

288049

Aircraft Certification Service
MCAI 'SHORT' WORKSHEET

Dms Docket

FAA-2004-18030-1

DOCKET NUMBER: 2004-CE-13-AD

TECH WRITER: BILL

FCAA AD No./Revision/Date (attach 1 copy): D-2004-204

Manufacturer Service Information/Revision/Date (attach 2 clean copies): Service Bulletins MSB 1121-049.

04 JUN 21 AM 9:55
FEDERAL AVIATION ADMINISTRATION

PROPOSED CORRESPONDING ACTION:

- Priority Letter AD
 - Notice of Proposed Rulemaking
 - Immediately Adopted AD
 - Other AD Action (SNPRM, FRAN, Supersedure, Revision, Rescission, Withdrawal)
- (If 'Other AD Action' is checked, use of long worksheet may be required)

For each AD item numbered below, provide draft text and/or FCAA AD or SB references. WHERE POSSIBLE, answer items using mark-up of FCAA AD or SB hard copy, & mark with the AD item number.

1. Model, Applicability, # Airplanes - Refer to FCAA AD or SB, OR state any differences for the U.S. AD:

Grob model G120A, 6 on US registry.

AD Summary and Discussion Sections:

2. What is the proposed Corrective Action? "This AD proposal would require..."
Describe top-level action(s) (modify, inspect etc.) in non-technical terms. Refer to FCAA AD or SB 'Reason':

... the inspection for disbanded structural composites in the vertical stabilizer ...

3a. What is the Unsafe Condition? "These actions are intended to prevent..."
Describe unsafe condition in 2-3 sentences, non-technical terms. Refer to FCAA AD or SB 'Reason':

...possible structural failure of not corrected ...

3b. What is the effect on the airplane? "...which could result in..."
Use one of Attachment A Examples, or provide equivalent 1-sentence description, non-technical terms:

difficulty in airplane flight control.

4. What has the FCAA told the FAA? "The FCAA advises that..."
Describe background/events in 1-2 sentences. Refer to FCAA AD or SB 'Reason' (or Item 3a, if already covered there)

The LBA has issued AD D-2004-204 due to two occurrence noted during inspection of a similar model airplane that is in military service. statements from the US operator indicate that no cracks have been found in the US fleet during voluntary compliance to MSB 1121-049.

AD Service Information Section:

5. Describe top-level actions in the SB(s); "The manufacturer has issued..."
Refer to SB(s) 'Description' (or Item 2, if proposed AD action is same as SB)

Service Bulletin MSB 1121-049.

6. (Yes or No) Is the corrective action required in this AD considered to be interim action?

No.

7. (Yes or No) Is this action considered 'sensitive, or is it related to a Safety Recommendation?'
(If yes, state why sensitive, and/or provide FAA/NSTB Safety Rec. copy)

No.

8. AD Differences Section (If Needed): "This AD differs from the FCAA AD..."

Check if: Flight with Cracks ____; Mandate Terminating Action X; Mandate AFM Action ____
Describe any other differences between FCAA AD and this proposed FAA AD:

None.

AD Cost Impact Section

9a. Work hours for corrective action(s) required: (List hours or reference SB 'Manpower')

1/2 hour inspection.
20 hours repair.

9b. Parts Cost, if any: (List costs or reference SB 'Material - Cost and Availability')

None. Warranty item.

9c. Number of affected aircraft/products on U.S. registry:

6/6

AD Body Section

For EACH corrective action, mark up FCAA AD or SB if usable -OR- fill out Corrective Action Table below

10a: Action # 1

What is the Corrective Action? Accomplish inspection and repair provisions of SB MSB 1121-0349 and Repair Instruction 1121-004, if necessary.

What is its Compliance Time (add grace period)? ~~Prior to next flight~~ WITHIN NEXT 50 HRS TIS AFTER EFF. DATE AND 6/7/04

What is Repetitive Interval? (if any) Every 50-flight hours, even after repair.

10b: Action # 2

What is the Corrective Action?

What is its Compliance Time (add grace period)?

What is Repetitive Interval? (if any)

11a. (Yes or No) Should corrective action(s) required in this AD to be applied to spares as well?

No.

11b. (Yes or No) Are current or future PMA parts affected?

No.

12. (1, 2, or 3) Should a ferry flight permit be 1) permitted 2) permitted with limitations 3) prohibited?

No.

13. Check the category that best describes the cause of the unsafe condition addressed by this AD:

** Reporting Reqt. Needed?

Design Problem

Quality Control Problem**

Operational

Maintenance

Unapproved Parts

Other (specify): Not given

Project Engineer:



Date:

4/2/09

Branch Manager:



Date:

4/2/09



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04/23/2004 12:42 PM

To: a.strohmayr@grob-aerospace.de, Karl Schletzbaum/ACE/FAA@FAA
cc: matthias.kippenberg@atca.net, walter.sandmann@ft.dlh.de
Subject: MSB 1121-049

We have completed the required inspection, items 1.8.1 - 1.8.5, of MSB 1121-049 on all six of our aircraft and we have found no evidence of disbonding in any of our six aircraft. We have made the Service Bulletin compliance entry in the aircraft records and will perform the repetitive inspections every 50 hours as required by item 1.9. Should our findings change during any of these inspections, I will notify you as soon as possible.

Regards,

Tom

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