

SERVICE BULLETIN MSB 306-35

I. TECHNICAL DETAILS

1.1 Category:

Mandatory

1.2 Airplanes affected:

G 102	CLUB ASTIR III	from serial-no. 5501 (with suffix "C")
	CLUB ASTIR IIIb	from serial-no. 5501 (with suffix "Cb")
	STANDARD ASTIR III	from serial-no. 5502 (with suffix "S")

1.3 Time of compliance:

Action 1.8.1: Within 25 flight hours, or 50 take-offs, or next annual inspection, however not later than 31. December 2007, whichever comes first.

Action 1.8.2: Immediately after receipt of Service Bulletin.

Action 1.8.3: As required.

1.4 Subject:

ATA - Code: 27-00 Flight Controls

1.5 Reason:

GROB received isolated discrepancy reports regarding cracks on welded parts of the flight control system of the type G102, model CLUB ASTIR III & IIIb, and STANDARD ASTIR III. The cracks progress slowly from the welding seams periphery, and may eventually result in rupture at a matured stage. No abrupt or immediate failures of complete components were observed. As a precautionary measure, all welded parts shall be inspected, and exchanged if necessary.

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1.6 Concurrent documents:

N/A

1.7 Approval Note:

The technical information contained in this document has been approved under the authority of EASA Design Organisation Approval No. EASA.21J.030.

1.8 Accomplishment/ Instructions:

1.8.1 a) Welded parts of the flight control system (as listed below) shall be inspected for development of cracks or permanent distortion. (# numbers, refer to drawing page 5):

- | | | |
|-----------------------|------------------|---------------------------------|
| - Aileron lever I | 102C3-4225 | (# 6) |
| - Aileron rod I | 102C3-4351 | (# 16) |
| - Air brake-trim-unit | 102C3-4230 | (# 7) |
| - Bell crank | 102C3-4261/ 4262 | (# 9, 10) |
| - Air brake lever III | 102C3-4266 | (# 12) |
| - Undercarriage lever | 102S3-5214 | (only G 102 STANDARD III) (# 1) |

b) The visual inspection may be executed with a magnifying glass (min. 1:10), whilst parts are installed. In any case of doubt, the affected parts shall be removed for inspection.

c) In case no cracks or permanent deformations are observed during inspection, the inspection shall be repeated at regular intervals. (Refer to Maintenance Manual, section „Regular Service“).

d) In case cracks or permanent deformations are observed during inspection, the affected welded part shall be replaced with a new part before the next flight.

Caution: Repair of cracked or deformed flight control elements is not approved.

e) In case control elements were removed for inspection, the following actions need to be completed after re-installation:

- All flight controls (including undercarriage for STANDARD III) shall be inspected for full range of travel and ease of operation.
- All flight controls shall be inspected for correct functioning (in particular correct control surface deflection and direction of deflection, including undercarriage for STANDARD III)
- Flight control deflections shall be inspected in accordance with the Maintenance Manual and be adjusted as required.
- Completion of a test flight.

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- 1.8.2 The Maintenance Manual shall be amended as follows: Section VIII „Regular Service“, add hand-written note:

Complete inspection of all welded flight control elements in accordance with MSB306-35.

Note: The Service Bulletin shall be filed with the Maintenance Manual till issue of the revised pages.

- 1.8.3 Welded flight control elements (as per listing step 1.8.1 a) shall be replaced with new parts as required.

1.9 Repetitive Actions:

Actions in accordance with step 1.8.1 shall be repeated during the annual inspection, respectively 100-hours inspection (if mandated by national regulations).

1.10 Mass (Weight) and CG:

N/A

II. PLANNING INFORMATION

2.1 Material & Availability:

Exchange parts may be ordered from: FIBERGLAS TECHNIK LINDNER

Rudolf Lindner GmbH & Co. KG
Alpenweg 11
88487 Walpertshofen

Tel.: +49-7353-2243
Fax: +49-7353-3096
E-mail: H.Lindner@t-online.de
www.LTB-Lindner.com

2.2 Special Tools::

N/A

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2.3 Labour:

Inspection (without removal): Approx. 1 hour.
Inspection (with removal): Approx. 5 hours.

2.4 Reference documents:

Maintenance Manual CLUB & STANDARD ASTIR III

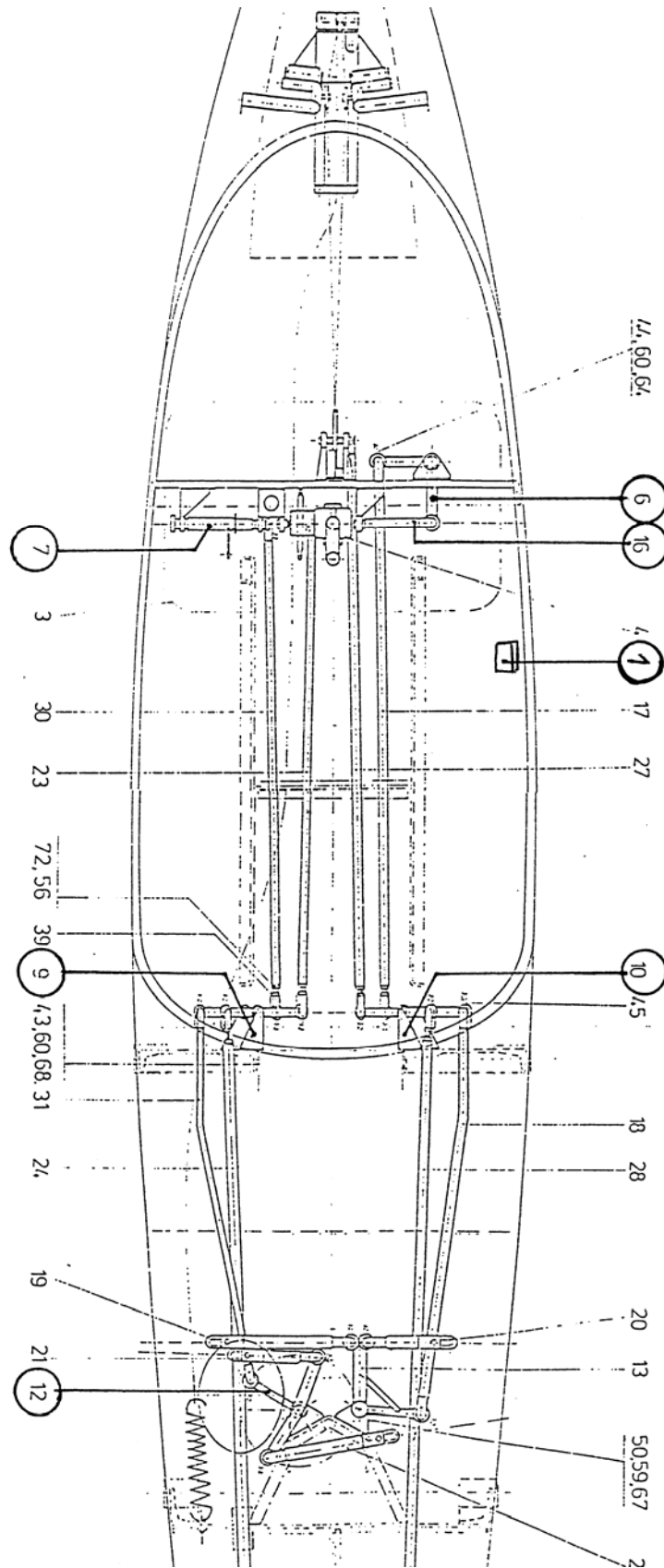
2.5 Credit:

N/A

III. REMARKS

- 3.1 The correct execution of the instructions may be performed by a competent person or approved aviation workshop and has to be certified in the logbook by an authorised inspector
- 3.2 The Maintenance Manual will be amended accordingly with the next revision..
- 3.3 If you have sold your aircraft in the meantime, would you kindly pass this information on to the new owner and forward his address and aircraft S/N to us.
- 3.4 For questions and assistance please contact:

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