European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2025-0140

Issued: 07 July 2025

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

FIBERGLAS-TECHNIK RUDOLF LINDNER GmbH & Co.KG

Type/Model designation(s):

GROB G 103 and G 103 C TWIN III SL sailplanes

Effective Date:	21 July 2025
TCDS Number(s):	EASA.A.250
Foreign AD:	Not applicable
Supersedure:	None

ATA 27 – Flight Controls – Rudder Drive Plate – Inspection / Modification

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Manufacturer(s):

Burkhart Grob Flugzeugbau, Burkhardt Grob Luft- und Raumfahrt GmbH & Co. KG

Applicability:

GROB G 103 "TWIN II", GROB G 103 A "TWIN II ACRO", GROB G 103 C "TWIN III", GROB G 103 C "TWIN III ACRO" and G 103 C TWIN III SL, all serial numbers.

Definitions:

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

Affected rudder: Rudder assembly except those which have been inspected and modified in accordance with the instructions of sections B, C and D of the SB, as defined in this AD.

Serviceable rudder: An affected rudder which is new; or a rudder assembly, eligible for installation in accordance with Fiberglas-Technik Rudolf Lindner instructions, which is not an affected rudder.

The SB: Fiberglas-Technik Rudolf Lindner Technische Mitteilung (TM)/Service Bulletin (SB) TM-G10 / SB-G10.

Reason:

During a teardown inspection of a rudder, corrosion on the inner sides on the welded steel rudder drive plate was reported.

This condition, if not detected and corrected, could affect the structural integrity of the rudder drive plate, potentially leading to reduced control of the sailplane.

To address this potential unsafe condition, Fiberglas-Technik Rudolf Lindner issued the SB to provide instructions for inspection(s) and for rudder sealing modification in the area or affected rudder installation.

For the reason described above, this AD requires, inspection(s) and, depending on findings, accomplishment of corrective actions, and requires modification in the area or affected part installation.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Repetitive Inspection(s):

(1) Within 50 flight hours (FH) or within 3 months, whichever occurs first after the effective date of this AD, and, thereafter, at intervals not exceeding 12 months (see Note 1 to this AD), accomplish an inspection in accordance with the instructions of section A “Inspection of rudder drive plate for corrosion and possible water entry” of the SB.

Note 1: A non-cumulative tolerance of 30 days may be applied to the interval for the repetitive inspection specified in paragraph (1) of this AD to allow synchronization of the required inspections with other maintenance tasks for which a tolerance is already granted in the applicable Maintenance Manual.

(2) If, during any inspection as required by paragraph (1) of this AD, corrosion or any sign of water ingress is found, before next flight, accomplish a one-time detailed inspection and modification in accordance with the instructions of section B “Modification of rudder drive plate” of the SB.

One-Time Detailed Inspection:

(3) Unless already accomplished, as required by paragraph (2) of this AD, during the next inspection for life-time extension (at 3 000, 6 000, 7 000, 8 000, 9 000, 10 000 or 11 000 FH, as applicable) starting after the effective date of this AD, accomplish a one-time inspection and modification in accordance with the instructions of section B “Modification of rudder drive plate” of the SB.

Corrective Action(s):

(4) If, during the inspection as required by paragraph (2) or (3) of this AD, corrosion exceeding light surface rust, as described in the SB, is detected, before next flight, replace the rudder assembly with a serviceable rudder, or contact Fiberglas-Technik Rudolf Lindner for approved instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

Modification:

(5) Before next flight after the one-time detailed inspection and modification, as required by paragraph (2) or (3) of this AD, as applicable, accomplish additional sealing in accordance with the instructions of section C “Additional sealing” of the SB, and accomplish checks in accordance with the instructions of section D “Re-installation of rudder” of the SB.

Terminating Action:

(6) Modification of the rudder assembly of a sailplane, as required by paragraph (5) of this AD, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that sailplane.

Part Installation:

(7) From the effective date of this AD, it is allowed to install on any sailplane an affected rudder, provided that, following installation, it is inspected as required by paragraph (1) and inspected and modified as required by paragraphs (3) and (5) of this AD, as applicable.

Ref. Publications:

Fiberglas-Technik Rudolf Lindner TM-G10 / SB-G10, original issue dated 27 February 2025.

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. 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. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 04 August 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the EASA Safety Publications Tool, in a compressed (‘zipped’) file, attached to the record for this AD.

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: Fiberglas-Technik Rudolf Lindner GmbH & Co.KG,

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