


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2010-0053R1</p> <p>Date: 14 April 2010</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Type Approval Holder's Name:</p> <p>GROB AIRCRAFT AG</p>		<p>Type/Model designation(s):</p> <p>Astir Series sailplanes, all variants</p>
<p>Approval Number: Germany No. 306, No. 315 and No. 320.</p>		
<p>Foreign AD: Not applicable</p>		
<p>Revision: This AD revises EASA AD 2010-0053 dated 06 April 2010.</p>		
<p>ATA 41</p> <p>Waterballast – Hose-Fuselage Connectors of the Water Ballast Dumping System – Inspection / Repair</p>		
<p>Manufacturer(s): GROB AIRCRAFT AG (formerly GROB AEROSPACE GmbH)</p>		
<p>Applicability: Astir CS, Astir CS 77, Standard Astir II, G 102 Standard Astir III, Twin Astir, Speed Astir II and Speed Astir IIb Sailplanes, all serial numbers which have a water ballast equipment installed (the water ballast equipment could have been embodied by an option).</p>		
<p>Reason:</p> <p>During an annual inspection, a water ballast hose connector was found disconnected from the fuselage wall of an Astir CS.</p> <p>The investigation has shown that the hose-fuselage connection bonding has been degraded over years of service.</p> <p>This condition, if not corrected, could lead to the following consequences :</p> <ul style="list-style-type: none"> - the water contained in the wing tanks could run down into the fuselage and fuselage tail which could cause a displacement of the sailplane centre of gravity and consequently may lead to the loss of the sailplane controllability, or/and - the loosened hose may jam the flight controls (push rods) and consequently may lead to the loss of the sailplane controllability. <p>For the reason stated above, the original issue of this AD required the inspection of the waterballast system hose-fuselage connections and the accomplishment of the relevant corrective actions (repair) as necessary.</p> <p>This AD is revised to clarify the purpose of the insertion of the repetitive inspection in the Aircraft Maintenance Programme and to refer to a more</p>		

	appropriate scheduled maintenance review for the insertion of the repetitive inspection in the Aircraft Maintenance Programme.
Effective Date:	Revision 1: 28 April 2010. Original issue: 20 April 2010.
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 30 days after 20 April 2010 [the effective date of the original issue of this AD], inspect the bonding between the waterballast system hose connectors and the fuselage wall connectors for correct and tight connection in accordance with paragraph 1.8 of Grob Aircraft Service Bulletin MSB-GROB-003. (2) Thereafter, at intervals not to exceed 12 months, repeat the inspection required by paragraph (1) of this AD in accordance with paragraph 1.8 of Grob Aircraft MSB-GROB-003. (3) If, during an inspection as required by paragraphs (1) and (2) of this AD, any weak bonding is found, before next flight, repair the connection between the waterballast system hose connectors and the fuselage wall connectors in accordance with the instructions of paragraph 1.8 of Grob Aircraft MSB-GROB-003. (4) After 20 April 2010 [the effective date of the original issue of this AD], when installing a waterballast system on any affected sailplane, ensure that the waterballast system hose connectors and the fuselage wall connector are properly and tightly bounded. (5) Compliance with the requirements of paragraph (2) of this AD can be demonstrated by: <ol style="list-style-type: none"> (5.1) Revising as follows, unless accomplished previously, the approved Aircraft Maintenance Programme from which the Operator or the Owner ensures the continuing airworthiness of each operated sailplane: (5.2) Insert the following scheduled maintenance task: "During each Annual Inspection and without exceeding 12 months interval, inspect the bonding between the waterballast system hose connectors and the fuselage wall connectors for correct and tight connection, repair as necessary", and (5.3) Comply with the approved Aircraft Maintenance Programme described in paragraph (5.1) of this AD. <p>Note: Actions required by this AD may also be accomplished by a Part-66 qualified person in accordance with EC 2042/2003 Part M.A.801(b)2.</p>
Ref. Publications:	GROB AIRCRAFT Service Bulletin MSB-GROB-003, dated 21 October 2009. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu.

	<p>4. For any question concerning the technical content of the requirements in this AD, please contact: Grob Aircraft; Lettenbachstr. 9; Tussenhausen-Mattsies; Head of Customer Service & Support, Germany Telephone: +49 (0) 8268 998 139, Fax: +49 (0) 8268 998 200 E-mail: productsupport@grob-aircraft.com, Website: www.grob-aircraft.com and/or www.firecmm.com.</p>
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