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| EASA | AIRWORTHINESS DIRECTIVE | |
|  | AD No.: 2012-0181 | |
| | Date: 07 September 2012 | |
| <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 EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 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: | Type/Model designation(s): | |
| GROB AIRCRAFT AG | Grob G 109 powered sailplanes | |
| Approval Number: | LBA Kennblatt 817 | |
| Foreign AD: | Not applicable | |
| Supersedure: | None | |
| ATA 27 | Flight Controls – Elevator Control Rod in the Vertical Fin – Inspection / Replacement / Revision | |
| Manufacturer(s): | Burkhart Grob Luft- und Raumfahrt GmbH & Co. KG, Grob-Werke GmbH & Co. KG. | |
| Applicability: | Grob G 109 and Grob G 109 B powered sailplanes, all serial numbers. | |
| Reason: | <p>Corroded and cracked elevator control rod in the vertical fin on a Grob G 109B powered sailplane has been reported.</p> <p>The technical investigation revealed that water had soaked into the elevator control rod through a control bore hole and resulted in corrosion damage and, in case of water freeze between the external control rod and the internal mass balance, in crack of the elevator control rod in the vertical fin.</p> <p>This condition, if not detected and corrected, could lead to failure of the elevator control rod, possibly resulting in loss of control of the sailplane.</p> <p>To address this unsafe condition, Grob Aircraft AG published Service Bulletin (MSB) 817-64 providing instructions for elevator control rod inspection and replacement.</p> <p>For the reasons described above, this AD requires accomplishment of inspections of the elevator control rod in the vertical fin and, depending on finding, its replacement with a serviceable part, as well as a revision of powered sailplane Aircraft Maintenance Manual (AMM).</p> | |
| Effective Date: | 21 September 2012 | |

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| <p>Required Action(s) and Compliance Time(s):</p> | <p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 25 flight hours or 60 days, whichever occurs first after the effective date of this AD, and thereafter at intervals not to exceed 5 years, inspect the elevator control rod in the vertical fin in accordance with accomplishment instructions of MSB817-64. (2) If, during the inspections as required by paragraph (1) of this AD, any cracked and/or corroded elevator control rod is detected, before next flight replace the elevator control rod with a serviceable part in accordance with accomplishment instructions of MSB817-64, as applicable to sailplane model. (3) If, during the inspections as required by paragraph (1) of this AD, only slight signs of corrosion of elevator control rod in the vertical fin are detected, before next flight, clean the rod surface and apply a corrosion inhibitor in accordance with accomplishment instructions of MSB817-64. (4) Within 30 days after the effective date of this AD, incorporate all applicable changes into Grob G 109 powered sailplane`s AMM in accordance with instructions MSB817-64 and, thereafter, accomplish the instructions of the amended AMM accordingly. (5) Compliance with the requirements of paragraphs (1) and (4) of this AD can be demonstrated by: <ol style="list-style-type: none"> (5.1) Revising as follows, unless accomplished previously, the approved Aircraft Maintenance Programme from which the operator or the owner ensures the continuing airworthiness of each operated sailplane: <p style="margin-left: 40px;">Incorporate applicable maintenance requirements specified in paragraphs (1) and (4) of this AD,</p> <p style="margin-left: 40px;">and</p> (5.2) Complying with the approved Aircraft Maintenance Programme described in paragraph (5.1) of this AD. |
| <p>Ref. Publications:</p> | <p>Grob Aircraft AG MSB817-64, dated 13 July 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p> |
| <p>Remarks:</p> | <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 25 July 2012 as PAD 12-089 for consultation until 22 August 2012. 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, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Grob Aircraft AD, Rudi Vodermeier, Germany Telephone: +49 (0) 8268 998 139, Fax: +49 (0) 8268 998 200 E-mail: productsupport@grob-aircraft.com. |