



Technical Information
TM 306-26

ASTIR CS
ASTIR CS 77
ASTIR CS Jeans
CLUB ASTIR II
STANDARD ASTIR II

Subject: Inspection and exchange of the airbrake locking levers in the wing.

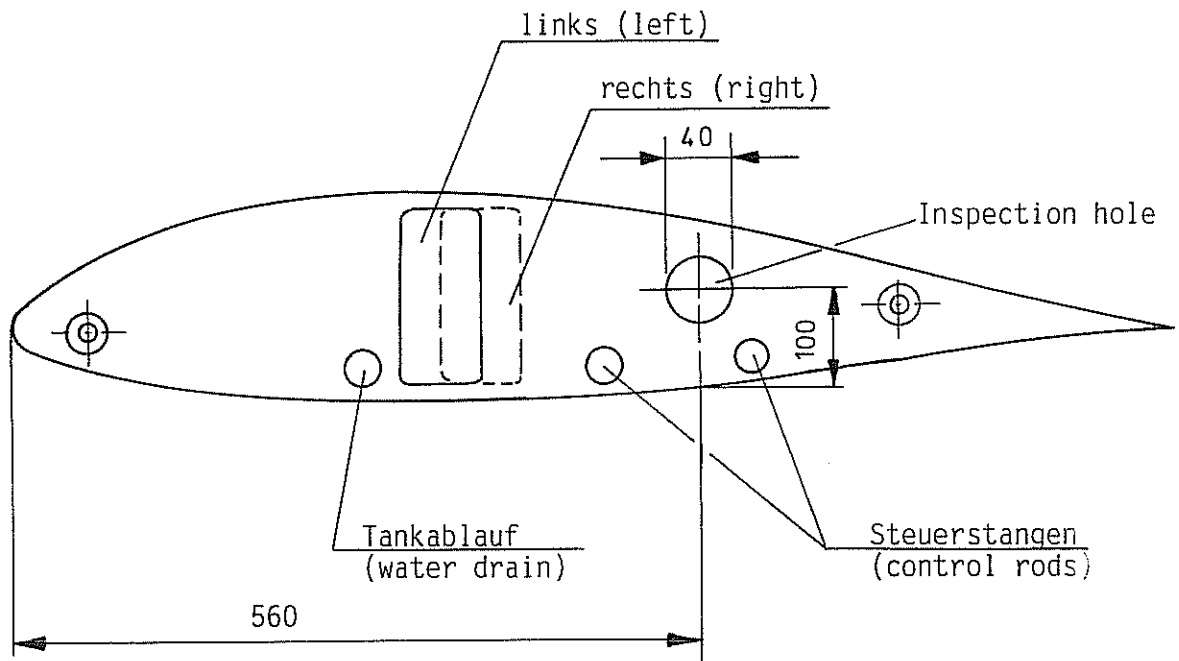
Effectivity: Glider ASTIR CS from serial number 1001 to serial number 1536 inclusive.
Glider ASTIR CS 77 from serial number 1601 to serial number 1844 inclusive.
Glider ASTIR CS Jeans from serial number 2001 to serial number 2248 inclusive.
Glider CLUB ASTIR II and STANDARD ASTIR II from serial number 5001 to serial number 5061 inclusive.

Accomplishment: - Instruction 1 before next start
- Instruction 2 not later than 31.03.1986
- Instruction 3 before next start, at daily inspection and repetition until accomplishment of instruction 4
- Instruction 4 if required, at the latest on the occasion of the 3000-hours-check

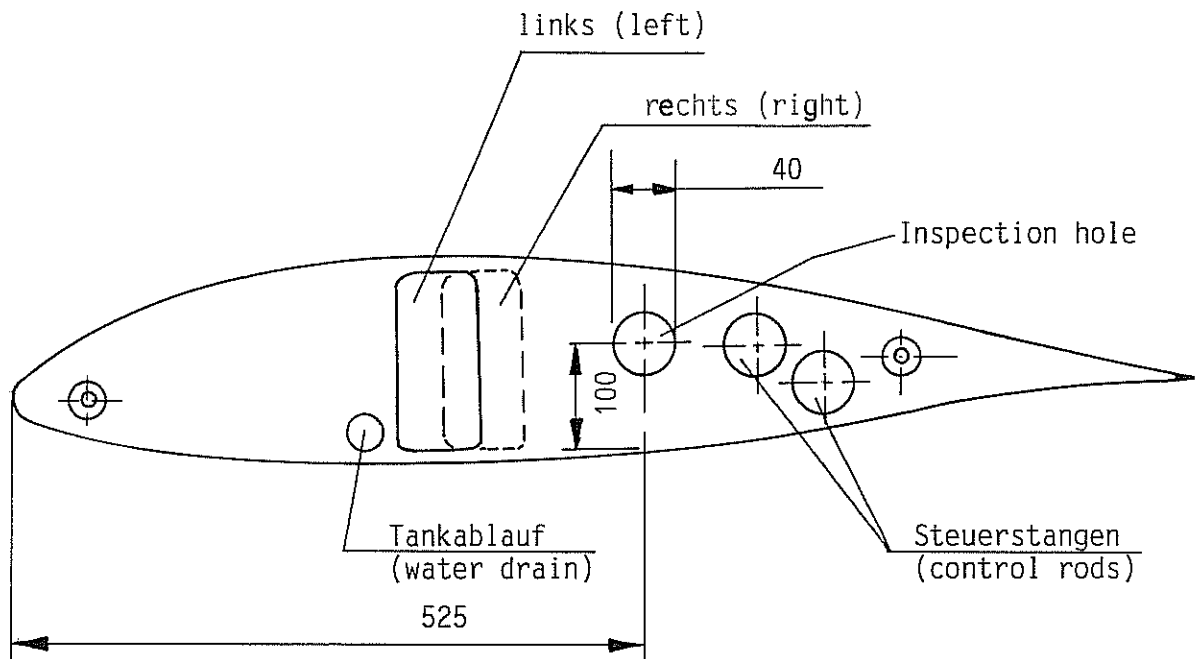
Reason: This Technical Information is caused by sporadic damages of the aluminium casting airbrake levers with facilitating hole which are installed in the wings of the above mentioned ASTIR-glidern. First, cracks occur in one leg of the levers, which, in an advanced phase, can result in a fracture which means a one-sided failure of the airbrake.
As a precaution, inspection holes must be installed in the region of the airbrake locking levers. In case of damage the levers must be exchanged.

Instructions: 1. Instruction: Installation of an inspection hole in the root rib before the next start.
1.1. At the ASTIR CS, CS 77 and CS Jeans an inspection hole has to be installed in the rear part of the right and the left root rib according to the below shown sketch.

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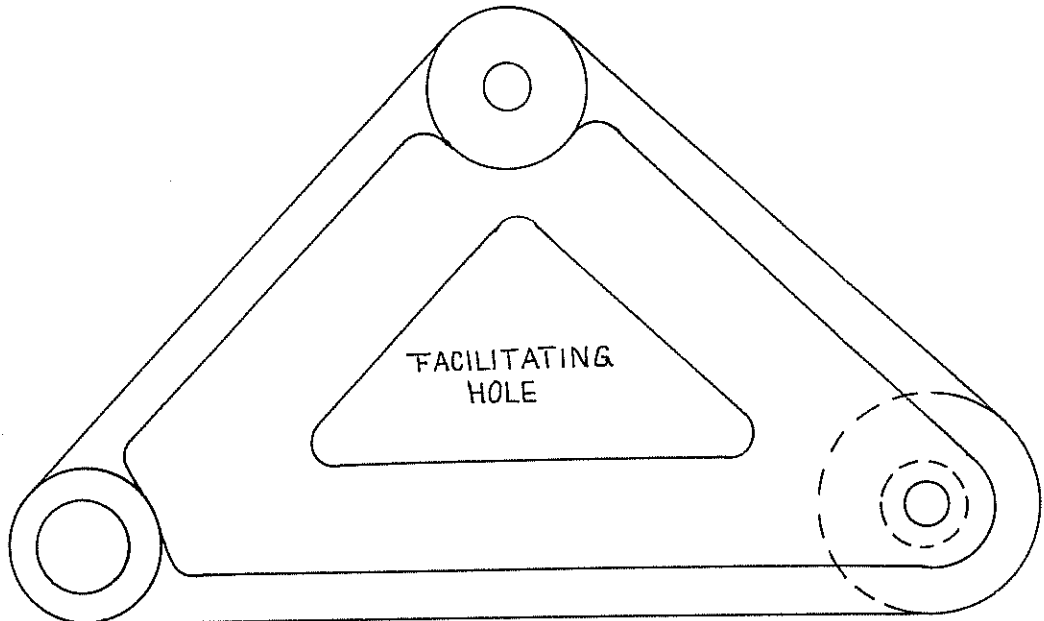


- 1.2. At the CLUB and STANDARD ASTIR II an inspection hole has to be installed in the rear part of the right and the left root rib according to the below shown sketch.



- 1.3. Through the inspection hole the airbrake locking lever has to be controlled at the rear of the spar which is mounted app. 1,25 m away from the root rib.

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- 1.4. If a solid constructed lever of aluminium casting without hole is found, further actions are not applicable until the 3000-hours-check (see instruction 4.4.)
- 1.5. If a lever of aluminium casting with facilitating hole is found, the following instructions have to be carried out.
2. Instruction: Installation of an inspection hole with sight-window into the wing underside in the region of the airbrake locking levers. (See repair instruction 306-26/1).
- 2.1. Temporarily, the control of the levers according to instruction 3 can be carried out through the opening in the root rib. In order to facilitate the control and especially to avoid the daily disassembly it is urgently recommended to install the inspection openings in the wing underside at short notice.
- 2.2. The instruction 2, however, has to be performed not later than 31.03.1986. The necessary material (see below) has to be ordered from the manufacturer with the attached order form.
- 2.3. Concerning the installation of the inspection holes it has to be proceeded according to repair instruction no. 306-26/1. This repair instruction is component part of this Technical Information and will be distributed with the material.
- 2.4. In Flight Manual from ASTIR CS, CS 77 and CS Jeans page 3 has to be exchanged and page 26a added.
In Flight Manual from CLUB and STANDARD ASTIR II have to be exchanged page 1 and added page 14a. This pages will be delivered with the repair material.



3. Instruction: Control of the airbrake locking levers with facilitating hole for cracks.
 - 3.1. Before next start the right and the left locking lever have to be checked for cracks in one of the 3 legs. The control is made either through the openings in the root ribs or through the openings in the wing underside.
 - 3.2. In case of the control through the root rib an endoscope or another doubtless method has to be used. In case of doubt instruction 2 has to be performed in advance.
 - 3.3. In case of the control through the wing underside the plexiglass-pane can be removed for better access. The use of a magnifying glass is recommended.
 - 3.4. If no cracks are found, instruction 3 has to be repeated daily before flight operation until realization of instruction 4.
 - 3.5. If cracks are found, instruction 4 has to be performed before next start.

4. Instruction: Exchange of the locking levers left and right no. 102-4123/4124 of aluminium casting for such of aluminium sheet.
 - 4.1. The instruction 4 requires accomplishment of instruction 2.
 - 4.2. The exchange of the locking levers has to be carried out according to repair instruction no. 306-26/2. This repair instruction, too, is component part of this Technical Information and will be distributed with the material.
 - 4.3. If the exchange is carried out as a precaution and the levers if aluminium sheet are installed, the daily check is inapplicable.
 - 4.4. The exchange of the casting levers and, as a precaution, also of those without facilitating hole has to be performed, however, at the latest on the occasion of the 3000-hours-check.

Material:

Material for instruction 2:

- 1 Repair instruction no. 306-26/1
- Two pages of Flight Manual
 - ASTIR CS, CS 77 and CS Jeans: Page 3 and 26a
 - CLUB and STANDARD ASTIR: Page 1 and 14a
- 2 Roving rings no. 103-1001.17
- 2 Plexiglass-panes no. 103-1001.48
- 12 Self-tapping screws B 2,9 x 6,5 DIN 7982 galvanized

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Material for instruction 4:

- 1 Repair instruction no. 306-26/2
- 1 Locking lever left no. 102-4123 (mark L)
- 1 Locking lever right no. 102-4124 (mark R)
in each case complete according to drawing no.
102-4123/4124
- 2 Stop dogs (3 x 30 x 30 mm) of laminated fabric
- 2 Hard foam pieces (Conticell C 60) 160 x 200 mm,
8 thick, one-sided diagonally coated with woven
glass LN 8.4551.6 (Interglas 92125)

Material for instruction 2 and 4:

- Woven glass LN 8.4548.6 (Interglas 92 110)
- Woven glass LN 8.4551.6 (Interglas 92 125)
- Resin Glycidäther 162 (BASF) 100 GT* (previously
Epikote 162, SHELL)
- Hardened Laromin C 260 (BASF) 38 GT*
- Filler cotton flocks (type FL 1 f)
- PE-varnish, white, no. 03-69 066 (100 GT*)
- UP-hardened no. 07-20510 (3 GT*) quick-hardener

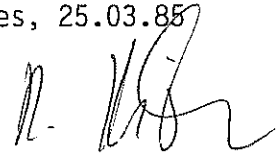
* GT = parts

Weight and balance: No influence

Remarks: Instruction 1 and instruction 3 have to be performed
by an experience person.
Instruction 2 and instruction 4 have to be performed
by an authorized aviation workshop.
The proper execution of the instructions has to be
certified in the log-book by an authorized inspector,
class 3.

Mattsies, 25.03.85
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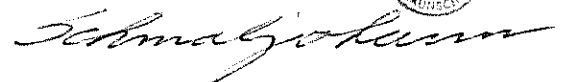
i.A.


signed Dipl.-Ing. H. Wilser

LBA-approved on:

25. April 1985





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.