

This Service Bulletin supersedes Service Bulletin 817-38, dated 8 July 1993.

**Subject:** Improvement of the flutter behavior of the GROB G 109

**Concerned:** G 109, S/N 6001 - 6159

**Urgency:** not later than 31 December 1995

**Procedure:** In some single cases tolerance difficulties were observed during incorporation of the damper unit when performing Service Bulletin 817-38. Based on this, some minor design changes were undertaken for the damper installation. These changes must now be incorporated at all concerned motorgliders to guarantee a uniform design standard.

**Actions:** **1. Modification, if SB 817-38 has already been incorporated**  
If Service Bulletin 817-38 has already been incorporated, a modification must be performed according to Installation Instructions No. 817-38/1.

**2. Installation, if SB 817-38 has not yet been incorporated**  
If Service Bulletin 817-38 has not yet been incorporated, the installation must be performed according to Installation Instructions No. 817-38/2.  
A correction of the Maintenance Manual will be performed during the next revision, in which page 28 (Issue for Canada and USA) or page 29 (English Issue) will be changed as follows:

	Residual Moment	Mass
Rudder	26 kgcm (1,88 ft.lbs) ± 10%	4,05 kg - 6,00 kg (8,91-13,22 lbs)

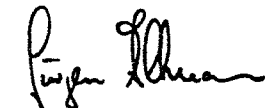
**Note:** Until the revision of the Maintenance Manual is issued, this change has to be written by hand.

**Material:** The material can be obtained from GROB with the attached Purchase Order.

**Weight and Balance:** **Action 1**  
The additional mass for the modification and the empty weight and the empty weight center of gravity changes are negligible.  
**Action 2**  
1. The additional mass is approx. 1500 g (3.3 lbs). The weight factor (lever arm) is approx. 475 mm (18.7 in.) forward of datum.  
2. The new empty weight and empty weight center of gravity must be determined.

**Remarks:**  
1. The installation can be performed  
- by a competent person or at an authorized aviation work shop for **Action 1**  
- at an authorized aviation work shop for **Action 2**  
and 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, 31 March 1995



Dipl.Ing. J. Altmann  
(Certification Manager)

**LBA approved:**

This Service Bulletin is originally written in German and approved by the German LBA on the ~~2. April~~ <sup>2. June</sup> 1995 and is signed by Mr. A. Skov.

The translation has been accomplished to the best of our knowledge und judgement.

