

<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>	
	<b>PAD No.: 15-064</b>  <b>Date: 20 May 2015</b>  Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.	
	In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.	
<b>Design Approval Holder's Name:</b> FIBERGLAS-TECHNIK RUDOLF LINDNER GmbH & Co. KG		<b>Type/Model designation(s):</b> GROB sailplanes
TCDS Number: EASA.A.250		
Foreign AD: Not applicable		
Supersedure: None		
<b>ATA 27</b>	<b>Flight Controls – Speed Brake Control System – Inspection / Replacement</b>	
Manufacturer(s):	GROB Werke GmbH & Co KG, Burkhart Grob Flugzeugbau	
Applicability:	TWIN ASTIR, TWIN ASTIR TRAINER, GROB G 103 TWIN II and GROB G 103 A TWIN II ACRO sailplanes, all manufacturer serial numbers.	
Reason:	<p>A report was received concerning a broken bell-crank, installed in the air brake control circuit of a Grob G 103 Twin II sailplane. Preliminary investigation results revealed additional cases of cracks on the same part, installed in the air brake control systems of the early Twin II type design.</p> <p>The same bell-cranks are also installed in the control systems of other models belonging to the same type design (see list of affected models under Applicability).</p> <p>This condition, if not detected and corrected, could lead to failure of the air brake system, possibly resulting in reduced control of the sailplane.</p> <p>To address this potential unsafe condition, Fiberglas-Technik issued Technische Mitteilung (TM)/Service Bulletin (SB) TM-G08/SB-G08 (one document) and Anweisung (A)/Instructions (I) A/I-G08 (one document) to provide instructions for a check of the air brake locking forces, the inspection of the bell-crank and, if cracks are found, replacement of the bell-crank.</p> <p>Additionally, TM-G07/SB-G07 (one document) and A/I-G07 (one document) provide instructions for the installation of inspection openings in the wing of GROB G 103 TWIN II and G 103 A TWIN II ACRO sailplanes to facilitate the inspection of the bell-crank. (For the TWIN ASTIR and TWIN ASTIR TRAINER</p>	

	<p>sailplanes, such an opening is required by LBA AD 92-190/2 (GROB SB 315-45/2.) This installation is optional for sailplanes not exceeding the original intended life limit.</p> <p>For the reason described above, this AD requires a check of the air brake locking forces, an inspection for cracks in the air brake control unit and, if cracks are found, replacement of the affected flight control system parts. This AD is a temporary measure and further AD action may follow.</p>
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 30 days after the effective date of this AD and, thereafter, during each annual inspection, check the locking forces of the air brake control unit and, if any discrepancy is found, before next flight, correct the locking forces in accordance with the instructions of Fiberglas-Technik TM-G08/SB-G08 and A/I-G08.</li> <li>(2) Within 2 months after the effective date of this AD, inspect the bell crank installed in the air brake control circuit and, if any cracks are found, before next flight, replace the bell crank with a serviceable part in accordance with the instructions of Fiberglas-Technik TM-G08/SB-G08 and A/I-G08.</li> <li>(3) Within 30 days after replacing a bell crank as required by paragraph (2) of this AD, report the inspection results of the removed bell crank to Fiberglas-Technik.</li> </ol>
Ref. Publications:	<p>Fiberglas-Technik TM-G08/SB-G08 and A/I-G08 original issue dated 24 April 2015.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p> <p>Fiberglas-Technik TM-G07/SB-G07 and A/I-G07 original issue dated 24 April 2015.</p> <p>GROB SB 315-45/2 dated 21 December 1995.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. This Proposed AD will be closed for consultation on 17 June 2015.</li> <li>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>3. For any question concerning the technical content of the requirements in this PAD, please contact: Fiberglas-Technik Rudolf Lindner GmbH &amp; Co.KG, Steige 3, D-88487 Walpertshofen, Germany E-mail: <a href="mailto:info@LTB-Lindner.com">info@LTB-Lindner.com</a>.</li> </ol>