



## Airworthiness Directive

**AD No.:** 2020-0138

**Issued:** 19 June 2020

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

FIBERGLAS-TECHNIK R. LINDNER GmbH & Co. KG  
B/E AEROSPACE FISCHER GmbH

### Type/Model designation(s):

GROB (powered) sailplanes  
Astir CS TOP powered sailplanes

**Effective Date:** 03 July 2020

**TCDS Number(s):** EASA.A.250, Germany Kennblatt No. 856

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2020-0121 dated 28 May 2020.

## ATA 27 – Flight Controls – Elevator Control Pushrod – Inspection / Replacement

### Manufacturer(s):

GROB Werke GmbH & Co KG, Burkhart Grob Flugzeugbau

### Applicability:

ASTIR CS, ASTIR CS 77, ASTIR CS Jeans, CLUB ASTIR II, STANDARD ASTIR II, TWIN ASTIR, TWIN ASTIR TRAINER, GROB G 103 "TWIN II", GROB G 103 A "TWIN II ACRO", GROB G 103 C "TWIN III" and GROB G 103 C "TWIN III ACRO" sailplanes, all serial numbers (s/n);  
GROB G 103 C TWIN III SL powered sailplanes, all s/n; and  
ASTIR CS 77 TOP, ASTIR CS JEANS TOP, ASTIR CS TOP powered sailplanes, all s/n.

### Definitions:

For the purpose of this AD, the following definitions apply:

**The TM/SB:** Fiberglas-Technik Technische Mitteilung (TM) TM-G09 / Service Bulletin (SB) SB-G09 (single document); including Anweisung / Instructions (A/I) A/I-G09, at Revision 1.

**Affected part:** Elevator control pushrod in the vertical fin (drawing number 102-4244, 103-4244, 102C-4296, 103C-4794 or 103A-4244/1, as applicable, depending on sailplane model).

**Serviceable part:** An affected part that is a new elevator control pushrod in the vertical fin, or has passed an inspection (no defects detected) in accordance with the TM/SB.



**Groups:**

Group 1 (powered) sailplanes are ASTIR CS, ASTIR CS 77, ASTIR CS Jeans, CLUB ASTIR II, STANDARD ASTIR II, TWIN ASTIR, TWIN ASTIR TRAINER, GROB G 103 C "TWIN III", GROB G 103 C "TWIN III ACRO" sailplanes, all s/n; GROB G 103 A "TWIN II ACRO" sailplanes, s/n 3544 to 3878 inclusive, with letter „K“;

GROB G 103 C TWIN III SL powered sailplanes, all s/n; and  
ASTIR CS 77 TOP, ASTIR CS JEANS TOP, ASTIR CS TOP powered sailplanes, all s/n.

Group 2 sailplanes are GROB G 103 "TWIN II"; and GROB G 103 A "TWIN II ACRO" sailplanes, all s/n, except s/n 3544 to 3878 inclusive, with letter „K“, which are Group 1 sailplanes.

**Reason:**

During a routine inspection, a severely corroded elevator control pushrod was found in the vertical fin on a Grob TWIN ASTIR sailplane. The technical investigation results revealed that water had soaked into the elevator control pushrod, causing the corrosion damage and subsequent considerable weakening of the steel tube pushrod.

This condition, if not detected and corrected, could lead to failure of the elevator control pushrod, possibly resulting in loss of control of the sailplane.

To address this unsafe condition, Fiberglas-Technik R. Lindner GmbH & Co.KG published the TM/SB and A/I-G09, at original issue, providing instructions for elevator control pushrod inspection and replacement. Prompted by this development, EASA issued AD 2020-0121 to require a one-time inspection of the elevator control pushrod in the vertical fin and, depending on findings, replacement.

After EASA AD 2020-0121 was issued, it was determined that Grob G 103 "TWIN II" sailplanes, and additional Grob G 103 A "TWIN II ACRO" sailplanes, are also prone to elevator control pushrod corrosion and Fiberglas-Technik R.Lindner GmbH & Co.KG issued the TM/SB to make the inspection instructions applicable to these sailplane models.

For the reasons described above, this AD retains the requirements of EASA AD 2020-0121, which is superseded, and expands the Applicability.

**Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

**Inspection(s):**

- (1) Within the compliance time defined in Table 1 of this AD, as applicable, inspect the affected part in accordance with the instructions of the TM/SB.



Table 1 – Pushrod inspection

Group	Compliance Time
1	Within 25 flight hours (FH) or 2 months, whichever occurs first after 01 June 2020 [the effective date of EASA AD 2020-0121]
2	Within 25 FH or 30 days, whichever occurs first after the effective date of this AD

**Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) of this AD, discrepancies are detected, as defined in the TM/SB, before next flight, replace the affected part with a serviceable part, as defined in this AD.

**Credit:**

- (3) Inspection(s) and corrective action(s) accomplished on a (powered) sailplane before the effective date of this AD in accordance with the instructions of Fibreglas-Technik TM-G09 / SB-G09 (single document), including A/I-G09 at original issue, is acceptable to comply with the requirements of paragraphs (1) and (2) of this AD for that (powered) sailplane.

**Parts Installation:**

- (4) From the effective date of this AD, it is allowed to install on any (powered) sailplane an affected part, provided it is a serviceable part, as defined in this AD.

**Ref. Publications:**

Fibreglas-Technik TM-G09/SB-G09 original issue dated 08 April 2020, or Revision 1 dated 14 May 2020.

Fibreglas-Technik A/I-G09 original issue dated 08 April 2020, or Revision 1 dated 14 May 2020.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).



5. For any question concerning the technical content of the requirements in this AD, please contact: Fiberglas-Technik Rudolf Lindner GmbH & Co.KG, Steige 3, D-88487 Walpertshofen, Germany, E-mail: [info@LTB-Lindner.com](mailto:info@LTB-Lindner.com).

