

Subject: Inspection and modification of the lower Slick magneto

Concerned: Aircraft engine GROB 2500 D1, all S/N's equipped with Slick magnetos

Urgency: before 30 June 1993

Procedure: For engines with dual ignition the main magneto is equipped with a snap coupling. The lower (= right) magneto should not have a snap coupling. Due to the fact, that Slick only supplies magneto Models 4330 (with snap coupling), a modification of the magneto is necessary, when using it as the lower (= right) magneto.
To prevent damage to the tooth belt during starting the engine, an inspection and a modification, if necessary, is mandatory as a precautionary action.

Actions:

1. Check the model number of the lower (= right) magneto:
 - Is the model number 4231 or 4331, no further actions are required.
 - Is the model number 4230 or 4330, the magneto must be modified according to the Repair Instructions No. 4601-5.
2. Modification of the magneto
For modification, remove the magneto according to the Engine Manual and send it to the GROB company complete with the drive unit (=gear wheel). Modified magnetos must be marked with "TM-5" on the typeplate.
3. After modification install the magneto and adjust the ignition timing according to the Engine Manual.
4. The correction of the Engine Manual will be performed during the next revision of the Manual.

Material: -----

Weight and Balance: negligible

Remarks:

1. Pay attention, that during further exchanges only magnetos in accordance with the above specification are installed.
2. The inspection can be performed by a competent person.
3. The modification is performed at the engine manufacturer and has to be certified in the logbook by an authorized inspector (a test report will be supplied).
4. If you have sold your motorglider in the meantime, would you kindly pass this information on to the new owner and forward his name and address and aircraft S/N to us.

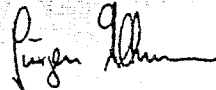
Mattsies, 08 October 1992

LBA approved

This Service Bulletin is originally written in German and approved by the German LBA on the ~~08 October 1992~~ and is signed by Mr. M. Borsum.

4. NOV. 1992

The translation has been accomplished to the best of our knowledge and judgement. In case of doubt, the German original is authoritative.


Dipl.Ing. J. Altmann
(Airworthiness engineer
certification staff)