

SERVICE BULLETIN NO. MSB1078-165

I. TECHNICAL DETAILS

1.1 Category:

Mandatory

1.2 Aircraft affected:

Model	S/N
G 115C	82001-82084 (C)
G 115C2	82001-82084 (C2)
G 115D	82001-82084 (D)
G 115D2	82001-82084 (D2)
G 115E	82086-82185
G 115EG	82200-82273

1.3 Time of Compliance:

Next 100/ 200 hours inspection

1.4 Subject:

ATA-Code: 32-20 Nose Landing Gear

1.5 Reason:

Grob received a report of a fleet customer pertaining to cracks in the nose wheel fork P/N 115C-5200.14. The cracks were found in the attachment holes, both, at the painted unit and stripped unit. See Fig. 1 for details.

G 115C/D/E/EG

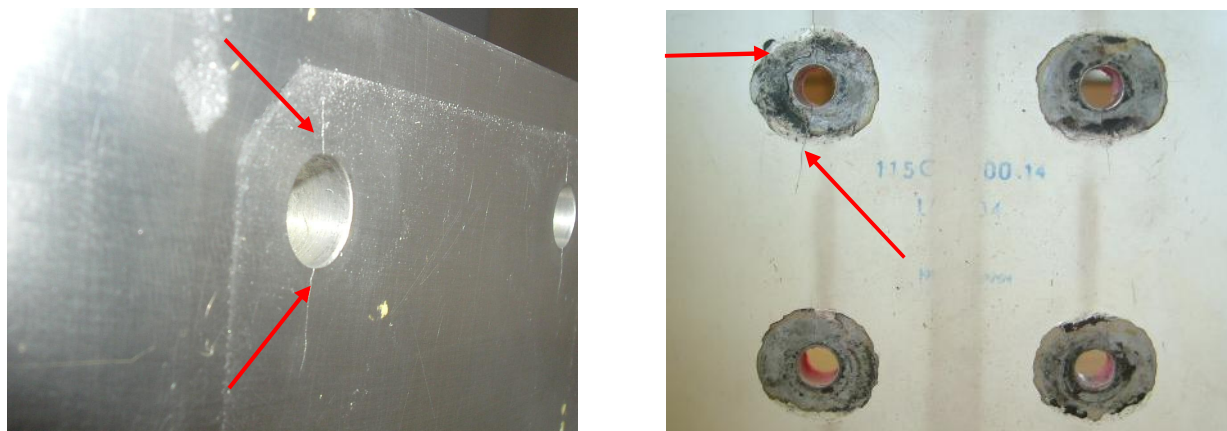


Fig. 1

The cracks were found during regular maintenance. The affected aircraft had accumulated a substantial number of landings during demanding training operation. The cracks were identified as fatigue cracks, caused purely by the vast number of landings. As a precautionary action, the nose wheel forks have to be NDT tested, the service life will be limited to 8000 landings.

1.6 Concurrent documents:

G 115C/D AMM Temporary Revision 05-5

G 115E AMM Temporary Revision 05-13 (already included in AMM Rev. 5, ref. MSB1078-145/13)

G 115EG Temporary Revision 05GV-2

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. Ensure that the aircraft is safe for parking I.A.W. MM chapter 10-10.
- 1.8.2. Remove nose wheel and mounting fork I.A.W. MM chapter 32-20.
- 1.8.3. Check mounting fork for cracks radiating from the four mounting holes. (See enclosed pictures in para. 1.5).

G 115C/D/E/EG

- 1.8.4. In case any cracks are apparent or suspected in the paint or in the holes confirm by stripping away the paint, verify whether or not cracks are evident by using 10x magnifying glass or an approved NDT procedure. Replace any cracked mounting fork with a new nose wheel fork P/N 115C-5200.14.
- 1.8.5. Restore aircraft as required and complete aircraft documentation.

NOTE:	In case the nose wheel fork has been replaced within the last 200 hours, the check for cracks may be omitted.
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1.9 Repetitive Actions:

For nose wheel forks with more than 8000 landings, where no cracks were found, the inspection has to be repeated every 100 hours until replacement.

1.10 Mass (Weight) and CG:

N/A

II. PLANNING INFORMATION

2.1 Material & Availability:

Item	P/N	Description	Qty. / A/C
1	115C-5200.14	NOSE WHEEL FORK	1

2.2 Special Tools:

N/A

2.3 Labour costs:

N/A

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2.4 Reference documents:

Corresponding G 115 models Maintenance Manual / Job Guides

2.5 Credit:

N/A

III. REMARKS

- 3.1** The correct execution of the instructions may be performed by a competent person/ an authorised aviation workshop and has to be certified in the logbook by an authorised inspector.
- 3.2** The corresponding Maintenance Manuals will be updated to reflect the changes.
- 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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SB-Index: <http://www.grob-aircraft.eu/service-and-support/g-115.html>

Order: <http://www.grob-aircraft.eu/service-and-support/general/order-form.html>

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