


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2012-0027</p> <p>Date: 14 February 2012</p> <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>		
<p>Type Approval Holder's Name:</p> <p>Grob Aircraft AG</p>		<p>Type/Model designation(s):</p> <p>Grob G 109 powered sailplanes</p>
<p>TCDS Number: LBA Kennblatt 817</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: None</p>		
<p>ATA 55</p>		
<p>Stabilizers – Vertical Stabiliser Nose Plate – Inspection / Replacement</p>		
<p>Manufacturer(s): Burkhardt Grob Luft - und Raumfahrt GmbH & Co. KG, Grob-Werke GMBH & Co. KG</p>		
<p>Applicability: Grob G 109 and Grob G 109 B powered sailplanes, all serial numbers.</p>		
<p>Reason:</p> <p>Occurrences have been reported of finding heavily corroded nose plates, part number (P/N) 109-2160.01, in the vertical stabiliser of some Grob G 109 powered sailplanes.</p> <p>The investigation results concluded that the affected aeroplanes were based and operated near the seaside and therefore exposed to a salty environment, causing the excessive corrosion.</p> <p>This condition, if not detected and corrected, could lead to failure of the vertical stabilizer nose plate, which functions as a horizontal stabiliser fitting, to support limit loads and consequent loss of control of the aeroplane.</p> <p>For the reasons described above, this AD requires repetitive inspections and, depending on findings, replacement of the nose plate.</p>		
<p>Effective Date: 28 February 2012</p>		
<p>Required Action(s) and Compliance Time(s):</p> <p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 10 flight hours (FH) or 2 months, whichever occurs first after the effective date of this AD, and thereafter at intervals not to exceed 100 FH, inspect the nose plate P/N 109-2160.01 in the vertical stabiliser in accordance with the instructions of action A of Grob Mandatory Service</p>		

	<p>Bulletin (MSB) MSB817-58.</p> <p>(2) During the next scheduled 50 hours inspection or within 3 months, whichever occurs first after the effective date of this AD, and thereafter at intervals not to exceed 100 FH, inspect the nose plate P/N 109-2160.01 in the vertical stabiliser in accordance with the instructions of action B of Grob MSB817-58.</p> <p>(3) Prior to, or concurrent with, the initial inspection as required by paragraph (2) of this AD, install an access panel on the left side of the vertical stabiliser in accordance with the instructions of Grob MSB817-060.</p> <p>(4) If, during any inspection as required by paragraph (1) or (2) of this AD, any corrosion and/or flaking is detected, before next flight, replace the nose plate with a serviceable part in accordance with Grob Repair Instruction RI817-009. Replacement of a nose plate on an aeroplane, as required by this AD, does not constitute terminating action for the repetitive inspections required by this AD for that aeroplane.</p>
Ref. Publications:	<p>Grob Aircraft AG Service Bulletins:</p> <p>MSB817-58, dated 24 November 2011, with Repair Instruction RI817-009 dated 17 November 2011</p> <p>MSB817-060 dated 24 November 2011</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</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. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 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 AG, Lettenbachstrasse 9, D-86874 Tussenhausen-Mattsies, Germany; Head of Product Support, Rudi Vodermeier Telephone: +49 (0) 8268 998139, Fax: +49 (0) 8268 998200 E-mail: productsupport@grob-aircraft.com.