



Emergency Airworthiness Directive

AD No.: 2021-0057-E

Issued: 26 February 2021

Note: This Emergency 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:

GROB AIRCRAFT SE

Type/Model designation(s):

G 115E and G 115EG aeroplanes

Effective Date: 03 March 2021

TCDS Number(s): EASA.A.364

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Control Surface Hinge Bracket Attachment Bolts – Inspection

Manufacturer(s):

Grob Aircraft SE (Grob), formerly Grob Werke GmbH & Co. KG

Applicability:

G 115E and G 115EG aeroplanes, all serial numbers.

Definitions:

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

The SB: Grob Aircraft Service Bulletin (SB) MSB1078-205/1.

Reason:

An occurrence has been reported of in-flight detachment of a rudder actuator hinge bracket. Subsequent inspection revealed that the attaching bolts penetrated the supporting structure to such an extent that the structure was no longer capable to withstand the loads. Penetrating attaching bolts cannot easily be detected. The same bolts are also on all other control surface hinge brackets.

This condition, if not detected and corrected, could lead to failure or detachment of a control surface, possibly resulting in loss of control of the aeroplane.



To address this potential unsafe condition, Grob published the SB providing inspection and repair instructions.

For the reasons described above, this AD requires a one-time inspection of the attachment of all flight control surfaces, and, depending on findings, accomplishment of applicable corrective action(s). This AD also requires the reporting of inspection results.

This AD is considered an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

Inspections:

- (1) Before next flight after the effective date of this AD, inspect the attachment bolts of all flight control surfaces in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, discrepancies are detected, as identified in the SB, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the SB.

Reporting:

- (3) Within 30 days after the inspection as required by paragraph (1) of this AD, report the results (including no findings) to Grob.

Ref. Publications:

Grob Aircraft MSB 1078-205/1 issued on 26 February 2021.

The use of later approved revisions of the above-mentioned document 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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be



installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: Grob Aircraft SE, Lettenbachstrasse 9, D-86874 Tussenhausen-Mattsies, Germany, E-mail: productsupport@grob-aircraft.com.

