



## **GFA AIRWORTHINESS DIRECTIVE**

**CANCELLED 24.07.2020**  
**SUPERSEDED BY EASA AD 2020-0138**

**TYPES AFFECTED:** GROB 103 series gliders from serial no 3544 to 3878 (inclusive)

**SUBJECT:** Inspection of elevator push rods for corrosion and possible rod replacement.

**BACKGROUND:** GROB Service Bulletin TM 315-34 outlines the requirement to inspect elevator push rods part no's 103A-4244 and 103A-4694 for corrosion and or trapped moisture.

Service Bulletin TM 315-34 forms part of this Airworthiness Directive.

GROB have indicated that this Service Bulletin only applies to the "Acro" model of the G103 however G.F.A. has elected to request the inspection of all G 103 gliders due to history showing that GROB may have fitted the suspect parts into non Acro serial no's.

Any push rod that has one end open and the other closed up is likely to trap moisture and suffer from internal corrosion. Vertical push rods are the worst since they can collect moisture at the bottom end from condensation as well as direct penetration (rain etc).

**DOCUMENTATION:** TM 315-34 forms part of this A.D.

**ACTION REQUIRED:** AT OR BEFORE THE NEXT FORM 2 INSPECTION.

Remove the elevator push rod and inspect it for moisture drainage, moisture retention and corrosion as outlined in Instruction 1 and the Repair Instructions of TM 315-34.

If moisture and or corrosion are found there are two courses of action;

(A) Replace the push rod with a new one.

SIGNED: M P Burns

For and on behalf of:

CHIEF TECHNICAL OFFICER AIRWORTHINESS

THE GLIDING FEDERATION  
OF AUSTRALIA

<b>GFA AD 342</b>	<b>ISSUE: 2</b>	<b>14 January, 1998</b>	<b>Page 2 of</b>
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(B) Repair the existing push rod to a repair scheme approved by the G.F.A. Chief Technical Officer Airworthiness.

**NOTE !!**

Simply treating a rust deposit on the inside of the tube with rust converter is not considered acceptable because the full extent of the corrosion cannot be established and the converter may not penetrate fully.

**WEIGHT/BALANCE:** No change.

**IMPLEMENTATION:** The serviceability assessment of the push rod and the installation of a push rod back into the elevator circuit are the responsibility of a G.F.A. Inspector authorised "C.of.A " any type, who must record A.D. compliance and the action taken by log book entry.

**COMPLIANCE:** The requirements of this GFA Airworthiness Directive are mandatory. This Directive is issued pursuant to the Rules and Regulations of the Gliding Federation of Australia.