


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2010-0084R1</p> <p>Date: 20 May 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>		
Type Approval Holder's Name:		Type/Model designation(s):
FISCHER + ENTWICKLUNGEN GMBH & CO KG		Astir CS TOP and Astir CS 77 TOP powered sailplanes.
Approval Number: Germany No. 856.		
Foreign AD: Not applicable		
Revision: This AD revises EASA AD 2010-0084 dated 03 May 2010.		
ATA 41		
Waterballast – Hose-Fuselage Connectors of the Water Ballast Dumping System – Inspection / Repair		
Manufacturer(s): FISCHER + ENTWICKLUNGEN GMBH & CO KG engine installation embodied on GROB sailplanes.		
Applicability: Astir CS TOP and Astir CS 77 TOP Powered Sailplanes, all serial numbers, which have a water ballast equipment installed and used instead of the engine installation. As long as the water ballast equipment is installed and used, the requirements of this AD apply.		
Reason: During an annual inspection, a water ballast hose connector was found disconnected from the fuselage wall of an Astir CS. The investigation has shown that the hose-fuselage connection bonding has been degraded over years of service. This condition, if not corrected, could lead to the following consequences : <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>AD 2010-0053R1 has been issued to cover this unsafe condition. The same unsafe condition can occur on the TOP sailplanes modified by Fischer + Entwicklungen if a water ballast equipment is installed and used instead of the</p>		

	<p>engine (to install a water ballast, the engine must be removed from the sailplane).</p> <p>For the reason stated above, the original issue of this AD required the inspection, when installed, of the waterballast system hose-fuselage connections and the accomplishment of the relevant corrective actions (repair) as necessary.</p> <p>This revision is issued to reduce the applicability of the original issue of this AD by suppressing the Astir CS Jeans TOP powered sailplane as this model can not be equipped with a waterballast system.</p>
Effective Date:	<p>Revision 1: 03 June 2010.</p> <p>Original issue: 03 May 2010.</p>
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 03 May 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, as long as the water ballast equipment is continuously installed and used, 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 03 May 2010 [the effective date of the original issue of this AD], each time when removing the engine installation and using the water ballast system, 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: "If a water ballast equipment is continuously installed and used on the sailplane, 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.4. For any question concerning the technical content of the requirements in this AD, please contact: Fischer + Entwicklungen GmbH & Co KG; Müller-Armack-Str. 4; 84034 Landshut; Germany Tel.+49 (0)871 93248-0 / Fax:+49 (0)871 9324822 E-mail: info@fischer-seats.de, Website: http://www.fischer-seats.com.