

SERVICE BULLETIN NO. MSB 315-75  
SERVICE BULLETIN NO. MSB 817-53  
SERVICE BULLETIN NO. MSB 869-26

**I. TECHNICAL DETAILS**

**1.1 Category:**

Mandatory

**1.2 Airplanes affected:**

TCDS: 315                      FAA TCDS: G39EU

Model	Serial Number
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: 817                      FAA TCDS: G43EU

Model	Serial Number
G 109	all
G 109B	all

TCDS: 869                      FAA TCDS: G57EU

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

**1.3 Time of Compliance:**

before the next flight

**1.4 Subject:**

ATA-Code:                      27-10, 27-30  
Aileron Control, Elevator Control

G 103  
G 109

**1.5 Reason:**

GROB received a report that a rear control stick (welded design) failed on a G 103 TWIN II after about 2600 flight hours.

Although no extensive investigation (metallurgical investigation) could not be performed up to now, a one-time inspection of the rear control stick respectively the RH stick on G 109/ G 109B (same design standard than on the concerned type) is mandatory as a precautionary action to find possible, unnoticed damages and/ or corrosion.



**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.

G 103  
G 109

### **1.8 Accomplishment/ Instructions**

- 1.8.1 Remove control stick cover and release attachment bolt and remove upper control stick.
- 1.8.2 Inspect upper and lower part of the control stick for damage and corrosion.

**If no damage is found** proceed with para. 1.8.6.

**If any damage is determined** proceed as follows:

- 1.8.3 De-rig aircraft and remove control stick unit as far as required.
- 1.8.4 Determined damages or corrosion must be removed in the approved range I.A.W. "Aircraft Inspection and Repair FAA AC 43.13-1A" or new parts must be installed.

**Note:** The national regulations must be followed when applying the FAA AC 43.13-1A!

- 1.8.5 Re-install control stick unit. If necessary use new attachment parts.
- 1.8.6 Install control stick. Apply and tighten attachment bolt. The standard torque is to be used.
- 1.8.7 Check controls for free and easy movement for correct sense of deflection.

### **1.9 Repetitive Actions**

The inspection must be repeated during each annual inspection/ 100 hours inspection.

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

N/A

## **II. PLANNING INFORMATION**

### **2.1 Material & Availability:**

Necessary parts may be ordered from the manufacturer. Aircraft S/N must be advised.

### **2.2 Special Tools:**

N/A

### **2.3 Labour costs:**

Approx. 1 hour for inspection

### **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** 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.

**3.3** For questions and assistance please contact:

Rudi Vodermeier,  
phone: +49 8268 998139  
Michael Reinhold  
phone: +49 8268 998105  
fax: +49 8268 998200  
e-mail: [productsupport@grob-aerospace.de](mailto:productsupport@grob-aerospace.de)

G 103  
G 109