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FAA-04-18030-3



**Airworthiness
Directive**

D-2004-204

Luftfahrt-Bundesamt

Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
Federal Republic of Germany

Grob

Effective Date: April 23, 2004

Affected:

Kind of aeronautical product:	Airplane
Manufacturer:	GROB, Tussenhausen-Mattsies, Germany
Type:	Grob G 120
Models affected:	G120A and G120A-I
Serial numbers affected:	all
German Type Certificate No.:	1121

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DEPT. OF TRANSPORTATION

Subject:

Fuselage structure – cracks / disbanded area between vertical stabilizer main spar and adjacent vertical stabilizer skin

Reason:

Routine inspection of a G120A-I revealed a disbanded area between vertical stabilizer main spar and adjacent vertical stabilizer skin near the VOR antenna. A fleet-wide inspection of the G120A-I surfaced one other case with like symptoms. The most likely reason for the discrepancy was an incorrectly installed antenna support bracket, which caused permanent tension on the bonding seam and subsequently disbonding. As a precautionary measure this inspection is extended to the whole G120 fleet.

Action / Compliance:

- 1) Before the next flight: Visually inspect the area between vertical stabilizer main spar and adjacent vertical stabilizer skin for cracks / debonding
- 2) If cracks / debonding has been found, a repair must be performed before the next flight
- 3) Repeat the inspection: - subsequently three times more after 50 hours together with the scheduled checks
- thereafter during every 200 hours inspection

The Actions must be accomplished in accordance with the instructions given in the Service Bulletin.

Technical publication of the manufacturer:

Grob Service Bulletin MSB1121-049, dated April 20, 2004 which becomes herewith part of this AD can be obtained from Messrs.:

GROB Luft- und Raumfahrt
Lettenbachstrasse 9
D-86874 Tussenhausen-Mattsies / Germany

Phone: ++ 49 8268 / 998139
Fax: ++ 49 8268 / 998200
e-mail: productsupport@grob-aerospace.de

Holders of affected aircraft registered in Germany have to observe the following:

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

As a result of the a.m. deficiencies, the airworthiness of the aircraft is affected to such an extent that after the expiry of the a.m. dates the aircraft may be operated only after proper accomplishment of the prescribed actions. In the interest of aviation safety outweighing the interest of the receiver in a postponement of the prescribed actions, the immediate compliance with this AD is to be directed.

Enquiries regarding this Airworthiness Directive should be referred to Mr. Olaf Schneider, Airworthiness Directive Section at the above address, fax-no. 0049 531/2355-720. Please note, that in case of any difficulty, reference should be made to the German issue!

An appeal to this notice may be raised within a period of one month following notification. Appeals are to be raised with the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig, in writing or for the purpose of drawing up minutes.

EASA-Approval

This Airworthiness Directive has been issued in accordance with Article 10, paragraph 1, of the EU-Regulation No. 1592/2002 of 15 July 2002.