

THE GLIDING FEDERATION OF AUSTRALIA

GFA AD 505
(ISSUE 1)

GFA AIRWORTHINESS DIRECTIVE

TYPE AFFECTED: Grob G 103 TWIN II, S/N 3501 - 3729
Grob G 103 TWIN II ACRO, S/N 3501 - 3729 (with suffix "K")

SUBJECT: Flight controls - Inspection/Replacement of the knurled nut at the rear control stick.

BACKGROUND: Single cases had been reported, where the fastening nut (knurled nut) was cracked. Previous investigations showed, that these damages may be caused by improper handling, i.e. fastening the nut too tight.

DOCUMENTATION: Grob Service Bulletin 315-61 which becomes herewith part of this AD.

ACTION REQUIRED: Inspection and replacement of the nut in accordance with Grob Service Bulletin.

WEIGHT AND BALANCE: Not affected.

COMPLIANCE: Actions have to be performed as outlined in the Service Bulletin. The work can be performed by an inspector rated for replacement of components or higher. Work to be checked and entered in the Aircraft Log Book by an inspector rated for annual inspections.

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:

T. Geiger

CHIEF TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

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OF AUSTRALIA

GFA AD 505

ISSUE: 1

23-June 1999

Page 1 of 3

Subject: Inspection/ Replacement of the knurled nut at the rear control stick

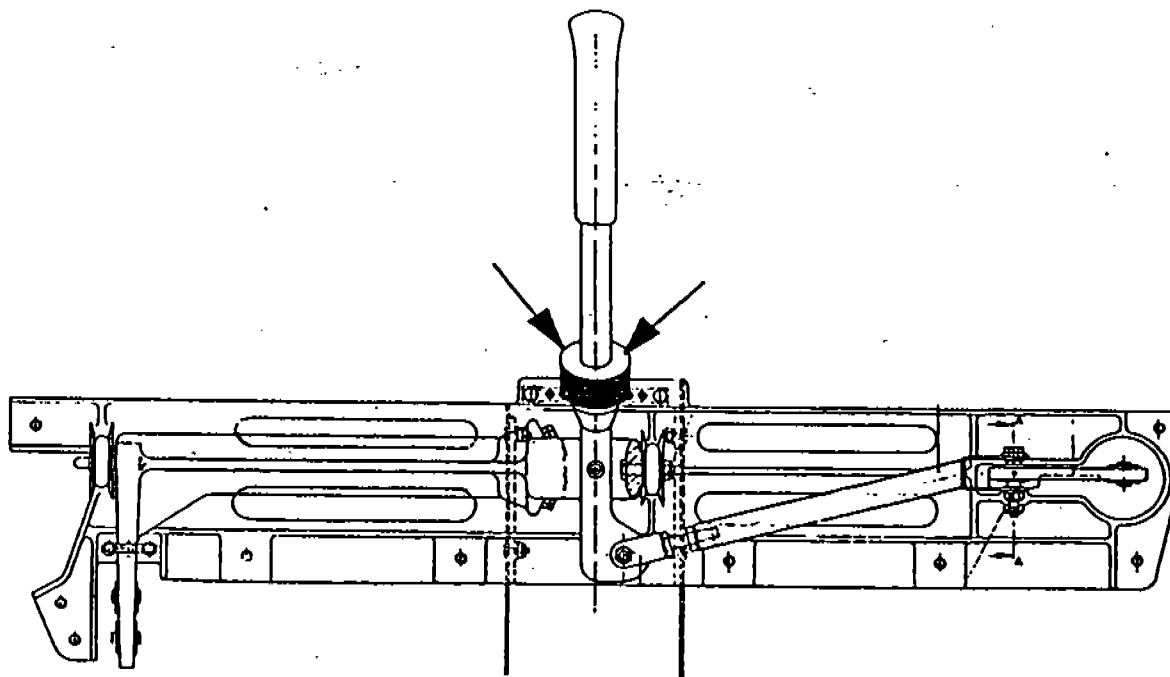
Concerned: Sailplane Model: TCDS No. 315
G 103 TWIN II S/N 3501 - 3729
G 103 TWIN II ACRO S/N 3501 - 3729 (with suffix "K")

Urgency: Action 1: before the next flight
Action 2: before the first flight of a day
Action 3: before 31 December 1999

Background Information: Single cases had been reported to GROB, where the fastening nut (knurled nut) was cracked. Previous investigations showed, that these damages may be caused by improper handling i.e. fastening the nut too tight. As a precautionary action an inspection or replacement of the knurled nut is mandatory.

Actions:

1. The knurled nut must be checked for damage, especially for cracks on the upper side of the nut. If the nut is found damaged or cracked, the nut must be replaced immediately.



2. The inspection must be repeated before the first flight of a day, until the knurled nut is replaced.
3. The knurled nut at the rear control stick must be replaced for a new knurled nut made from stainless steel.

Material: The new knurled P/N 103-4205.03/2 is attached to the Service Bulletin.

Weight and Balance: not concerned

Remarks:

1. The inspection and the replacement of the knurled nut may be performed by a competent person or an authorized aviation work shop and has to be certified in the logbook by an authorized inspector.
2. If you have sold your sailplane in the meantime, would you kindly pass this information on to the new owner and forward his name and address and aircraft S/N to us.

Mattsies, 06 May 1999

LBA approved:

This Service Bulletin is originally written in German and approved by the German LBA on the1999. The translation has been accomplished to the best of our knowledge und judgement.


Dipl.Ing. (FH) H. Micheler
Manager
Airworthiness/Certification