THE GLIDING FEDERATION OF AUSTRALIA

GFA/ AD 256

Issue 1

AIRWORTHINESS DIRECTIVE

TYPES AFFECTED: Grob Twin Astir (Not G103)
All Serial Nos.

BACKGROUND: The service record of the Twin Astir so far shows a tendency for ground impact to fracture joints between the inside fuselage shell and components glued to it. The "Gluing" consisting of gap filling resin/flock paste which tends to fracture and "peel". This failure has been most evident in two accidents involving extensive destruction of the forward cockpit area with the 2 lap strap supporting frames probably coming free of the outer shell prematurely, due to the joints peeling apart.

SUBJECT: Sheet 2 outlines reinforcement of the attachment of the two underseat frames and the fuselage shell to improve load carrying ability under dynamic conditions.

REQUIREMENTS: (1) IMMEDIATE

Enter details and compliance date of this A.D. onto the Maintenance Release.

(2) Before December, 31st 1983

Incorporate this modification.

IMPLEMENTATION: This modification may be carried out by any person holding a DoA 1109 endorsed minor or major FRP repair. Full details to be entered in the glider's log book.

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: M P Lamb

Chief Technical Officer
Airworthiness

For and on behalf of: GLIDING FEDERATION OF AUSTRALIA

Date 3/8/1983

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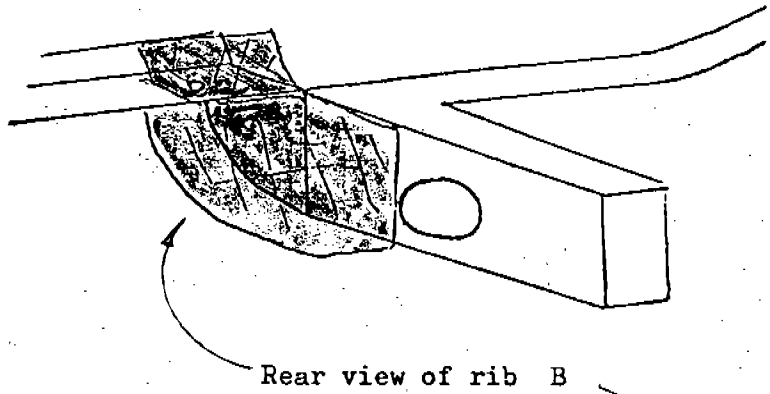
IMPROVED ATTACHMENT OF FRONT COCKPIT SEAT SUPPORTS TO FUSELAGE SKIN.

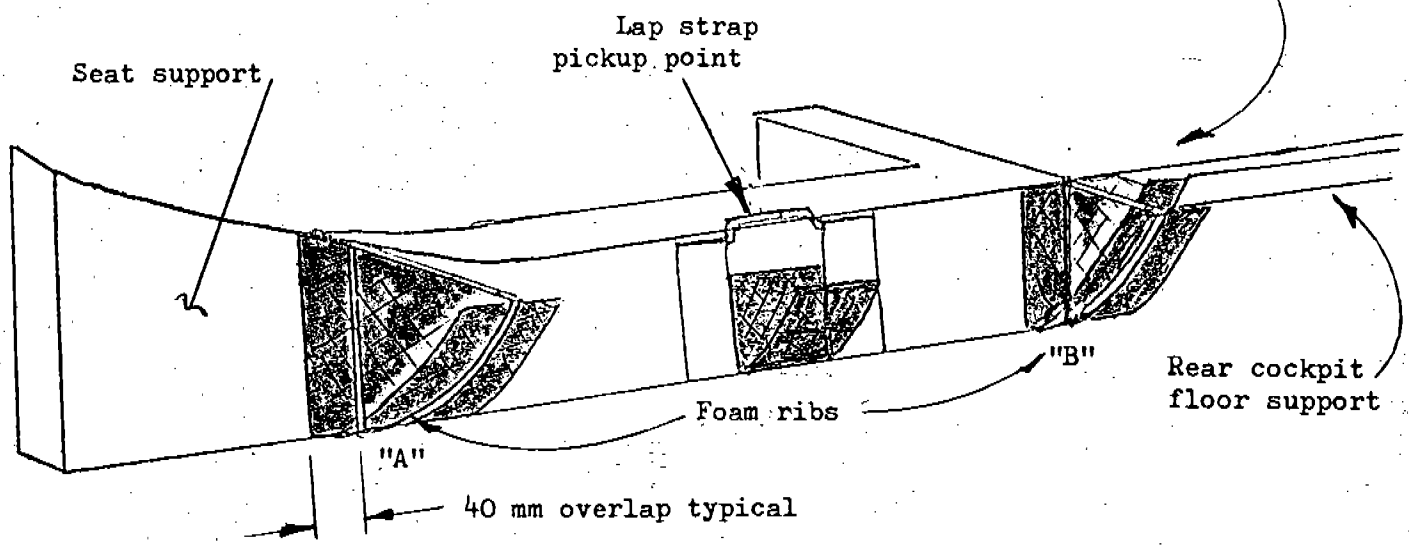
METHOD:

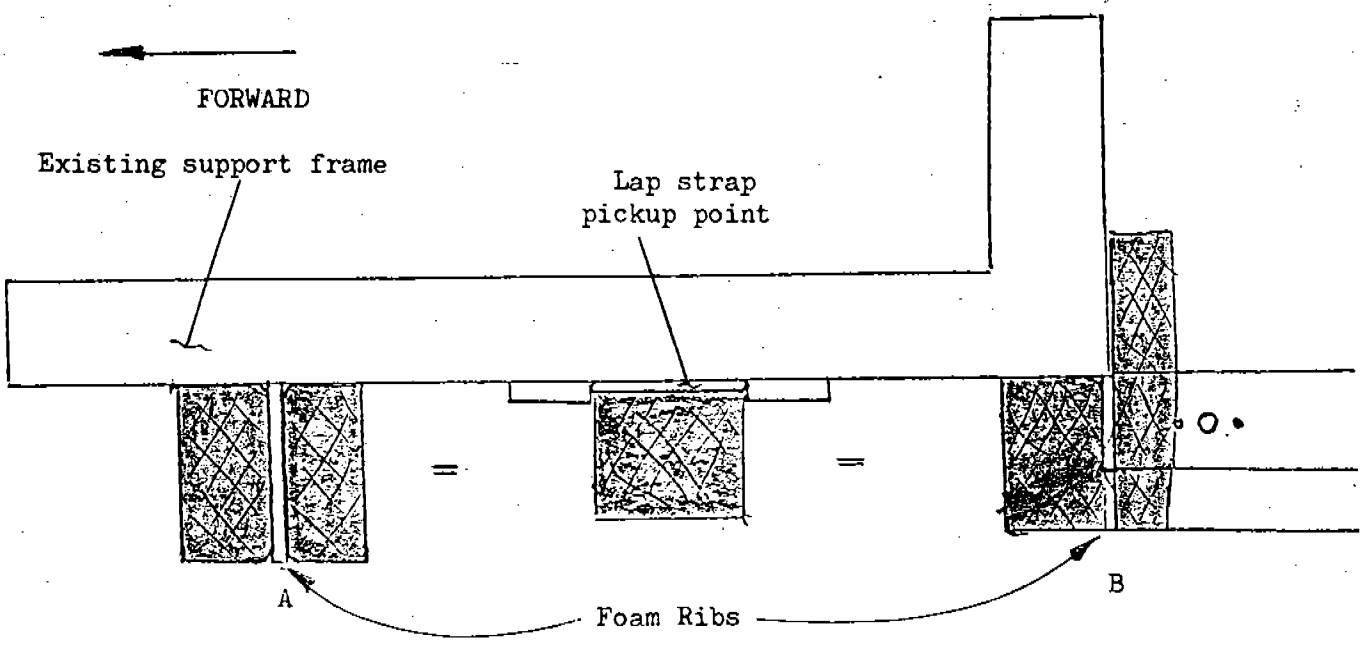
Foam ribs "A" and "B" are cut from 8mm thick Conticell foam.

All fibreglass reinforcement is shown shaded and consists of four layers of interglass 92140 with diagonal weave.

Cotton flock mixture is used in all sharp corners prior to lay up.







PLAN VIEW OF LEFT HAND HARNESS ATTACHMENT. RIGHT HAND IDENTICAL.