



GFA AD 411

(ISSUE 2)

GFA AIRWORTHINESS DIRECTIVE

TYPE AFFECTED:	Model/Series	Serial Numbers
	Astir CS	1001-1536
	Astir CS 77	1601-1844
	Astir CS Jeans	2001-2248
	Club Astir II	5001-5061 (Suffix C)
	Standard Astir II	5001-5061 (Suffix S)
	G 102 Club Astir III	as of 5501 (Suffix C)
	G 102 Club Astir IIIb	as of 5501 (Suffix Cb)
	G 102 Standard Astir III	as of 5502 (Suffix S)
	Speed Astir II	4011-4027
	Speed Astir IIb	4028-4107
	Twin Astir	3000-3291
	Twin Astir Trainer	3088-3291 (Suffix T)
	G 103 Twin II	3501-3729
		3730-3878
		33879-34078
	G 103A Twin II Acro	3544-34078 (Suffix K)
	G 109	6001-6159
	G 109B	as of 6200
SUBJECT:	Inspection of the airbrake stops. "Issue 2" corrects an omission in the serial number ranges for the G-103 Twin II, but does not otherwise change the content of the AD.	
BACKGROUND:	If the airbrake stops become worn it is possible for the airbrakes to extend too far and deflect backwards preventing closure.	
DOCUMENTATION:	Service Bulletin TM 306-31, TM 315-49, TM 320-6 and TM 817-36 which form part of this AD.	
ACTION REQUIRED:	Before 31 January, 1995 and at each annual inspection thereafter the airbrake stops must be inspected and if necessary adjusted in accordance with the attached Service Bulletin. The Flight and Maintenance Manuals must be amended in accordance with action 3 of the Technical note.	
WEIGHT AND BALANCE:	Not affected	
IMPLEMENTATION:	The requirements of this AD must be performed by persons rated "Inspection for issue of Maintenance Releases" FRP.	
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.	


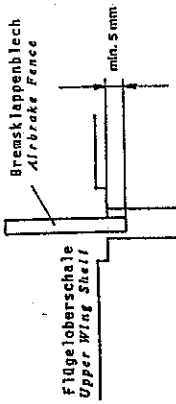
SIGNED

John G Vasey 

SENIOR TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

THE GLIDING FEDERATION
OF AUSTRALIA INC

 <p>Service Bulletin TM 306-31 TM 315-49 TM 320-6 TM 817-36</p>	<p>Subject: Inspection of the airbrake stops</p> <p>Concerning: Model/Series S/N's</p> <table border="1"> <tr> <td>ASTIR GS</td> <td>1001 - 1536</td> </tr> <tr> <td>ASTIR CS 77</td> <td>1601 - 1844</td> </tr> <tr> <td>ASTIR CS Jeans</td> <td>2001 - 2248</td> </tr> <tr> <td>Club Astir II</td> <td>5001 - 5061 (suffix "C")</td> </tr> <tr> <td>Standard Astir II</td> <td>5001 - 5061 (suffix "S")</td> </tr> <tr> <td>G 102 Club Astir III</td> <td>as of 5501 (suffix "C")</td> </tr> <tr> <td>G 102 Club Astir IIIB</td> <td>as of 5501 (suffix "Cb")</td> </tr> <tr> <td>G 102 Standard Astir III</td> <td>as of 5502 (suffix "S")</td> </tr> <tr> <td>SPEED ASTIR II</td> <td>4001 - 4027</td> </tr> <tr> <td>SPEED ASTIR IIB</td> <td>4028 - 4107</td> </tr> <tr> <td>TWIN ASTIR</td> <td>3000 - 3291</td> </tr> <tr> <td>TWIN ASTIR TRAINER</td> <td>3088 - 3291 (suffix "T")</td> </tr> <tr> <td>G 103 TWIN II</td> <td>3501 - 3729</td> </tr> <tr> <td></td> <td>3730 - 3878</td> </tr> <tr> <td>G 103A TWIN II ACRO</td> <td>33879 - 34078</td> </tr> <tr> <td></td> <td>3544 - 34078 (suffix "K")</td> </tr> <tr> <td>G 109</td> <td>6001 - 6159</td> </tr> <tr> <td>G 109B</td> <td>as of 6200</td> </tr> </table> <p>Urgency: 31 December 1992 at the latest</p> <p>Procedure: Excessive wear of the airbrake stops - undetected during periodic inspections - may allow the airbrakes to extend beyond their normal value and cause jamming of the airbrake fence on the upper shell of the wing.</p> <p>Actions:</p> <ol style="list-style-type: none"> 1. Inspection of the airbrake stops <ul style="list-style-type: none"> As a precautionary action, the airbrake stops (outboard edge of the airbrake boxes) must be inspected for condition and wear. Cracks in the gelcoat around the outboard end of the airbrake box may indicate damage to the GRP laminate underneath. With the airbrakes fully extended wear to the airbrake stops must be checked; assure that the outer airbrake swivel levers are in contact with the stops during this check: The lower edge of the airbrake cap recess in the lap the bottom of the airbrake cap recess in the upper wing shell by 5 mm min. (see drawing below) Normal wear is acceptable as long as the upper condition is fulfilled. <div data-bbox="1236 1422 1412 1825">  <p>Flügeloberschale Upper Wing Shell</p> <p>Bremsklappenblech Airbrake Fence</p> <p>min. 5 mm</p> </div> <p>Material: refer to Repair Instructions</p> <p>Weight and Balance: not effected</p> <p>Remarks: The actions must be carried out by a competent person or an approved aviation workshop and must be certified in the logbook by an authorized inspector.</p> <p>Mattsies, 14 Sept. 1992</p> <p><i>J. Altmann</i> Dipl.-Ing. J. Altmann (Airworthiness engineer certification staff)</p> <p>Warning: 1. Assume that the airbrakes are connected before flight. 2. Never lower these stops using a file or a similar tool with the intention to increase the airbrake effectivity.</p> <p>Note: With the aircraft fully assembled, some airbrake swivel arms may not contact their stops completely with the airbrake handle pulled aft. This could be due to variances in wheel brake adjustment, or due to variances in airbrake rigging between the left and right sides. The easiest method to perform the check is either with the wings disassembled or with the airbrakes temporarily disconnected in the fuselage.</p> <p>Warning: 1. Assume that the airbrakes are connected before flight. 2. Never lower these stops using a file or a similar tool with the intention to increase the airbrake effectivity.</p> <p>2. Repair of the airbrake stops If, during the inspection according to action 1, an excessive wear of these stops is found, a repair according to the Repair Instructions must be performed prior to the next take-off.</p> <p>3. A periodic inspection of the airbrake system according to action 1 is very important. Therefore add the following items by hand - to the Flight Manual section "Rigging of the the airplane": a statement about check for damage of the airbrake stops (refer to action 1) - to the Maintenance Manual chapter about periodic inspections: in section "Wing" the following item <input type="checkbox"/> Airbrake Stops Airbrake Fence/Airbrake Box Overlap 5 mm min.</p> <p>A print of the affected manual pages will be performed within the next manual revisions.</p>	ASTIR GS	1001 - 1536	ASTIR CS 77	1601 - 1844	ASTIR CS Jeans	2001 - 2248	Club Astir II	5001 - 5061 (suffix "C")	Standard Astir II	5001 - 5061 (suffix "S")	G 102 Club Astir III	as of 5501 (suffix "C")	G 102 Club Astir IIIB	as of 5501 (suffix "Cb")	G 102 Standard Astir III	as of 5502 (suffix "S")	SPEED ASTIR II	4001 - 4027	SPEED ASTIR IIB	4028 - 4107	TWIN ASTIR	3000 - 3291	TWIN ASTIR TRAINER	3088 - 3291 (suffix "T")	G 103 TWIN II	3501 - 3729		3730 - 3878	G 103A TWIN II ACRO	33879 - 34078		3544 - 34078 (suffix "K")	G 109	6001 - 6159	G 109B	as of 6200	<p>Service Bulletin TM 306-31 TM 315-49 TM 320-6 TM 817-36</p> <p>GROB LUFT UND RAUMFAHRT</p>
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