



GFA AIRWORTHINESS DIRECTIVE

- TYPE AFFECTED:** DG-100 Series sailplanes TCDS LBA 301
DG-200 Series sailplanes TCDS LBA 323
- APPLICABILITY:** DG-100 series and DG-200 series. All serial no's.
- SUBJECT:** Flight Controls, Control column Rod end inspection / Replacement
- REASON:** During a pre-flight inspection of a DG-100 sailplane the adjustable Rod End of the aileron pushrod was found broken at the control column end. Early DG aircraft were fitted with rod ends manufactured from a standard grade steel. This is to be replaced with one of high grade steel, identifiable by an "X" stamped on the shank.
- DOCUMENTATION:** The EASA has produced AD 2009-0167-E, and DG-Flugzeugbau has produced Technical Notes 301-25 / 323-16 initial issue, which are attached & form part of this AD.
- ACTION REQUIRED:** Unless previously accomplished carry out requirements of TN-301-25/323-16.
- BEFORE FURTHER FLIGHT:-** Inspect the Rod End of the aileron pushrod. If the rod end is marked with an "X" as described in the above TN no further action is required. If not so marked check for any damage such as cracking, deformation, or corrosion & if present the rod end must be replaced before further flight. If no damage is found, the aircraft may be returned to service.
- AT THE NEXT FORM II, BUT NOT LATER THAN 31 DECEMBER 2009:-** unless a high strength rod marked with an "X" has already been fitted the rod end is to be replaced in accordance with TN 301-26/323-16 initial issue. A parts order form is included with this AD.
- WEIGHT AND BALANCE:** Negligible.
- IMPLEMENTATION:** Inspections may be performed by the holder of a GFA Daily Inspector- FRP, or higher maintenance authorization.
- Replacement of the Rod end may be performed by the holder of a GFA Maintenance Authority rated for Replacement of Components or higher authorization. An independent inspection must be performed by the holder of a GFA Maintenance Authority rated for Form II inspections, any type, or higher authorization.
- COMPLIANCE:** The requirements of this GFA Airworthiness Directive are mandatory. This Directive is issued pursuant to the Rules and Regulations of the Gliding Federation of Australia Inc.

SIGNED:

SENIOR TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

© THE GLIDING FEDERATION
OF AUSTRALIA INC.

DG Flugzeugbau GmbH
76646 Bruchsal

Technical note
No. 301/25, 323/16

page 1 from 2
Rev. 1

Subject : Rod end in control column

Effectivity : DG-100 all variants, DG-200 all variants

Accomplishment : Instructions 1 (inspection): prior to next take-off
Instructions 2 (exchange): latest 31.12.2009

Reason : On one DG-100 during pre-flight inspection a broken rod end of the aileron control push rod in the control column was detected.
In the first years at Glaser-Dirks rod ends made from machining steel were used, later parts from high strength steel marked with an X (see photo) have been used.
All parts without an X have to be replaced by rod ends marked with an X

Instructions : 1. a. Remove the control column boot and check if the rod end is marked with an X. If the X is not visible from the top look with a mirror from the underside see photo 2.
If the rod end is not marked with an X and no damage or cracks are visible the glider may be operated with this rod end up to the execution of instruction 2.
b. If any damage was detected the rod end must be replaced prior to the next take-off.
2. Exchange the rod end against a new one marked with an X. Use a new self locking-nut.

Material : rod end SM6XC6 or GAXS 6
Self locking nut M6 DIN985-8 zn or M6 LN9348

Weight and balance : influence negligible

Remarks : The rod ends must be purchased from DG Flugzeugbau and must be delivered with an EASA Form 1.

Instruction No. 1a may be executed by the pilot/owner himself.
Instruction No. 1b or No. 2 The actions have to be performed in a Part -145 approved organisation, or in a Part M, Subpart F approved organisation according to the regulations of the Part M and released according to M.A.801 latest with the next annual inspection. The EASA form 1 must be filed in the aircraft log.

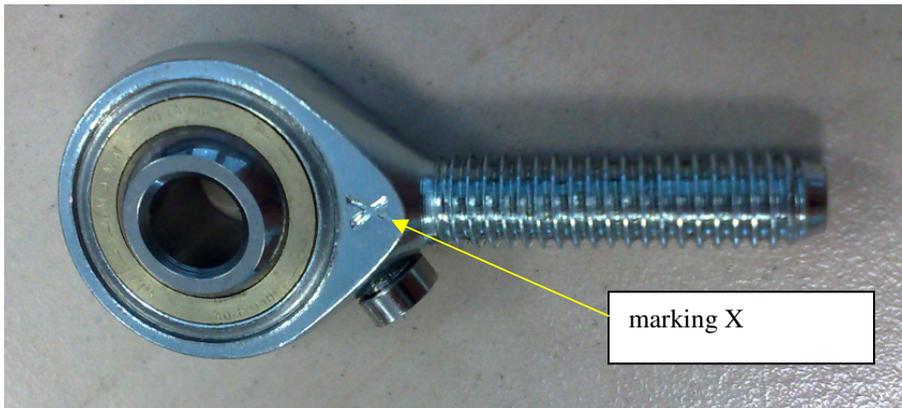
This TN is only valid with a release document form DG-F-301/25 which indicates model and ser. no. of the aircraft in which the rod end is to be installed.
The release document must be requested from the TC holder (DG Flugzeugbau GmbH).

Bruchsal, date:
Aug. 4th 2009

Author: W. Dirks

Modifications approved by EASA Date 27. July 2009
under Approval No. EASA.A.C. 12696

Wilhelm Dirks



rod end



Inspection with a mirror, no X is existing, rod end must be replaced.