


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2009-0167-E</p> <p>Date: 30 July 2009</p> <p>Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Type Approval Holder's Name :</p> <p>DG Flugzeugbau GmbH</p>	<p>Type/Model designation(s) :</p> <p>DG-100 series and DG-200 series sailplanes</p>	
<p>TCDS Number : LBA No. 301/SP and 323/SP</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : None</p>		
ATA 27	Flight Controls - Control Column Rod End - Inspection / Replacement	
<p>Manufacturer(s): DG Flugzeugbau GmbH</p>		
<p>Applicability: DG-100 series and DG-200 series sailplanes, all serial numbers.</p>		
<p>Reason:</p> <p>During a pre-flight inspection of a DG-100 sailplane, a rod end of the aileron control push-rod at the control column was found broken. The investigation revealed that the broken rod end was made of machining steel as initially used in the first years at Glaser-Dirks. This new Airworthiness Directive (AD) mandates inspection and as necessary replacement of the control column rod ends with high-strength steel rod ends.</p>		
<p>Effective Date: 03 August 2009</p>		
<p>Required Action(s) and Compliance Time(s):</p> <p>Required as indicated, unless accomplished previously:</p> <p>(1) Before further flight after the effective date of this AD, inspect the control column rod end in accordance with paragraph 1. of the instructions of DG-Flugzeugbau Technical Note (TN) No.301/25 initial issue or TN No.323/16 initial issue (thereafter named 'the Technical Notes').</p> <p>(1.1) If any discrepancy is found (crack, corrosion pits), before further flight replace the rod end with a high-strength steel rod end as instructed in paragraph 2. of the Technical Notes.</p>		

	<p>Note: High-strength steel rod ends are identifiable by the presence of an etched X marking on their casing.</p> <p>(1.2) If no discrepancy is found, within 5 months after the effective date of this AD replace the control column rod end that does not show a X marking with a high-strength steel rod end as instructed in paragraph 2. of the Technical Notes.</p> <p><u>LIMITED PILOT-OWNER MAINTENANCE</u></p> <p>When/Where Part-M applies the requirements of this AD, can be done under the scope of the limited pilot-owner maintenance authorisation.</p>
Ref. Publications:	<p>DG-Flugzeugbau Technical Notes No.301/25 and 323/16, both at initial issue dated 17 July 2009;</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any questions concerning the technical content of the requirements in this AD, please contact: <p style="text-align: center;"> DG-Flugzeugbau GmbH Otto Lilienthal Weg 2 / Am Flugplatz 76646 Bruchsal GERMANY Tel.: +49 (0) 7251 3020-0 Fax: +49 (0) 7251 3020-200 </p>