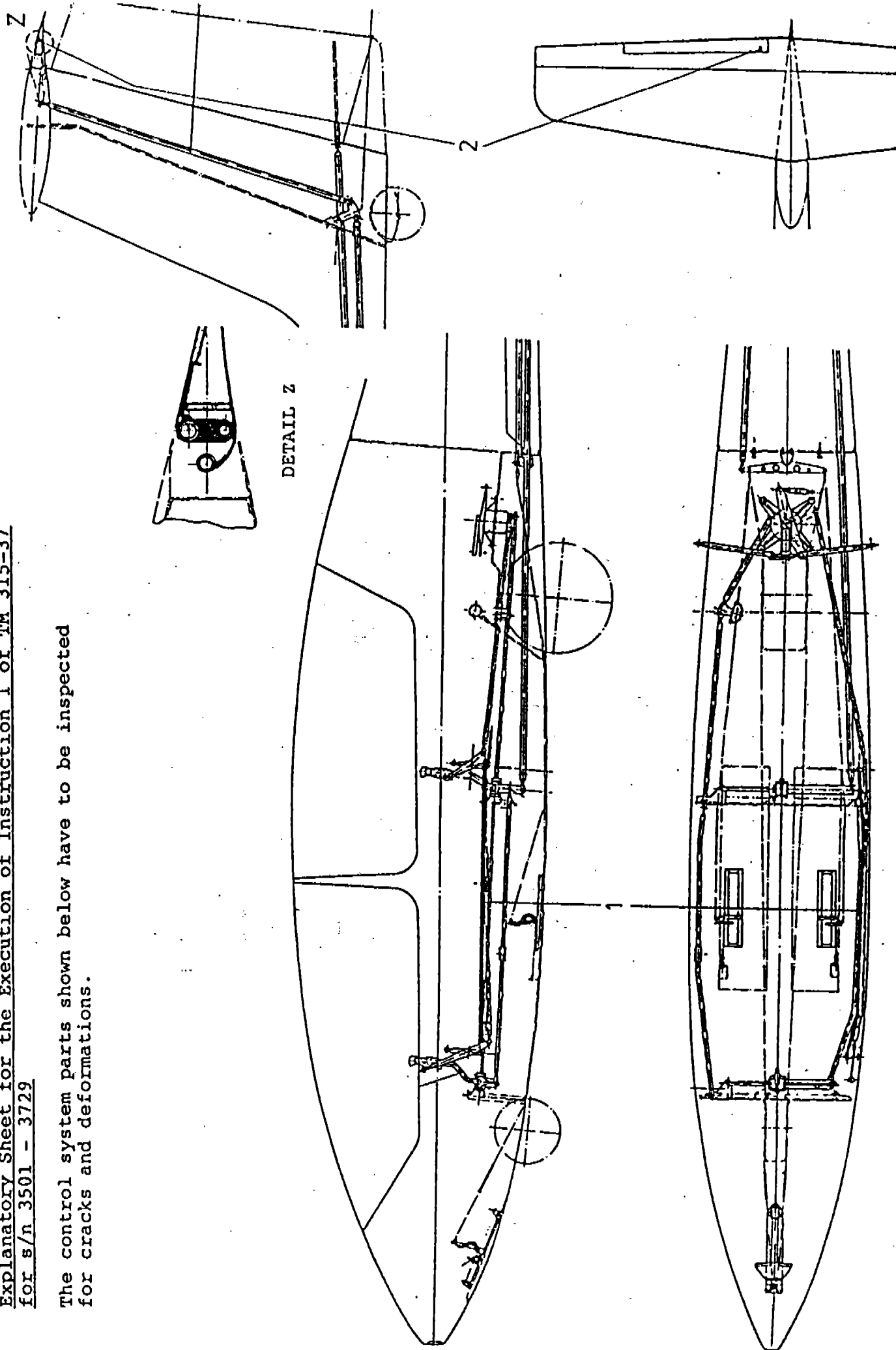
Bearbeitung

Musterprüfer

Seite 3

Explanatory Sheet for the Execution of Instruction 1 of TM 315-37
for s/n 3501 - 3729

The control system parts shown below have to be inspected for cracks and deformations.



Explanatory Sheet for the Execution of Instruction 1 of TM 315-37

The control system parts shown below have to be inspected for cracks and deformations in the area of the welds.

