



# SERVICE BULLETIN NO. MSB306-37/2 MSB320-08/2

## I. TECHNICAL DETAILS

### 1.1 Category:

**MANDATORY**

### 1.2 Airplanes affected:

#### **TCDS-No. 306 (FAA TC No. G33EU):**

CLUB ASTIR II

STANDARD ASTIR II

S/N 5001 - 5061 (with suffix "C")

S/N 5001 - 5061 (with suffix "S")

#### **TCDS-No. 320 (FAA TC No. G33EU):**

SPEED ASTIR II

SPEED ASTIR IIb

S/N 4001 - 4027

S/N 4028 - 4107

### 1.3 Time of Compliance:

Not later than 31 December 2003

### 1.4 Subject:

ATA-Code: ---

#### **Modification of the Canopy Jettison System**

### 1.5 Reason:

A research report issued by the college of Aachen has shown, that the installation of a canopy joint, installed in the rear, represents the ideal solution for a canopy jettison system. As such a canopy joint is already installed in the affected gliders, the canopy jettison system can be improved.

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Club Astir II  
SPEED ASTIR II  
SPEED ASTIR IIb



**1.6 Concurrent documents:**

None

**1.7 Approval Note:**

The technical information contained in this document has been approved under the authority of JAA Design Organization Approval No. LBA.NJA.008.

**1.8 Accomplishment/ Instructions**

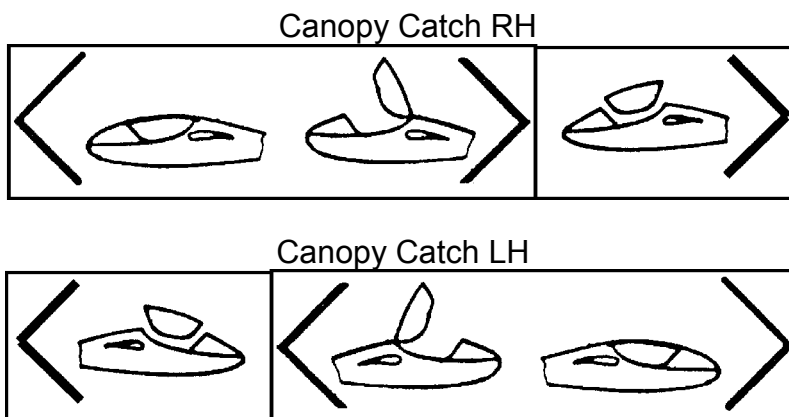
1.8.1 **A.** At the RH canopy frame or seat shell the placard “Canopy jettison and Exit” must be replaced against the new placard (see manual pages “Emergency Procedures”):

**Canopy jettison and exit**

- a) Open the canopy,  
pull red canopy handles and turn 90° inwards!
- b) release the canopy,  
lift up the canopy with red handles to release canopy!
- c) unbuckle seat harness
- d) EXIT over left or right side
- e) Wait 1 - 3 seconds before pulling the rip cord

CAUTION: The canopy will be swept away by the wind force turning over the rear joint !

**B.** At the LH and RH canopy both placards “Canopy Catch” must be replaced by the new placards (“Canopy Catch + Emergency Jettison”):



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1.8.2 The canopy jettison operating lever including operating cable must be removed as follows (refer to illustration on page 4):

- remove the RH cockpit covering
- remove bolt (37)
- cut-off cable (57) and remove adjusting screw (48) and remove completely operating cable (64)
- remove safety wire (69)
- remove nut (49) and operating lever (27)
- cut-off cable (57) from canopy joint
- remove cable rest with socket (62) and nipple (23)
- install RH cockpit covering
- remove placard "Canopy Jettison" from canopy jettison operating lever



NOTE: The canopy can be removed for maintenance purposes by operating the red ball knob (58)

1.8.3 In the Flight and Maintenance Manuals the following revisions must be incorporated:

**G 102 CLUB UND STANDARD II:**

- Flight Manual: Revision 3, 13.06.03
- Maintenance Manual: Revision 1, 13.06.03

Italian issue:

- Flight Manual: Revision 3, 13.06.03

Canadian Issue:

- Flight Manual: Revision 3, 13.06.03
- Maintenance Manual: Revision 2, 13.06.03

**G 104 SPEED ASTIR II / IIb:**

- Flight Manual: Revision 3, 13.06.03
- Maintenance Manual: Revision 2, 13.06.03

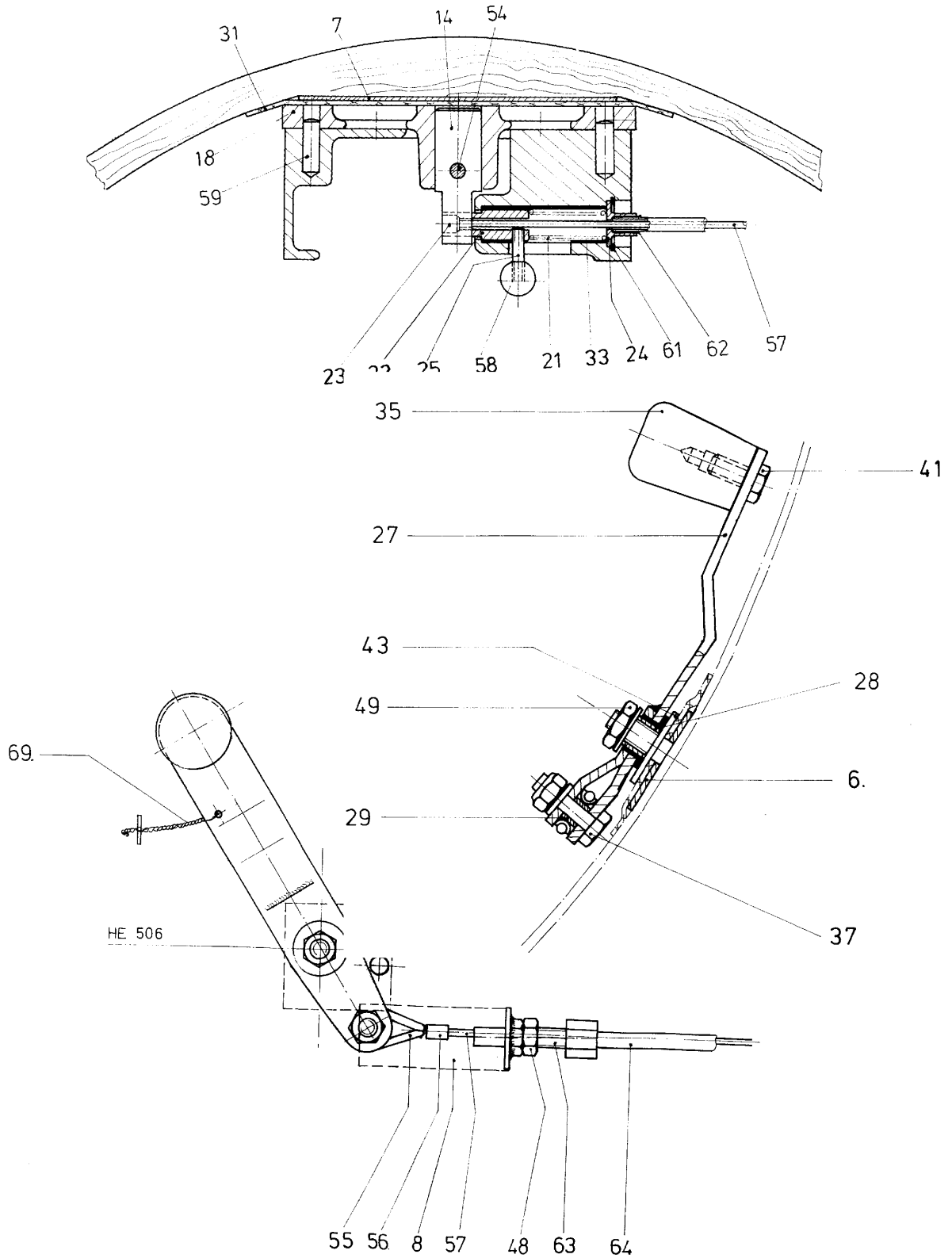
**1.9 Repetitive Actions**

None

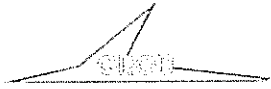
**1.10 Mass (Weight) and CG:**

negligible

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Standard Astir II  
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## II. PLANNING INFORMATION

### 2.1 Material & Availability:

1. The exchange pages for the manuals (format DIN A5) and the palcards according to 1.8.2 are attached to the Service Bulletin.
2. The removed parts (lever etc.) may be disposed.

### 2.2 Special Tools:

N/A

### 2.3 Labour costs:

approx. 1 hour

### 2.4 Reference documents:

N/A

### 2.6 Credit:

N/A

## III. REMARKS

- 3.1 The correct execution of the instructions may be performed by a competent person and has to be certified in the logbook by an authorised inspector.
- 3.2 If you have sold your aircraft in the meantime, would you kindly pass this information on to the new owner and forward his address and aircraft S/N to us.
- 3.3 For questions and assistance please contact:  
Rudi Vodermeier , Head of Product Support,  
phone: +49 8268 998139  
fax: +49 8268 998200  
e-mail: [productsupport@grob-aerospace.de](mailto:productsupport@grob-aerospace.de)

Anerkannt durch  
Luftfahrt-Bundesamt



13. AUG. 2003

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