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AIRWORTHINESS DIRECTIVE

THE GLIDING FEDERATION OF AUSTRALIA Inc


GFA AD 257 Issue 2

Date: 24 January 2022

Note: This Airworthiness Directive is issued by the Gliding Federation of Australia

Type Certificate Holder	Fiberglas-Technik Rudolf Lindner GmbH & Co.KG
Manufacturer(s)	GROB Werke GmbH & Co KG
Types/Models Affected	All Grob Twin Astir Sailplanes excluding G103 Type
Serial Numbers	Up to 3209
Subject	Security of the front seat shoulder harness attachment point
Implementation	MANDATORY
Background	<p>Insecure attachment of the front pilot's shoulder harness strap attachment to the fibreglass structure has been observed in service.</p> <p>Grob has changed the anchorage design in the factory production from Serial Number 3210 onwards.</p> <p>Note Serial Number 3223 and 3224 have both been modified in the factory.</p>
Documentation	GFA Engineering Order MB19-2-1 Grob Drawing Grob 103-2037
Required Action(s)	<p><u>Immediate</u></p> <p>Record this Airworthiness Directive and compliance date on the glider's maintenance release</p> <p><u>Before 31st October 1983</u></p> <p>Carry out the above modification. Modification kits maybe available from the type certificate holder.</p> <p>If the modification kit can't be precured an Alternate Means of Compliance, is to undertake the modification in accordance with GFA Engineering Order MB19-2-1. Copies of the EO can be supplied by the Chief Technical Officer.</p>

	<p style="text-align: center;"><u>SHOULDER HARNESS ANCHORAGE MODIFICATION.</u></p> <ol style="list-style-type: none"> (1) Factory supplied flanges, Item (a) are to be fitted to each end of the cross tube, to which the shoulder harness attaches. (2) Open the outside skin by drilling and filing to allow trial fitment of the flanges. (3) The cross tube may need shortening to keep the flange inside the skin contour, some "forming" of the flange is acceptable. (4) Fit the flanges with glass on both sides, splicing into the outside skin as for a normal repair. The aim is to keep as much glass as possible <u>under</u> the flanges. <div data-bbox="662 638 1492 1411" data-label="Image"> </div> <ol style="list-style-type: none"> (5) Drill one end of the tube and flange 8mm dia to re-fit the parachute static, bolt, drill the other end ¼" dia (or 6mm) and fit a bolt and locknut, both bolts needed to secure the flanges to the cross-tube.
<p>Compliance, Compliance Time(s) and Frequency</p>	<p>Compliance with this Airworthiness Directive is mandatory and compliance, including action taken pursuant to this Airworthiness Directive must be recorded in the aircraft log book.</p> <p>All inspection results, including when no defects are found, are to be reported to the GFA Airworthiness Chief Technical Officer CTO@glidingaustralia.org.</p> <p>Compliance is by the 31st October 1983</p>
<p>Effect on Weight and Balance</p>	<p>No effect on W&B.</p>

Issuing Authority	<p>Issued for and on behalf of The Gliding Federation of Australia Inc.</p> <p>Signed:</p>  <p>.....Chief Technical Officer</p>
Effective Date	24 January 2022