



This Service Bulletin substitutes the Service Bulletin 306-30 dated September 9, 1992.

Subject: Extension of service life

Concerned:

| | |
|--------------------|-------------------------------|
| ASTIR CS | S/N 1001 - 1536 |
| ASTIR CS 77 | S/N 1601 - 1844 |
| ASTIR CS JEANS | S/N 2001 - 2248 |
| STANDARD ASTIR II | S/N 5001 - 5061 (suffix "S") |
| CLUB ASTIR II | S/N 5001 - 5061 (suffix "C") |
| STANDARD ASTIR III | S/N 5501 - 5652 (suffix "S") |
| CLUB ASTIR III | S/N 5501 - 5652 (suffix "C") |
| CLUB ASTIR IIIb | S/N 5501 - 5652 (suffix "Cb") |

Urgency:

- Before reaching a service time of 3000 flight hours:
 - ASTIR CS, CS 77, Jeans: actions 2, 3, 4
 - STANDARD ASTIR II, CLUB ASTIR II: actions 2, 4
 - STANDARD/ CLUB III, CLUB III b: action 5
- Before reaching a service time of 3000, 6000, 7000, 8000, 9000, 10000, 11000 flight hours:

all models: action 6
- Before reaching 9500, 10500, 11500 flight hours:

all models: action 7

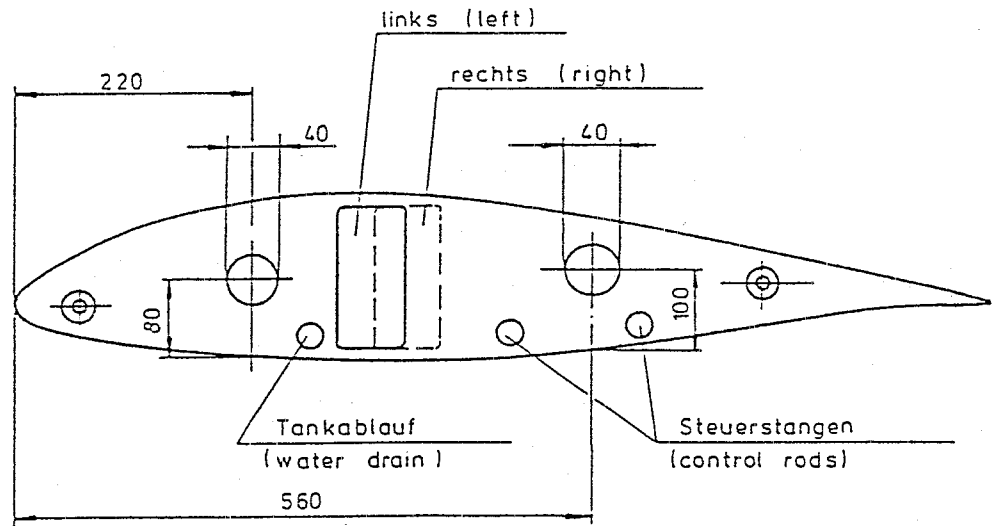
Procedure: The results of performed fatigue tests have shown, that the service life of GRP/CRP-sailplanes can be increased to a maximum of 12000 flight hours.

Actions: The airworthiness has to be demonstrated for each sailplane according to the established Inspection Record.

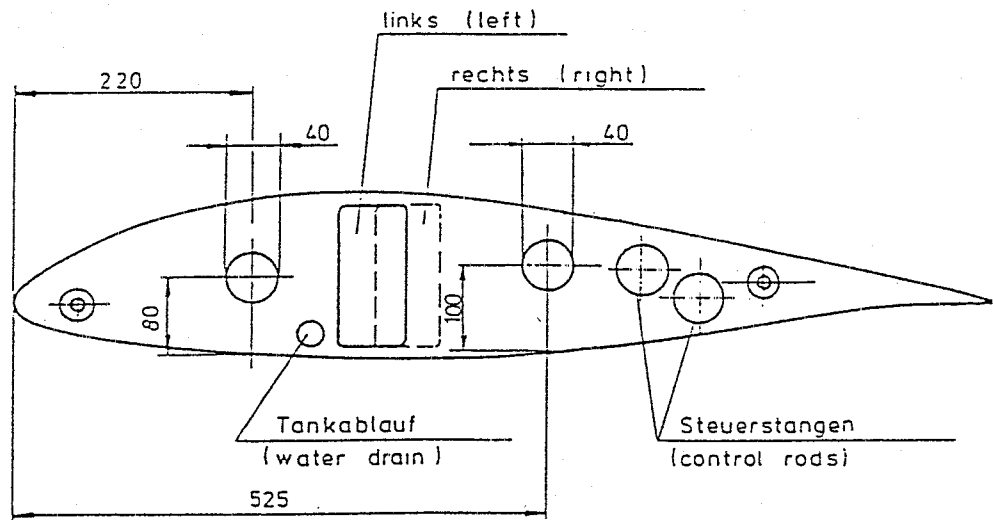
- A revision of the Manuals will be performed during a new issue of the Flight and Maintenance Manuals.

2. Installation of inspection holes in the root rib
(if Service Bulletins TM 306-18, TM 306-23 or
TM 306-24 are not performed)

ASTIR CS, ASTIR CS 77, ASTIR CS Jeans



STANDARD ASTIR II, CLUB ASTIR II



Caution: The inspection hole in front of the spar must not be cut in wings containing water ballast tanks. Such wings should be inspected through the water drain tube.

3. Exchange of the elevator lever No. 102-3543
according to Repair Instructions No. 306-30/1.

4. **Check**, if Service Bulletin TM 306-26 action 4 has been performed.
If action 4 has been not performed, the airbrake over-centre levers must be exchanged according to the Repair Instructions No. 306-26/2.
5. **Installation of an inspection hole** according to Repair Instructions No. 306-30/2.
6. **Inspection** according to the Inspection Record "Extension of Life Time".
7. The following **inspections** (visual inspection, tapping) must be performed:
 - a. wing root external:
 - wing/ fuselage attachment fittings secure in laminate
 - wing connecting bolts: wear, corrosion, deformation
 - b. spar stub:
 - main spar spigot
 - spar pin fitting tight in laminate

Material: The Inspection Record and the material (for action 3) incl. Repair Instructions can be obtained from the manufacturer with the attached Purchase Order (please note the number of flight hours).

Weight and balance: Empty weight and the center of gravity must be determined newly (refer to Inspection Record)

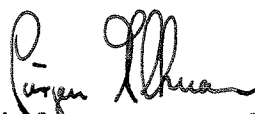
- Remarks:**
1. The actions must be carried out by an authorized aviation workshop and have to be certified in the log book by an authorized inspector.
 2. After inspection the completed Inspection Record must be filed in the airplane logbook, and a copy sent to GROB for evaluation.
 3. If you have sold your sailplane in the meantime would you kindly pass this information directly to the new owner and forward his name and address and aircraft S/N to us.

Mattsies, 6 December 1995

LBA approved

The German original of this Service Bulletin has been approved by the LBA on the 11 December 1995 and is signed by Mr. *SKOV*.

The translation has been accomplished to our best knowledge and judgement.


Dipl. Ing. J. Altmann
Manager

Airworthiness/Certification

