


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>	
	<p><b>PAD No.: 14-027</b></p> <p><b>Date: 30 January 2014</b></p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>		
<p><b>Design Approval Holder's Name:</b> FIBERGLAS-TECHNIK RUDOLF LINDNER GmbH &amp; Co. KG</p>		<p><b>Type/Model designation(s):</b> GROB G 102 and G 103 sailplanes and powered sailplanes</p>
TCDS Number:	EASA.A.250	
Foreign AD:	Not applicable	
Supersedure:	None	
<b>ATA 27</b>	<b>Flight Controls – Rudder Control Unit Cable Pulleys – Inspection / Replacement</b>	
Manufacturer(s):	GROB Werke GmbH & Co KG (formerly Burkhart Grob Flugzeugbau, Burkhardt Grob Luft- und Raumfahrt GmbH & Co. KG)	
Applicability:	<p>GROB G 102 Standard Astir III (with letter „S“), G 102 Club Astir III (with letter „C“), and G 102 Club Astir IIIb, (with letter „Cb“) sailplanes, serial numbers (s/n) 5501 to 5562 inclusive.</p> <p>GROB G 103 TWIN II and G 103 A TWIN II ACRO (with letter „K“) sailplanes, s/n 3730 to 34078 inclusive.</p> <p>GROB G 103 C TWIN III ACRO sailplanes, s/n 34101 to 34203 inclusive.</p> <p>GROB G 103 C TWIN III sailplanes, s/n 36001 to 36014 inclusive.</p> <p>GROB G 103 C TWIN III SL powered sailplanes, s/n 35002 to 35051 inclusive.</p>	
Reason:	<p>Control cable pulleys made from plastic (white or brown material) in the rudder control unit were reported to develop cracks due to aging. In one case, jamming of the rudder control unit was reported.</p> <p>This condition, if not detected and corrected, could cause cable pulleys to break, potentially jamming the rudder control unit and resulting in loss of control of the sailplane.</p> <p>To address this potential unsafe condition, Fiberglas-Technik issued Technische Mitteilung/Service Bulletin TM-G05/SB-G05 and Anweisung/Instructions A/I-G05 (one document) to provide instructions for the replacement</p>	

	<p>of plastic cable pulleys with pulleys made from aluminium.</p> <p>For the reason described above, this AD requires identification and replacement of plastic cable pulleys in the rudder control unit.</p> <p>Plastic cable pulleys may also be installed in the cable circuits of pedal adjustment and/or tow hook actuation, their replacement is not required by this AD.</p>						
Effective Date:	[TBD: 14 days after final AD issue date]						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time defined in Table 1 of this AD, inspect the rudder control unit and, if plastic cable pulleys are installed, replace the plastic cable pulleys with aluminium cable pulleys in accordance with the instructions of Fiberglas-Technik TM-G05/SB-G05 and A/I-G05.</p> <p style="text-align: center;">Table 1: Compliance time for replacement</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Rudder control unit configuration</th> <th>Compliance time (after the effective date of this AD)</th> </tr> </thead> <tbody> <tr> <td>Open cable cage</td> <td>Within 1 month</td> </tr> <tr> <td>Closed cable cage</td> <td>Within 3 months</td> </tr> </tbody> </table> <p>Note: All G 103 C (TWIN III, TWIN III ACRO) sailplanes and G 103 C (TWIN III SL) powered sailplanes have closed cable cages.</p> <p>(2) From the effective date of this AD, do not install any plastic control cable pulley in the rudder control unit of a sailplane or powered sailplane.</p>	Rudder control unit configuration	Compliance time (after the effective date of this AD)	Open cable cage	Within 1 month	Closed cable cage	Within 3 months
Rudder control unit configuration	Compliance time (after the effective date of this AD)						
Open cable cage	Within 1 month						
Closed cable cage	Within 3 months						
Ref. Publication:	<p>Fiberglas-Technik TM-G05/SB-G05 and A/I-G05 original issue dated 17 January 2014.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>						
Remarks:	<ol style="list-style-type: none"> <li>1. This Proposed AD will be closed for consultation on 27 February 2014.</li> <li>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>3. For any question concerning the technical content of the requirements in this PAD, please contact: E-mail: <a href="mailto:info@LTB-Lindner.com">info@LTB-Lindner.com</a>.</li> </ol>						