



## ALERT SERVICE BULLETIN NO. ASB315-64/2

### I. TECHNICAL DETAILS

#### 1.1 Category:

Alert

#### 1.2 Airplanes Affected:

##### **PART A:**

TWIN ASTIR	All
TWIN ASTIR TRAINER	All

##### **PART B:**

TWIN ASTIR	from Serial No. 3073 on, if equipped for Acrobatic Flights in accordance with TM 315-08
TWIN ASTIR TRAINER	from Serial No. 3088-T-2 on, if equipped for Acrobatic Flights in accordance with TM 315-08

#### 1.3 Time of Compliance:

Prior to next flight

#### 1.4 Subject:

ATA-Code: ---

Limitations of Operation

#### 1.5 Reason:

New investigations of the fuselage structure of TWIN III Acro have indicated, that the safety margins against damage of the fuselage structure under limit loads might be insufficient. The flight envelope for TWIN II and TWIN III has already been restricted under ASB 315-63.

The structure design and the flight loads of TWIN ASTIR and TWIN ASTIR TRAINER are similar. Therefore, the speed for rough air  $v_B$ , the maximum speed in calm air  $v_{NE}$  and as a consequence of that the maximum speed with airbrakes extended  $v_{DF}$  is reduced for these models as well.

The allowance for Acrobatic flights after accomplishment of TM 315-08 is withdrawn as a consequence of the reduced speeds.

<b>Note:</b>	Simple Acrobatics (Loop, Stall Turns, Lazy Eight, Chandelle, Spinning) may furthermore be performed in accordance with the flight manual.
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#### 1.6 Concurrent Documents:

None

TWIN ASTIR  
TWIN ASTIR TRAINER



### 1.7 Approval Note:

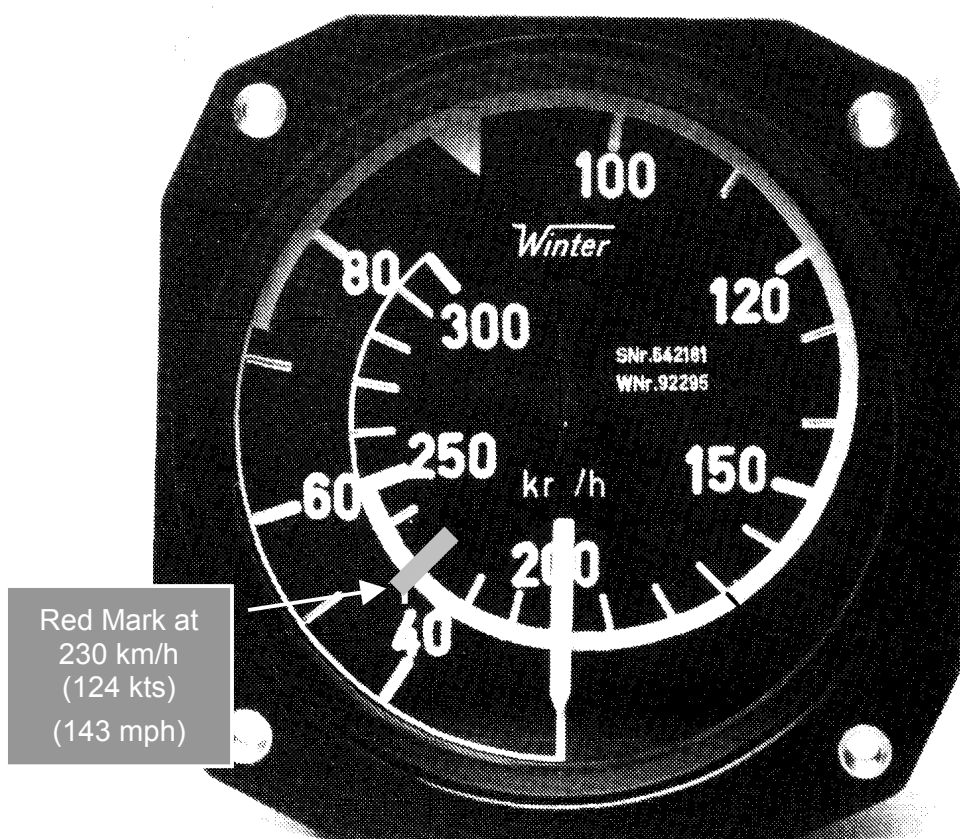
The technical information contained in this document has been approved under the authority of JAA Design Organization Approval No. LBA.NJA.008.

### 1.8 Accomplishment / Instructions

#### 1.8.1 PART A: Speed Limitations

The maximum speed in rough air is reduced to  $v_B = 170$  km/h (92 kts / 105 mph). The maximum speed in calm air and as a consequence of that the maximum speed with airbrakes extended are reduced to  $v_{NE} = v_{DF} = 230$  km/h (124 kts / 143 mph). The following must be performed for that:

1. Apply a red mark to the front and the rear airspeed indicator at **230 km/h (124 kts / 143 mph)**:



**NOTE:** The markings are attached to this Service Bulletin.

TWIN ASTIR  
TWIN ASTIR TRAINER



2. Replace the original placard on the front and the rear right hand cockpit side wall by the following placard:

<b>Maximum Flying Weight</b>				
Without Waterballast:		650 kp	1435 lbs	
With Waterballast:		650 kp	1435 lbs	
<b>Airspeed Limits</b>				
		km/h	kts	mph
Never Exceed:	$V_{NE}$	230	124	143
In Rough Air:	$V_B$	170	92	105
On Aerotow:	$V_T$	170	92	105
On Winch and Auto Launch:	$V_W$	120	64	74
Airbrakes Open:	$V_{DF}$	230	124	143
Manoeuvring:	$V_A$	170	92	105

**CAUTION:** The reduction of the speed  $v_{NE}$  effects the table of the  $v_{NE}$  decrease as a function of altitude as well. The data in the corresponding flight manual revision must be observed.

3. The following revisions of the flight and maintenance manuals must be incorporated:

**TWIN ASTIR:**

Flight Manual: German Issue: Revision 6, 30 June 2003  
English Issue: Revision 8, 30 June 2003  
Canadian Issue: Revision 8, 30 June 2003

Maintenance Manual: German Issue: Revision 7, 30 June 2003  
English Issue: Revision 5, 30 June 2003  
Canadian Issue: Revision 5, 30 June 2003

**TWIN ASTIR TRAINER:**

Flight Manual: German Issue: Revision 7, 30 June 2003  
English Issue: Revision 8, 30 June 2003  
Canadian Issue: Revision 8, 30 June 2003

Maintenance Manual: German Issue: Revision 7, 30 June 2003  
English Issue: Revision 5, 30 June 2003  
Canadian Issue: Revision 5, 30 June 2003

TWIN ASTIR  
TWIN ASTIR TRAINER



## 1.8.2 PART B: Withdrawal of Allowance for Acrobatics

Acrobatic flights as were allowed in accordance with the flight manual supplement „Flight Manual for Acrobatics TWIN ASTIR, TWIN ASTIR TRAINER, GROB G103A TWIN II Acro“ ( July 1980) after accomplishment of TM 315-08 from Serial No. 3073 on (TWIN ASTIR) and from 3088-T-2 on (TWIN ASTIR TRAINER), respectively, are inhibited from now on.

The following items must be accomplished for that in addition to the items in 1.8.1:

1. Remove the placard „ACRO“ on the left hand cockpit side wall
2. Remove the flight manual supplement for acrobatics from the on board documents.

### **1.9 Repetitive Actions:**

None

### **1.10 Mass (Weight) and CH:**

Not affected

## **II. PLANNING INFORMATION**

### **2.1 Material & Availability:**

The red mark, the placards (qty. 2 each) and the revision pages for the flight and maintenance manual are attached to this Service Bulletin.

### **2.2 Special Tools:**

not required

### **2.3 Labour Costs:**

10 Minutes

### **2.4 Reference Documents:**

Not affected

### **2.6 Credit:**

Not affected

TWIN ASTIR  
TWIN ASTIR TRAINER



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### **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)

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