


EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2015-0116
	Date: 24 June 2015 <p>Note: This Airworthiness Directive (AD) 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.</p>
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
Design Approval Holder's Name: FIBERGLAS-TECHNIK RUDOLF LINDNER GmbH & Co. KG	Type/Model designation(s): GROB sailplanes
TCDS Number:	EASA.A.250
Foreign AD:	Not applicable
Supersedure:	None
ATA 27	Flight Controls – Speed Brake Control System – Inspection / Replacement
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 approximately 1.4 m outside the wing root rib 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 at the same location 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</p>

	<p>inspection of the bell-crank. (For the TWIN ASTIR and TWIN ASTIR TRAINER 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:	08 July 2015
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (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. (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. (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.
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"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 20 May 2015 as PAD 15-064 for consultation until 17 June 2015. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. 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.