



GFA AIRWORTHINESS DIRECTIVE

TYPE AFFECTED: TWIN ASTIR. All serial numbers.

SUBJECT: Flight controls – Elevator control horn.

BACKGROUND: Following an accident investigation in 1983, Australian AD 260(Issue 1), requiring mandatory replacement of the cast elevator control horn with one manufactured from aluminium sheet, was issued, but this was not adopted overseas. Following the discovery of cracks the LBA has now issued an AD requiring this action. Replacement of this component is also an integral part of AD-284(issue 3), life extension to 12,000 hrs.

Theoretically, there should be no Twin Astirs in Australia still fitted with the cast elevator control horn, but in view of the age of AD 260(Issue 1) and the number of imported secondhand Twin Astirs coming into this country, AD 260 is being re-issued to include the checking procedure required under the German AD and to ensure secondhand imports are properly inspected.

DOCUMENTATION: German LBA AD D2004-294 dated 15 June 2004. Grob Service Bulletin MSB315-67 dated 20 Feb 2004 is attached and forms part of this AD.

ACTION REQUIRED: 1/- Visually check whether the elevator is fitted with a cast aluminium or sheet aluminium control horn. Check the aircraft's maintenance records for compliance with AD 260(Issue 1) or AD 284(Issue 3). If the horn is of the aluminium sheet type, and the maintenance records are in order, no further action is required.

2/ If it is found that a cast aluminium control horn is fitted the aircraft is to be immediately grounded until the horn is replaced with one of aluminium sheet, in accordance with MSB 315-67.

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WEIGHT AND BALANCE: I.A.W. MSB 315-67. Weigh the elevator to ensure the aircraft's C of G is not affected. Establish moment, which should not exceed 25.8 cm/kg +/- 12%.

IMPLEMENTATION: On receipt of this bulletin and before further flight.

Action 1 may be performed by a person holding a valid G1109 Airworthiness Authority endorsed for Annual inspections FRP or higher.

Action 2 must be performed by a person holding a valid G1109 Airworthiness Authority endorsed for Major Repairs 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:  CHIEF TECHNICAL OFFICER AIRWORTHINESS		For and on behalf of: © THE GLIDING FEDERATION OF AUSTRALIA	
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GROB Luft- und Raumfahrt
Lettenbachstrasse 9
D-86874 Tussenhausen-Mattsies

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SERVICE BULLETIN MSB 315-67

I. TECHNICAL DETAILS

1.1 Category:

Mandatory

1.2 Aircraft affected:

TWIN ASTIR	all S/N
TWIN ASTIR TRAINER	all S/N

1.3 Time of Compliance:

1.3.1. Instruction 1.8.1.	Immediately after receipt of Service Bulletin
1.3.2. Instruction 1.8.2.	Before reaching 3000 flight hours, but not later than 31.12.2004

1.4 Subject:

ATA-Code:	27-30	Flight Controls - Elevator
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1.5 Reason:

The exchange of the elevator lever 103-3521 is an integral part of Service Bulletin 315-45/2 "Extension of Service Life" beyond 3000 hrs. Isolated reports of developing cracks in the airbrake levers, found during previous 3000 hrs inspections, necessitate the exchange of the elevator lever 103-3521 as a precautionary measure, since the elevator lever is made from the same cast alloy as the airbrake levers

1.6 Concurrent documents:

- 1.6.1. Service Bulletin 315-45/2, "Extension of Service Life", dated 11. October 1991
- 1.6.2. Repair Instruction 315-45/1, dated 11. October 1991
- 1.6.3. Service Bulletin 315-47/2, dated 20. January 1993

TWIN ASTIR
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1.7 Approval Note:

The technical information contained in this document has been approved under the authority of JAR 21, JA Design Organisation Approval No. LBA.JA.014.

1.8 Accomplishment / Instructions:

- 1.8.1 Check the aircraft history records / maintenance records. In case Service Bulletin 315-45/2 "Extension of Service Life" has been complied with, or the cast alloy elevator lever was exchanged against a new elevator lever (aluminium sheet) during repair, no further action is required. In case the "Extension of Service Life" program has not yet been complied with, items 1.3.2. and 1.8.2. apply.
- 1.8.2 Exchange of elevator lever 103-3521 (aluminium cast alloy) against elevator lever 103-3523 (sheet aluminium) in accordance with Repair Instruction 315-45/1.

1.9 Repetitive Actions:

None

1.10 Mass (Weight) and CG:

Following the structural modification in accordance with Repair Instruction 315-45/1 a Weight and Balance report is to be completed. The CG must be within limits. The W&B Report is to be added to the Flight Manual and the Aircraft History Record.

II. PLANNING INFORMATION

2.1 Material & Availability:

The material required for the modification in accordance with Work Instruction 315-45/1 may be ordered with the attached Purchase Order.

2.2 Special Tools:

N/A

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2.3 Labour costs:

approximately 6 hrs.

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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Approved by EASA under Approval No.

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