

This Service Bulletin is a complement and a correction to Service Bulletin 869-18 dated 7 March 1996.

Subject: Inspection and improvement of the propeller bearing

Concerned: G 103 C TWIN III SL, all S/N's

Urgency: Action 1: immediately
Action 2: not later than 31 December 1996

Background Information: Unfortunately, on page 6 of Service Bulletin 869-18 and in the Maintenance Manual a too high torque value for the grooved nut was given. The correct value must read **20 Nm (14.7 lbs.ft.)** instead of 50 Nm (36.9 lbs.ft.).

Actions:

- 1. Check/correction of the torque value**
Within Service Bulletin 869-18 page 6 must be replaced by the re-issued page 6 dated 08.07.96. If the modification of the propeller bearing has been already completed, the torque value of the grooved nut must be checked and corrected, if necessary.
- 2. Revision of the Maintenance Manual**
Revision 7 must be incorporated into the Maintenance Manual G 103C TWIN III SL.

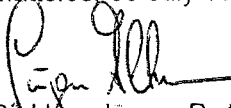
Material: -

Weight and Balance: -

Remarks:

1. The proper completion of this Service Bulletin has to be certified in the logbook by an authorized inspector.
2. If you have sold your motorglider 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, 08 July 1996



Dipl.-Ing. Jürgen R. Altmann
Manager
Airworthiness/Certification

LBA approved:

This Service Bulletin is originally written in German and approved by the German LBA on the 24 July 1996 and is signed by Mr. Walter
The translation has been accomplished to the best of our knowledge und judgement.



Luftfahrt-Bundesamt
-AD-Department-

Airworthiness Directive

*In case of any difficulty, reference should be made
to the German original issue*

96-206/2 Grob

Effective Date: August 29, 1996.

Affected airplanes:

German Type Certificate No.: 869

Grob

G 103 C TWIN III SL

- S/No's.: all

Subject:

Inspection and Improvement of the propeller bearing.

Reason:

Modifications to the propeller drive unit were already performed by Service Bulletin 869-7 and 869-16 (LBA LTA-Nr.: 93-224). But still in isolated cases an increased play of the propeller bearing was observed (especially after lack of maintenance), which will start rotating of the outer bearing races (4) and as a result damage to the grooved nut in an advanced stage. In the worst cases this may cause loss of the propeller. Therefore an improved propeller bearing was designed which provides a considerable improved bearing combined with resistance to lack of maintenance. To ensure a uniform type design, the modification of the propeller bearing for all G 103 C TWIN III SL is mandatory.

Actions:

1. Inspection of propeller bearing / Revision of the Maintenance Manual
2. Modification of the propeller bearing

Compliance:

Action 1: before the next flight, and then after every 5 flight hours until embodiment of action 2

Action 2: not later than December 31, 1996.

Technical publication of the manufacturer:

Grob G 103 C TWIN III SL Service Bulletin No. 869-18 dated March 07, 1996 and Service Bulletin No. 869-18/2 dated July 08, 1996 which becomes herewith part of this AD and may be obtained from Messrs.

Burkhart Grob Luft- und Raumfahrt

D-86874 Mattsies
Federal Republic of Germany

Accomplishment and log book entry:

Action to be accomplished by an approved service station or the holder of the aircraft and to be checked and entered in the log by a licensed inspector.

Note:

This AD supersedes the AD-No. 96-206.

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