



AIRWORTHINESS DIRECTIVE

TYPES AFFECTED

GROB ASTIR CS
GROB ASTIR CS 77
GROB ASTIR JEANS

BACKGROUND:

AD 253 suspended the Cs of A of all of the above types operating in Australia. Following the results of an accident investigation and a crack detection survey of affected gliders, the decision was made to replace the elevator control horn of each of the above models.

ACTION REQUIRED:

To revalidate Cs of A of the above gliders (all serial numbers) the cast elevator control horn is to be removed and replaced by the factory supplied, fabricated assembly - available from H. Schneider Pty. Ltd. 2 Wells Road, Gawler S.A. 5118. The removed casting to be forwarded to the CTO/A, GFA Secretariat for return to the factory.

The horn replacement is to be carried out in accordance with the instructions shown on Sheet 2.

IMPLEMENTATION:

Replacement of the elevator horn can only be carried out by inspectors holding "major repair FRP" endorsement on their DoA 1109. Installation and rigging of the elevator can be carried out by any C. of A. authorised inspector.

A logbook entry is to be made following the modification. and any Maintenance Release entries to be signed off.

The glider can then return to service.

COMPLIANCE:

The requirements of this Airworthiness Directive are mandatory. This Directive is issued pursuant to Air Navigation Regulations under delegated authority of the Secretary of the Department of Aviation.

Issued by:

Chief Technical Officer
Airworthiness

Date 16/3/1983

For and on behalf of:

GLIDING FEDERATION OF AUSTRALIA

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EXCHANGE INSTRUCTIONS FOR ELEVATOR LEVER

- Remove tailplane from fuselage.
- Dismantle elevator from stabiliser by removing the roll-pins from hinges, after marking each hinge pin with a small groove by file on the head, towards the upper surface.
- Tape each hinge pin onto the stabiliser near the corresponding hinge to avoid inter-change.
- Weigh elevator and record.
- Jig-up elevator with the upper surface of the elevator upwards, and support tips and centre accordingly, so that the hinge line is straight and the elevator is fixed, to prevent it from moving or twisting while being modified.
- Make up pattern to fix the position of the lever (the centre of the new Hotellier ball hole must be in the same position in relation to the elevator and hinge, as the lever removed).
- New ball on CS lever has 6mm thread
- Cut open top surface and vertical false spar web just outside the dimension of the old lever.
- Remove old lever carefully from the lower surface without damaging the fabric, the D-nose lip is not effected.
- If required, repair any damaged fabric.
- Splice elevator top surface and elevator spar web 30mm wide after ensuring that the new lever will pass through the opening.
- Fit new elevator lever supplied with pattern, and if necessary sand away from the wood. (The wood blocks should be level with the inner shell).
- Glue elevator lever into position using resin and cotton flock mixture.
- Lay-up the following glass to close up the web and upper shell:

ASTIR CS, CS77 and JEANS

3 x 92125 Diagonal
2 x 92125 Normal
1 x 92125 Normal (Extra)

- Note repair instructions in Manual.
- After curing, remove pattern and sand out splice without damaging the glass fabric.
- Finish with Schwabbelack as per repair instruction in Manual.
- Attach Hotellier Ball
- Weigh elevator to ensure the aircraft's C.G. is not affected.
Establish Moment which should not exceed 12.cm kg \pm 10% for CS, CS77, JEANS
- Assemble elevator to stabilizer with new roll-pins.
Eliminate any side play with washer.
- Rig tailplane to aircraft and check for free movement and maximum deflections.
- These repairs should be carried out by approved persons, and the modification should be entered in the Aircraft's log-book.
- Test Flight.