



GFA AIRWORTHINESS DIRECTIVE

TYPE AFFECTED: Grob G 109B. All serial numbers.

SUBJECT: Inspection of the engine mount for abraded areas.

BACKGROUND: Notches have been found in the engine mounts of affected aircraft as a result of abrasion with the air duct running from the heat exchanger to the left hand carburettor.

DOCUMENTATION: Grob Service Bulletin TM 817-45 which forms part of this AD.

ACTION REQUIRED: Before next flight and at each annual inspection the Engine Mount must be inspected for abrasion in accordance with Service Bulletin TM 817-45.

If abrasion is found then it must be assessed and repaired in accordance with the procedures in TM 817-45 or in accordance with a scheme approved by the CTOA. Because of the different soaring seasons in Australia the Compliance date in 3 (b) for repairing mounts with abrasion up to 0.7 mm deep is changed to 31 May 1996.

The form mentioned in part 4 of the Service Bulletin may be obtained from Grob.

WEIGHT AND BALANCE: Not affected.

IMPLEMENTATION: The inspections must be performed by persons rated "Issue of Maintenance Releases" Grob G 109B.

COMPLIANCE: The requirements of this GFA Airworthiness Directive are mandatory. This Directive is issued pursuant to the Rules and Regulations of the Gliding Federation of Australia.

SIGNED:

CHIEF TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

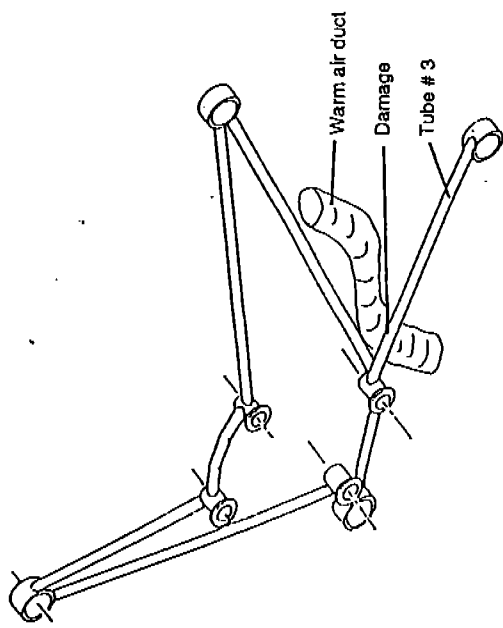
THE GLIDING FEDERATION
OF AUSTRALIA

Subject: Inspection of the engine mounting frame for abraded areas

Concerned: G 109B, all serial numbers

Urgency: not later than 31. December 1995

Procedure: Some isolated cases have been reported to GROB of abraded areas on the engine mounting frame. The abrasion forms notches on tube # 3 of the engine mounting frame. These notches are parallel to the tube and are caused by the steel spiral of the warm air duct running from the heat exchanger to the LH carburetor rubbing on the mounting frame (see sketch).
In the cases which have come to our notice, the abrasion has arisen on privately maintained aircraft on which an excessively long warm air duct was installed.



- Action:**
1. Inspect tube # 3 of the engine mounting frame for abrasion.
 2. If abrasion is not detected, no further action is necessary.
 3. If abrasion is detected, proceed as follows:

- (a) If the abrasion is of a minor nature (paint scratched off), remove any corrosion from the area and remove dust. Degrease the tube and apply a protective anti-corrosion coat. Shorten the warm air duct or replace it, if damaged.
- (b) If the abrasion is more severe (up to a depth of 0.7 mm), provisionally protect the engine mounting frame as described in para. 3. (a) and perform final repairs in accordance with para. 4 not later than 31.12.1995.
- (c) If the abrasion is deeper than 0.7 mm, repair the engine mounting frame immediately in accordance with para. 4.

4. Repair of engine mounting frame

Because the repair must be performed in a welding jig, the engine mounting frame can only be repaired by GROB. Return the degreased mounting frame to GROB together with the attached form.

5. In addition, inspect all tubes of the engine mounting frame which may be subject to abrasion and protect where necessary with rubber tubes which have been cut open. Attach the rubber tubes to the mounting frame using Ty-raps.

Weight and Balance:

Negligible

Notes:

1. The correct implementation of this Service Bulletin must be recorded in the aircraft log book by an authorized inspector.
2. If you have sold your aircraft in the meantime, would you kindly pass this Service Bulletin on to the new owner and forward his name and address and the aircraft S/N to us.

LBA approved:

This Service Bulletin is originally written in German and approved by the German LBA on the 15 Sept. 1995 and is signed by Mr. A. Skov. The translation has been accomplished to the best of our knowledge and judgement.


 Dipl.-Ing. Jürgen R. Altmann

Manager
 Airworthiness/Certification