



THE GLIDING FEDERATION OF AUSTRALIA

GFA AD 294

AIRWORTHINESS DIRECTIVE

Issue 2

TYPE: All Twin Astirs from Serial No. 3000 to 3291 inclusive
(Not G103 Twin 2)

SUBJECT: Inspection/replacement of rear cockpit rudder pedal
parallelogram arm Pt. No. 103-4320.05

BACKGROUND: Grob Technical information TM 315-30 issued 1/10/85 requests inspection and replacement, in response to fatigue cracks having been found outside Australia. TM 315.30 forms part of this AD.

ISSUE 2: Sheet 2 of issue 1 wrongly identified the parallel arm to be inspected and replaced. Sheet 2 is re-issued correctly identifying "Parallel lever 11 103.4320.05"

REQUIREMENTS:

(1) Before next flight

Inspect arm 103.4320.05 in accordance with TM 315-30.

If cracks are found, the sailplane must remain out of service until a new component is fitted, the cracks to be reported to the C.T.O.A.

If no cracks are found the sailplane may return to service.

(2) Before 30/6/86

A new arm is to be fitted, on or before 30/6/86.
(Supplied by the manufacturer).

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.

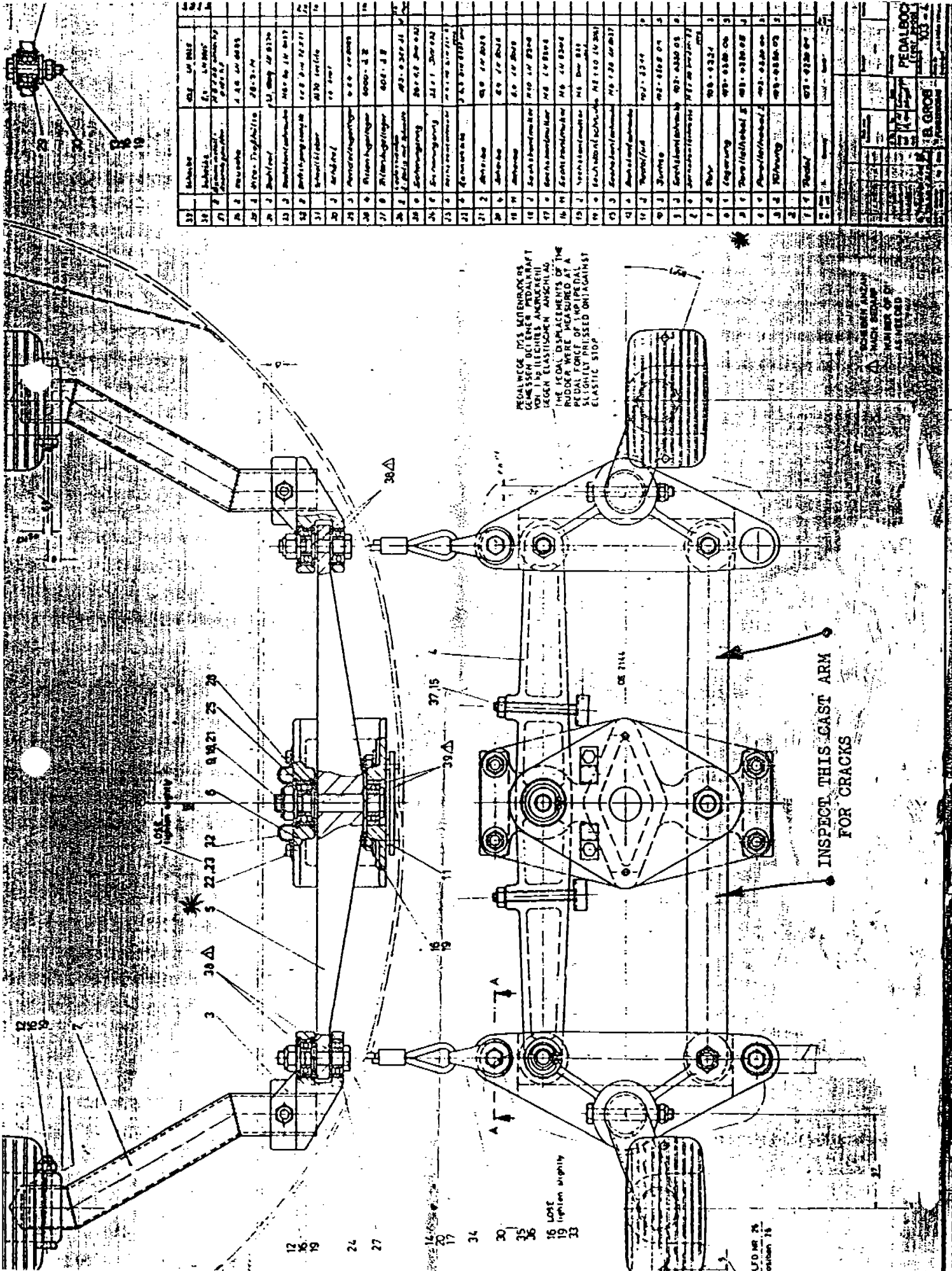
Issued by:

Chief Technical Officer,
Airworthiness

Date 14/4/1986

For and on behalf of:

GLIDING FEDERATION OF AUSTRALIA



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	Repair Instruction no. 315-30 to TM 315-30	GROB TWIN ASTIR TWIN ASTIR TRAINER
The repair instruction no. 315-30 belongs to the Technical Information 315-30 and includes the exchange of the parallel-lever II of aluminium casting of the rear pedal support of the rudder control for a lever of high-tensile aluminium. Material: 1 lever 103-4320.05 1 installation drawing 103-4320 1 nut LN 9348-M10 3 nuts LN 9348-M8 9 nuts LN 9348-M6 4 nuts M6-SNM 003 (Boysen-company) Tools: 1 set screw-drivers (different widths) 1 set engineer's - or box wrenches (SW7 - SW14) 1 socket (SW17) Operating Sequence: The „consecutive numbers“ of drawing no. 103-4320 are indicated in parentheses. Note: It is recommended to commit the assembled condition well to memory before disassembly of any parts or to make notes or sketches in order to facilitate the assembly. Also small parts, for example screws, should be marked exactly. The exchange (the inspection) of the lever can be carried out in rigged or derigged condition. 1. Put fuselage on a trailer-dolly or a trestle (only if the glider is derigged). 2. Remove front seat. 3. Unhook lap-belts. 4. Unscrew front side-fairings. At the left side-fairing remove also the red grommet. 5. Remove side-fairings of the rear foot-space. 6. Remove rear seat. 7. Remove pedals (!) by loosening the screw-joints (12, 16, 19); in doing so, mark installation side (L/R).		

	Technical Information TM 315-30	GROB TWIN ASTIR TWIN ASTIR TRAINER
Subject: Inspection and exchange of the parallel-lever II 103-4320.05 at the rear pedal support of the rudder control. Effectivity: Glider type TWIN ASTIR serial-number 3000-3291 (inclusive) Glider type TWIN ASTIR TRAINER serial-number 3001-T-1 to 3284-T-44 (inclusive). Accomplishment: - Instruction 1 before next flight. - Instruction 2 not later than 1st January, 1986. Reason: Cause of the Technical Information is a fracture of the rear parallel-lever at the rear pedal support of the rudder control, in the region of the left borehole. For the time being, there occurs a pre-damage due to vibration cracks which, in an advanced stage, can lead to fracture. As a precaution the parallel-lever of aluminium casting will be replaced by a lever of high tensile aluminium. Instructions: 1. Instructions: Inspection of the parallel - lever for cracks. 1.1. The parallel - lever is to be checked for cracks in the region of the left and right borehole before the next flight. For that purpose the points 1.-8. of the Repair Instruction no. 315-30, which is component part of the present Technical Information, are to be carried out. For the inspection it is recommended to use a magnifying glass, a mirror and a lamp. 1.2. If cracks are found, instruction 2 is to be carried out before next flight. 1.3. If no cracks are found, it is not necessary to repeat instruction 1 till the exchange of the parallel-lever. Then assembly takes place in reverse sequence. 2. Instructions: Exchange of the parallel-lever II 103-4320.05 of aluminium casting for a lever of high tensile aluminium. 2.1. The exchange of the parallel-lever takes place according to Repair Instruction no. 315-30. Material: The material according to the Repair Instruction to TM 315-30 can be obtained at the manufacturer. Weight an balance: No influence Remarks: Instruction 1 and instruction 2 have to be performed by an authorized aviation workshop. Its proper execution has to be certified in the log-book by an authorized inspector class 3. Mattisies, October 1, 1985 signed i. A. Dipl.-Ing. R. Rischer P.S. In case you have sold your glider meanwhile, we ask you kindly to give this information immediately to the new owner and to let us know his address and the serial-number. The translation has been done by best knowledge and judgement. In any case or doubt the german original is authoritative. The german original of this Technical Information has been approved by the LBA under the date of October 10, 1985 and is signed by Schmaljohann.		

E. SCHNEIDER PTY. LTD.
TWO WELLS ROAD,
GAWLER S.A. 5118

Purchase order

Dear Sirs,

We herewith order for immediate delivery the material according to Repair Instruction nr. 315-30 to TM 315-30 dated 01.10.85 inclusive drawing.

Serial Number:

Registration:

Flight hours:

Take off and landings:

Please forward parts to Owner:

Address:

The delivery of material is free of charge.

(Date)

(Signature)

	Repair Instruction no. 315-30 to TM 315-30	GROB TWIN ASTIR TWIN ASTIR TRAINER
8. Remove rear floor. 9. Screw off rudder control rod (see also drawing 103-4320). 10. Unhook control cables to the front pedals after loosening the screwjoints (16, 19, 33). 11. Screw off fastening clips (32) from the bearing (6). 12. Screw off side-fairing of the rear instrument panel from the bearing (6). 13. Screw off bearing (6) from the fuselage floor by loosening the four screw joints (16,19) and unhook grounding cable. 14. Mark installation position of the pedal support. 15. Take out whole pedal unit, in doing so, bend the side-fairing of the rear panel a little sideways. 16. Loosen and remove the left and the right screw-joint (14,20,17) of the parallel lever II (5). 17. Remove the center screw-joint of the parallel lever II (5), too (9,18,21). 18. Take out lever and exchange for the new lever of high-tensile aluminium. Adjust the lever with free movement and free from clearance by laying in the discs (38), (39). 19. The further assembly takes place in reverse sequence. The new delivered stop-nuts are to be used. 20. Hang in again the grounding cables during screwing on the bearing (6). 21. Before screwing on the fairings, a function test has to be carried out. In doing so, pay attention to the free movement of all control rods and - levers. 22. After the attachment of all fairings the function has to be controlled once more. Mattsies, October 1, 1985 rl-ll signed i.A. Dipl. Ing. R. Rischer		