

GLIDING FEDERATION OF AUSTRALIA

AD 379

(ISSUE 2)

AIRWORTHINESS DIRECTIVE

SUBJECT: Manual revisions and inspection of Hotellier couplings

TYPE AFFECTED: DG-400

BACKGROUND: This AD is to ensure compliance with Glaser-Dirks Technical Note No 826/24 attached. The manual amendment pages are available from the GFA secretariat on request.

DOCUMENTATION: Glaser-Dirks Technical Note No 826/24.

ACTION REQUIRED: Before 30 October, 1991 amend the flight and service manual as detailed in Technical Note No 826/24.

Before next flight inspect the Hotellier couplings as detailed in Technical Note No 826/24. The minimum force (preload) to move the sliding latch is approximately 600 g. The force when the latch is fully home should be around 1000 g. Faulty latches have been measured with zero preload and a maximum load of 300 g. Ensure that each coupling is clean before performing this test.

IMPLEMENTATION: Manual amendments may be incorporated by the owner.

Inspection and possible replacement of the Hotellier couplings must be carried out by persons rated Inspection for Issue of Certificates of Airworthiness, any type.

WEIGHT AND BALANCE: No effect

COMPLIANCE: The requirements of this Airworthiness Directive are mandatory. This Directive is issued pursuant to the Australian Civil aviation Regulations under the delegated authority of the Civil Aviation Authority (CEO42/90).

SIGNED:

Patrick Loney

CHIEF TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

THE GLIDING FEDERATION
OF AUSTRALIA

AD 379

ISSUE: 2

30 October, 1991

Page 1 of 1

SUBJECT : Manuals DG-400

EFFECTIVITY : Powered sailplane DG-400 from serial no. 4-1 on

ACCOMPLISHMENT: Instruction 1 until 30. October 1991.
Instruction 2 prior to next take off.

REASON : 1. Manual revision
2. The Hotellier control quick connects are subject to exceptional wear in a motorglider and should be inspected regularly. Especially a damaged spring of the sliding latch may cause disconnection of the control connection.

INSTRUCTIONS : 1. Exchange the following pages of the manuals to the new pages issued August 1991 and add some new pages.
The revisions are indicated at the right margin. Please study all revisions.

page change

flight manual

0.1	TN 826/24
1	content
2	content
2a	content
19	fuel-two stroke oil specifications
23	tow release versions
28	check fuel filter
37	wrong data corrected
43	flight at high altitude and at low temperatures
45	check spring force of Hotellier connects
59	typing errors
61	alterations or repairs
62	maintenance instructions
64	fuel lines kinked?

maintenance manual

0.2	TN 826/24
1	content
2	content
2a	content
3	fuel lines at the engine life time max. 3 years
3a	new instructions for tow release SH72
14	tightening torque bolt 4M31/1
15	brake of retraction-extension motor
16	vacuum pump note
21	starter press button
26	inspection of Hotellier quick connects
32	Engine servicing schedule, fuel filter replacement - no cleaning
33	check of starter ring gear and hinge pins
34	fuel lines at the engine replacement after max. 3 years

46f,g checking the ignition unit
46h,i,j ignition unit trouble shooting
46k,l,m removal of magneto flywheel and starter gear
49 typing errors
diagram 6 powerplant-screwed connection of rear propeller mounting bolts

EOD Dräger oxygen system
4EPELT(3) ELT Pointer
IM 10.01A maintenance instructions for Hotellier connects

Repair manual

0.1 TN 826/24
4/2 content
10 repairing outer skin of sandwich panel

INSTRUCTIONS : 2a) Check the spring force of the sliding latches of all Hotellier control quick connects.
Don't replace or fix damaged or kinked springs.
Exchange the complete quick connect prior to next take off in such cases.
b) Check if spring pins are installed. If not, fasten spring pins to each quick connect with a thin strong cord.

MATERIAL : Manual pages see above
2 spare spring pins 500 30 771

WEIGHT AND
BALANCE : /

REMARKS : Instructions may be executed by the owner and are to be entered in the aircraft logs.

Bruchsal 4, date 2.8.1991

W. Dirks

Author : Dipl.-Ing. W. Dirks

A. Lange

LBA - approved:

The German original of this TN has been approved by LBA under the date of 9/108/12 and is signed by Mr. Fendt. The translation into English has been done by best knowledge and judgement. In any case of doubt the German original is authoritative.

Type certification inspector: Dipl.-Ing. A. Lange