

CANCELLED 4.01.2018 Rekr AD 254

AIRWORTHINESS DIRECTIVE GLIDERS:REF. No. GFA/AD 194, GROB 17.GLIDER TYPES AFFECTED:

Grob Astir Series particularly Astir CS, but precautionary on Astir CS 77, Astir Jeans, Club Astir and Twin Astir.

BACKGROUND:

Cracks in the tailplane mounting pins of an Astir CS have been detected following a ground loop incident; similar cracks have been detected on another Astir CS which has not had any known ground loop incidents.

REQUIRED ACTIONS:

1. Before further flight, the two tailplane mounting pins which are bolted into the aluminium alloy tail mounting plate fitting and which locate in mating fittings in the tailplane are to be removed and examined for cracks.
2. Examination is to be carried out by an approved non-destructive test procedure by a person experienced in the method. (e.g. dye penetrant). Inspection should be in the thread zone adjacent to the rear face of the aluminium alloy plate fitting and at the corner formed by the integral flange.
3. Also examine the aluminium alloy plate fitting for bending or distortion in the area of the pin mounting holes which may indicate that excessive loads have been applied.
4. If cracks in the pins are detected or distortion of the plate fitting is detected the glider is not to be flown until the damage to the plate fitting is repaired either by replacement if distortion is excessive or by straightening if distortion is minimal.
Also, before further flight, the pins must be replaced. New pins, of revised specification, are now available from the distributors, E. Schneider Pty. Ltd., Two Wells Road, Gawler Aerodrome, Gawler S.A. 5118
5. If no cracks are detected in the pins and no evidence of distortion in the plate fitting is found, the pins may be refitted taking care not to overstress the pins when tightening the securing nuts. (The pins are surface hardened and it is possible that cracking may be the result of overtightening).
New pins, of revised specification, are available from the distributors, and must be fitted before 15th April, 1981.
6. While the pins in the Astir CS differ from the other Astir types, the general configuration of the tailplane mounting is similar and the inspection details of actions 1 to 5 apply to these types in the event of heavy landing or ground loop occurring.

COMPLIANCE: The inspection and requirements of required actions 1 to 6 of this Directive are mandatory and are to be carried out before further flight.

This Directive is issued pursuant to Air Navigation Regulations under delegated authority of the Secretary of the Department of Transport.

NOTE: When requesting replacement pins, kindly furnish the distributor with the following information - Name of owner, glider serial number, total hours flown by glider.

Douglas Lyon

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