



GFA AIRWORTHINESS DIRECTIVE

TYPE AFFECTED: DG-500M

SUBJECT:

1. Lubrication of ball-bearings and articulated rod-ends in cockpit area.
2. Checking the rear seat head-rest retaining cables for correct length to avoid blockage of aft control stick.

BACKGROUND: As per documentation described below.

DOCUMENTATION: Luftfahrt-Bundesamt (LBA) Airworthiness Directive 2001-80 and Items 1 and 3 of DG-Flugzeugbau Technical Note No 843/16 form part of this AD.

Items 2, 4 and 5 of the DG Technical Note are discretionary and may be performed outside the terms of this AD.

ACTION REQUIRED: Carry out actions as per LBA AD and Items 1, 2 and 3 of DG TN 843/16. The required lubrication actions as per Item 1 to be documented in the aircraft's Maintenance Release.

WEIGHT AND BALANCE: Not affected.

IMPLEMENTATION: Before 31 March 2001.

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.

SIGNED:

For and on behalf of:

CHIEF TECHNICAL OFFICER AIRWORTHINESS

THE GLIDING FEDERATION
OF AUSTRALIA



**Airworthiness
Directive
2001-080**

Luftfahrt-Bundesamt
Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
Federal Republic of Germany

Glaser Dirks

Effective Date: March 08, 2001

Affected:

Kind of aeronautical product:	Powered Sailplane
Manufacturer:	DG-Flugzeugbau, Bruchsal, Germany
Type:	DG-500M
Model:	all
Serial numbers affected:	all
German Type Certificate No.:	843

Subject/Reason:

Ball bearings and articulated rod ends in the cockpit area.

If lubrication tasks on the ball bearings and the articulated rod ends in the cockpit area are not performed properly, this may lead to rough operation or to jamming of the bearing/articulated rod connections.

Aft control stick

Damage to or incorrect length of the retaining cables of the aft head rest may cause blocking of the aft control stick.

Action:

Lubrication of the ball bearings and articulated rod ends located below the access panels in the cockpits as well as checks of the retaining cables of the aft head rest for proper condition and correct length in accordance with the specifications of the Technical Information.

We expressly point out that nos. 2, 4 and 5 of the manufacturer's Technical Information are not subject of this AD. The accomplishment of those items is to be considered a recommendation given by the manufacturer. The actions must be done in accordance with the Technical Note of the manufacturer.

Compliance:

Actions to be accomplished not later than March 31, 2001.

Technical publication of the manufacturer:

DG-Flugzeugbau Technical Note No. 843/16 dated January 26, 2001 which becomes herewith part of this AD and may be obtained from Messrs.:

DG-Flugzeugbau
Postbox 41 20
D- 76625 Bruchsal
Federal Republic of Germany
Phone: ++ 49 7257 890 Fax: ++ 49 7257 8922

Accomplishment and log book entry:

Action to be accomplished by an approved service station and to be checked and entered in the log book by a licensed inspector.

Holders of affected aircraft registered in Germany have to observe the following:

As a result of the a.m. deficiencies, the airworthiness of the aircraft is affected to such an extent that after the expiry of the a.m. dates the aircraft may be operated only after proper accomplishment of the prescribed actions. In the interest of aviation safety outweighing the interest of the receiver in a postponement of the prescribed actions, the immediate compliance with this AD is to be directed

Instructions about Available Legal Remedies:

An appeal to this notice may be raised within a period of one month following notification. Appeals must be submitted in writing or registered at the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig.

Enquiries regarding this Airworthiness Directive should be referred to Mr. Olaf Schneider, Airworthiness Directive Section at the above address, fax-no. 0049 531/2355-720. Please note, that in case of any difficulty, reference should be made to the German issue!

- Subject : Greasing schedule / manual revision
- Effectivity : DG-500M all serial no., DG-500MB all serial no.
- Accomplishment : 31.03.2001
- Reason :
1. The greasing schedule in the maintenance manual does not point out the bearings which are accessible via the access panels in both cockpits, so it must be assumed that on some gliders these bearings have never been serviced.
 2. The time between lubrications can be increased to 1 year due to service experience.
 3. The securing ropes of the head rest in the rear cockpit must prevent the head-rest from interfering with the rear control stick when the head rest is moved to its most forward position.
 4. On the DG-500MB the carburettor control lever was replaced by an improved lever from ser. no. 5E213 and on. This new lever can also be installed on earlier ser.nos. as an option.
 5. Some manual corrections.
- Instructions :
1. Remove the access panels (2 in the front and 2 in the rear cockpit): You have to remove the height adjustable seat pan from the rear cockpit first. Clean and grease all accessible bearings (ball bearings and rod ends with universal bearings). Reinstall access panels and seat pan.
 2. Check the securing ropes of the head rest in the rear cockpit for wear and correct length. The securing ropes must prevent the head rest from interfering with the rear control stick when the head rest is moved to its most forward position.
 3. Exchange the following manual pages against new pages issued January 2001 marked with TN 843/16:

Model	Flight manual	Maintenance manual
DG-500 M	0.1, 0.3, 0.5, 4.8, 7.14, 8.2	1, 2, 3, 11, 45, 63
DG-500 MB	0.1, 0.3, 4.8	1, 2, 3, 4, 11, 19, 27, 45, 47, 48, 49, 51, 62, 71, 79, 91 wiring scheme 5E101 (issued 10.05.00), drawing W40 (issued 30.11.99)

Material : Multi-purpose greases for rolling element bearings
Nylon or Perlon cord 3mm
Manual pages see instruction 3

Weight and balance : /

Remarks : All instructions may be executed by the owner. They have to be inspected and entered in the aircraft logs by a licensed inspector with the next annual inspection.

Bruchsal, date:
January 26. 2001

LBA – approved:

Author:
Dipl. Ing. Wilhelm Dirks

The German original of this TN has been approved by the LBA under the date of *Feb. 7. 2001* and is signed by Mr. *Blume*. The translation into English has been done by best knowledge and judgement.

Type certification
inspector:
Dipl. Ing. Swen Lehner