



GFA AIRWORTHINESS DIRECTIVE

TYPE AFFECTED: TWIN ASTIR & TWIN ASTIR TRAINER (not G-103).

Serial No's.: All serial numbers.

TWIN ASTIR S/N: from 3073 on & TWIN ASTIR TRAINER S/N: from 3088-T-2 on, if equipped for Acrobatic Flight in accordance with TM 315-8.

SUBJECT: Changes to Operating Limitations.

BACKGROUND: Issue 1 of this AD followed investigations of the fuselage structure that suggested that the safety margins against damage under limit loads might be inadequate and, to prevent possible damage, reduced operational limits were put in place.

Issue 2 revises these limits. Vne is re instated to 135 Knots IAS although Vb remains limited to 92 Knots IAS. Some aerobatic restrictions also remain.

DOCUMENTATION: The German LBA has issued AD 2003-231R3 & GROB has issued Alert Service Bulletin 315-64/3, which is attached and forms part of this AD. Flight Manual revision 9 & Maintenance Manual revision 6.

ACTION REQUIRED: Carry out actions & modifications as detailed in ASB 315-64/3. Copies of ASB 315-64/3 & associated Flight Manual revisions are available from the Secretariat & Grob website.

Modify the red markings on the front and rear Airspeed Indicators, modify cockpit placards and update Flight and Maintenance Manuals.

WEIGHT AND BALANCE: Nil effect

IMPLEMENTATION: Before next flight.

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:

CHIEF TECHNICAL OFFICER AIRWORTHINESS



For and on behalf of:

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OF AUSTRALIA



GROB Luft- und Raumfahrt
Lettenbachstrasse 9
D-86874 Tussenhausen-Mattsies

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SERVICE BULLETIN MSB 315-64/3

I. TECHNICAL DETAILS

1.1 Category:

Mandatory

1.2 Aircraft affected:

TWIN ASTIR	S/N 3000 - 3291
TWIN ASTIR TRAINER	S/N 3088 - 3291 (with "T")

1.3 Time of Compliance:

- 1.3.1. Instructions 1.8.1. through 1.8.3 immediately after receipt of this Service Bulletin
- 1.3.2. Instruction 1.8.4. Immediately after receipt of the revised Flight / Maintenance Manual pages

1.4 Subject:

ATA-Code: N/A Revised Limits of Operation

1.5 Reason:

Alert Service Bulletin 315-64/2 reduced the maximum admissible speed V_{NE} to 230 km/h, speed in rough air V_B to 170km/h and prohibited acrobatic flight for gliders modified in accordance with Service Bulletin 315-08. This Service Bulletin raises V_{NE} to the original 250 km/h. V_B however remains at 170 km/h, acrobatic flight remains prohibited.

This Service Bulletin provides the revised pages for the Flight - and Maintenance Manual.

Simple acrobatic flight (Looping, Turn, Lazy Eight, Chandelle) may be performed in accordance with the Flight Manual.

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Acrobatic flight, as authorized after optional installation of additional equipment (SB 315-08 for aircraft serial-number 3073 TWIN ASTIR, respectively 3088-T-2 TWIN ASTIR TRAINER), and in accordance with the supplement to the flight manual "Flight Manual for Acrobatic Flight, TWIN ASTIR, TWIN ASTIR TRAINER, GROB G103A TWIN II ACRO" (Issue July 1980), remains prohibited. The additional equipment required for acrobatic flight may remain installed in the aircraft.

This MSB 315-64/3 is the terminating action for all TWIN ASTIR / TWIN ASTIR TRAINER

1.6 Concurrent Documents:

ASB 315-64/2

1.7 Approval Note:

The technical information contained in this document has been approved under the authority of Design Organisation Approval No. EASA.21J.030.

1.8 Accomplishment / Instructions:

The maximum admissible speed in calm air (never exceed speed) is limited to $V_{NE} = 250$ km (135kts, 155mph), the same limits apply to V_{DF} (Speed with airbrakes extended). The maximum speed in rough air is limited to $V_B = 170$ km/h (92 kts, 105 mph). Complete the following actions.

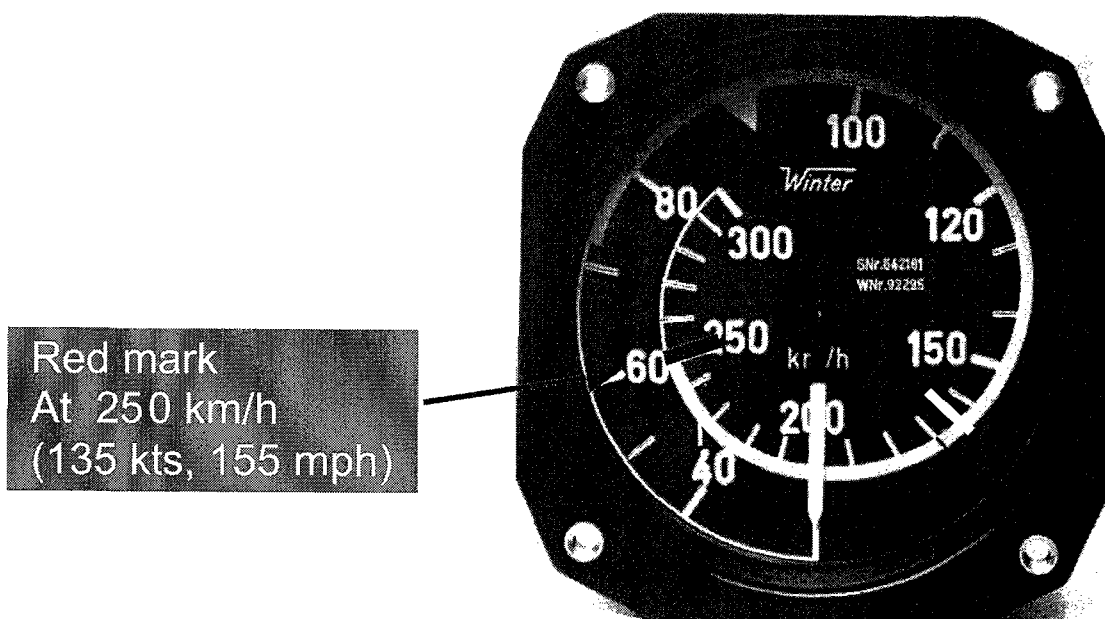
1.8.1 Front & rear cockpit air speed indicator: Apply a red mark at **250 km/h (135 kts, 155 mph)**

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- 1.8.2 Replace Limitations Placard (front & rear cockpit) R/H side by new placard as depicted below:

Maximum Flying Weight				
Without Waterballast:	650 kp	1435	lbs	
With Waterballast:	650 kp	1435	lbs	
Airspeed Limits				
		km/h	kts	mph
Never Exceed:	V _{NE}	250	135	155
In Rough Air:	V _B	170	92	105
On Aerotow:	V _T	170	92	105
On Winch and Auto Launch:	V _W	120	64	74
Airbrakes Open:	V _{DF}	250	135	155
Manoeuvring:	V _A	170	92	105

- 1.8.3. Acrobatic flight, as authorized after optional installation of additional equipment (SB 315-08 for aircraft serial-number 3073 TWIN ASTIR, respectively 3088-T-2 TWIN ASTIR TRAINER), and in accordance with the supplement to the flight manual "Flight Manual for Acrobatic Flight, TWIN ASTIR, TWIN ASTIR TRAINER, GROB G103A TWIN II ACRO" (Issue July 1980), remains prohibited in accordance with ASB 315-64/2.

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1.8.4. The following revisions must be incorporated into the Flight / Maintenance Manual

Flight Manual:

TWIN ASTIR:	German Issue:	Revision 7, 14. Sept. 2004
	English Issue:	Revision 9, 14. Sept. 2004
	Canadian Issue:	Revision 9, 14. Sept. 2004
TWIN ASTIR TRAINER:	German Issue:	Revision 8, 14. Sept. 2004
	English Issue:	Revision 9, 14. Sept. 2004
	Canadian Issue:	Revision 9, 14. Sept. 2004

Maintenance Manual:

TWIN & TWIN ASTIR TRAINER:	German Issue:	Revision 8, 14. Sept. 2004
	English & Canadian Issue:	Revision 6, 14. Sept. 2004

1.9 Repetitive Actions:

None

1.10 Mass (Weight) and CG:

N/A

II. PLANNING INFORMATION

2.1 Material & Availability:

The revised pages for Flight & Maintenance Manual are attached to the Service Bulletin

2.2 Special Tools:

N/A

2.3 Labour costs:

approximately 0,5 hrs.

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2.4 Reference documents:

N/A

2.5 Credit:

N/A

III. REMARKS

- 3.1 The correct execution of the instructions may be performed by a qualified person and has to be certified in the logbook by an authorised inspector.
- 3.2 If you have sold your aircraft in the meantime, would you kindly pass this information on to the new owner and forward his address and aircraft S/N to us.
- 3.3 For questions and assistance please contact:

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