

## SERVICE BULLETIN NO. MSB 315-74 SERVICE BULLETIN NO. MSB 869-25

### I. TECHNICAL DETAILS

#### 1.1 Category:

Mandatory

#### 1.2 Airplanes affected:

TCDS: 315                      FAA TCDS: G39EU

Model	Serial Number
TWIN ASTIR	3000-3291
TWIN ASTIR TRAINER	3088-3291 (T)
G103 TWIN II	3501-3729
G103 TWIN II	3730-3878
G103A TWIN II ACRO	3544-34078 (K)
G103C TWIN III ACRO	34101-34203
G103C TWIN III	36001-36014

TCDS: 869                      FAA TCDS: G57EU

Model	Serial Number
G 103C TWIN III SL	35001-35051

#### 1.3 Time of Compliance:

- within the next 25 flight hours / 50 flights
- or
- during next 100 hours inspection / annual inspection, whatever comes first

#### 1.4 Subject:

ATA-Code:                      53-00, 57-00  
Fuselage structure, wing structure

G 103

### **1.5 Reason:**

GROB received a report that a spar stub failed on a G 103C TWIN III ACRO. Extensive investigations were performed at independent places, but the root cause could not be clearly identified. Neither a pre-damage, caused by a hard landing or ground loop or an exceeding of the permitted speed limits or manoeuvring factors, nor an appropriate or incomplete repair could be excluded.

Therefore a one-time inspection for possible unnoticed damages of the fuselage and wing structure is mandatory as a precautionary action

### **1.6 Concurrent documents:**

Maintenance Manual of the affected models

### **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 De-rig aircraft and lay down fuselage and wings accessible for inspection.
- 1.8.2 Perform "Unscheduled inspections" IAW the Maintenance Manual:
  - Chap. 4.3 for G 103C TWIN III and TWIN III ACRO
  - Chap. 4.4 for G 103C TWIN III SL
  - Chap. VII for TWIN ASTIR, TWIN ASTIR TRAINER, TWIN II, TWIN II ACRO
- 1.8.3 For TWIN ASTIR, TWIN ASTIR TRAINER, TWIN II, TWIN II ACRO additionally the inspection "After exceeding the permissible speed limits or manoeuvring load factors" must be performed as follows:
  - check wings, fuselage and horizontal stabilizer connections for white areas in the laminate
  - check wings, fuselage and horizontal stabilizer for cracks, creases or buckling in the surface
  - check for unusual difficulties during aircraft rigging
  - check for unusual wing bending oscillation number
- 1.8.4 If damages are determined or if any doubt in the damage assessment arises, the manufacturer must be contacted immediately (see para. 3.4). If required the manufacturer has to issue a corresponding Repair Instruction IAW the applicable EASA regulations.

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**1.9 Repetitive Actions**

N/A

**1.10 Mass (Weight) and CG:**

N/A

**II. PLANNING INFORMATION**

**2.1 Material & Availability:**

N/A

**2.2 Special Tools:**

N/A

**2.3 Labour costs:**

Approx. 2 hours

**2.4 Reference documents:**

N/A

**2.5 Credit:**

N/A

### **III. REMARKS**

- 3.1** The correct execution of the instructions must be performed by an authorized aviation workshop or a licensed inspector and has to be certified in the logbook by an authorised inspector.
- 3.2** An amendment to the Maintenance Manual for TWIN ASTIR, TWIN ASTIR TRAINER, TWIN II, TWIN II ACRO regarding the inspection "After exceeding the permissible speed limits or manoeuvring load factors" (see para. 1.8.3) will be included within the next Revision and should be amended handwritten until then.
- 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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