

Subject: Inspection of the airbrake stops

Concerning:

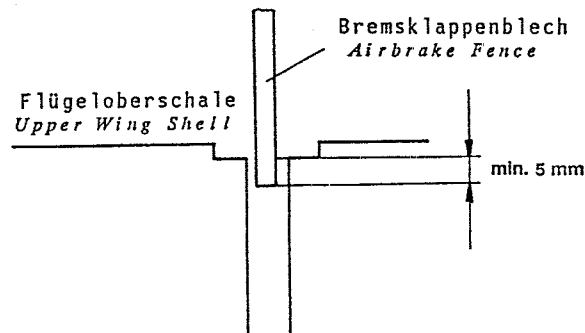
Model/Series	S/N's
ASTIR CS	1001 - 1536
ASTIR CS 77	1601 - 1844
ASTIR CS Jeans	2001 - 2248
Club Astir II	5001 - 5061 (suffix "C")
Standard Astir II	5001 - 5061 (suffix "S")
G 102 Club Astir III	as of 5501 (suffix "C")
G 102 Club Astir IIIb	as of 5501 (suffix "Cb")
G 102 Standard Astir III	as of 5502 (suffix "S")
SPEED ASTIR II	4001 - 4027
SPEED ASTIR IIB	4028 - 4107
TWIN ASTIR	3000 - 3291
TWIN ASTIR TRAINER	3088 - 3291 (suffix "T")
G 103 TWIN II	3501 - 3729
	3730 - 3878
	33879 - 34078
G 103A TWIN II ACRO	3544 - 34078 (suffix "K")
G 109	6001 - 6159
G 109B	as of 6200

Urgency: 31 December 1992 at the latest

Procedure: Excessive wear of the airbrake stops - undetected during periodic inspections - may allow the airbrakes to extend beyond their normal value and cause jamming of the airbrake fence on the upper shell of the wing.

Actions:

- Inspection of the airbrake stops**
As a precautionary action, the airbrake stops (outboard edge of the airbrake boxes) must be inspected for condition and wear. Cracks in the gelcoat around the outboard end of the airbrake box may indicate damage to the GRP laminate underneath. With the airbrakes fully extended wear to the airbrake stops must be checked; assure that the outer airbrake swivel levers are in contact with the stops during this check: The lower edge of the airbrake fence must overlap the bottom of the airbrake cap recess in the upper wing shell by 5 mm min. (see drawing below) Normal wear is acceptable as long as the upper condition is fulfilled.





Service Bulletin

TM 306-31
TM 315-49
TM 320-6
TM 817-36

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Note: With the aircraft fully assembled, some airbrake swivel arms may not contact their stops completely with the airbrake handle pulled aft. This could be due to variances in wheel brake adjustment, or due to variances in airbrake rigging between the left and right sides. The easiest method to perform the check is either with the wings disassembled or with the airbrakes temporarily disconnected in the fuselage.

Warning: 1. Assure that the airbrakes are connected before flight.
2. Never lower these stops using a file or a similar tool with the intention to increase the airbrake effectivity.

2. Repair of the airbrake stops

If, during the inspection according to action 1, an excessive wear of these stops is found, a repair according to the Repair Instructions must be performed prior to the next take-off.

3. A periodic inspection of the airbrake system according to action 1 is very important.

Therefore add the following items by hand
- to the Flight Manual section "Rigging of the the airplane": a statement about check for damage of the airbrake stops (refer to action 1)
- to the Maintenance Manual chapter about periodic inspections: in section "Wing" the following item

- Airbrake Stops
Airbrake Fence/Airbrake Box Overlap 5 mm min.

A print of the affected manual pages will be performed within the next manual revisions.

Material: refer to Repair Instructions

Weight and Balance: not effected

Remarks: The actions must be carried out by a competent person or an approved aviation workshop and must be certified in the logbook by an authorized inspector.

Mattsies, 14 Sept. 1992

Dipl. Ing. J. Altmann
(Airworthiness engineer
certification staff)

LBA approved

The German original of this Service Bulletin has been approved by the LBA on the 29. Sept. 1992 and is signed by Mr. U. Kopp. The translation has been accomplished to our best knowledge and judgement. In case of doubt, the German original is authoritative.

P.S.: If you have sold your glider/motorglider in the meantime, would you kindly pass this information on to the new owner and forward his name and address and aircraft S/N to us.

DATUM / DATE
14 Sept. 1992

ERSETZT AUSGABE / ISSUE EDITION

BEARBEITET / PREPARED BY
J. Altmann

MUSTERGEPRÜFT / APPROVED BY

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