



THE GLIDING FEDERATION OF AUSTRALIA

GFA AD- 664
(ISSUE 1)

CANCELLED 14/09/2018

GFA AIRWORTHINESS DIRECTIVE

Refer EASA EAD 2011-0053-E

APPLICABILITY: DG-808 C powered sailplanes, all serial numbers

SUBJECT: Landing gear- landing gear control bell crank bolt inspection/rework

Flight controls – airbrake and wing flap control pushrods inspection/replacement

BACKGROUND: It has been reported by DG-808 C owners that the bolt at the landing gear control bell crank was found mounted in the wrong direction. Further investigations have shown that in such situation, the bolt could interfere and damage:

- The air brake control pushrod, and
- The wing flap control pushrod if the landing gear is operated with negative flap settings.

This condition, if not detected and corrected, may lead to reduce the controllability of the powered sailplane.

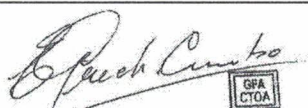
DOCUMENTATION: EASA Emergency Airworthiness Directive AED No: 2011-0053-E (See Appendix 1)

DG-Flugzeugbau Technical Note (TN) No. 800/40 dated 14 February 2011.

Maintenance Manual Diagram 15 section A-A dated November 2004.

Note: The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

SIGNED:


GFA CTOA

CHIEF TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

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