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Airworthiness Alert 2018-1 Issue 2 **DG-500/1000 Tailplane Movement/Free Play**

Overview

A Service Difficulty Report has been received on a DG-1000 which reported tailplane movement. The movement was measured to be 10mm.

Investigation

Further investigation has revealed more DG-1000 sailplanes have unacceptable tailplane movement. Investigation found the mounting pins were loose and required tightening.

Further investigation by the type certificate holder has resulted in the issue of DG Service Information document No. 101-18 which gives specific instructions relating to the tightening of the forward horizontal tailplane connection.

Recommendation/Action

Inspect all DG-500 and DG-1000 variants for excess tailplane to fin movement/free play (forward and aft/ up and down) at the next daily inspection. This action is to be performed at the tailplane tip whilst looking for evidence of movement or noise. Where free play is detected, tighten as per the following instructions:

1. Forward connection of the horizontal tailplane: In accordance with DG Service Information document No.101-18.
2. Rear connection of the horizontal tailplane: DG recommends using a spanner to fit the pin (prevent pin rotation/galling) whilst tightening the nut. There is no prescribed torque but DG state a torque of 20Nm would be appropriate. Replacing the nut is recommended. Ensure the pin is fully home or bottomed out and is not sitting slightly proud. This can be confirmed by sight with a good light or feeler gauge.

Any maintenance action as a result of this inspection is to be performed by an inspector holding a Form 2 Maintenance Authority. Record any defects identified in the aircrafts records.

Report

Notify the GFA in the usual manner by submitting an online SDR or Defect Report if maintenance action is required.

Dennis Stacey
GFA CTO
12/07/2018