Airworthiness Directive Schedule

Gliders

DG-100, DG-200, DG-300, DG-400, DG-500, DG-800, DG-808 and DG-1000 Series

26 July 2018

Notes: 1. This AD schedule is applicable to DG-Flugzeugbau gliders (formerly Glaser-Dirks Flugzeugbau) manufactured under the following Type Certificate Numbers:

Aircraft Model:	EASA Type Certificate No:	Type Certificate Holder:
DG-100	A.239 (LBA L-301)	DG-Flugzeugbau GmbH
DG-100G Elan	A.239 (LBA L-301)	DG-Flugzeugbau GmbH
DG-200	A.239 (LBA L-323)	DG-Flugzeugbau GmbH
DG-200/17	A.239 (LBA L-323)	DG-Flugzeugbau GmbH
DG-300 Elan	A.239 (LBA L-359)	DG-Flugzeugbau GmbH
DG-400 (Powered)	A.239 (LBA L-826)	DG-Flugzeugbau GmbH
DG-500MB (Powered)	A.233 (LBA L-843)	DG-Flugzeugbau GmbH
DG-800B (Powered)	A.067 (LBA L-873)	DG-Flugzeugbau GmbH
DG-808C (Powered)	A.067	DG-Flugzeugbau GmbH
DG-1000S	A.072 (LBA L-413)	DG-Flugzeugbau GmbH

2. The European Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these gliders. State of Design ADs can be obtained directly from the EASA web site at http://ad.easa.europa.eu/
3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk*

Contents

DCA/GD/1 **Power Plant Installation - Inspection and Modification**

Applicability: All model DG-400

Requirement: Inspect and modify per Glaser-Dirks TN 826/11.

(LBA AD 84-157 refers)

Compliance: By 16 December 1984

Effective Date: 16 November 1984

DCA/GD/2 **Engine Studs - Inspection**

Applicability: All model DG-400 with Rotax 505 engine in S/N range 3,332.580 through 3,332.689

Requirement: To prevent possible engine failure resulting in damage to aircraft, inspect engine for broken cylinder-to-crankcase attachment studs per Rotax Technical Note 505-01 and Glaser-Dirks Instruction dated 8 April 1986. Renew defective parts before further engine use

Compliance: Prior to next engine run

Effective Date: 11 July 1986

Note: Requirement notified to registered owners on effective date

DCA/GD/3 **Canopy Release - Modification**

Applicability: Model DG-100 with S/N prior to E196 and single piece canopy.

All model DG-200 with single piece canopy.
Model DG-300 with S/N 3E1 through 3E175.
Model DG-400 with S/N 4-1 through 4-176

Requirement: Modify canopy release and relocate ventilation placard per Glaser-Dirks TN's 301/14, 323/6, 359/9 or 826/16, as applicable.

(LBA AD's 86-136 and 86-138 refer)

Compliance: By 31 July 1987

Effective Date: 12 June 1987

DCA/GD/4 **Engine Extension/Retraction Drive - Inspection and Modification**

Applicability: Model DG-400 with S/N 4-1 through 4-188

Requirement: Check engine extension time and modify spindle drive assembly per Glaser-Dirks TN 826/18.

If extension time exceeds 13 seconds, renew gas strut as prescribed.

(LBA AD 87-108 refers)

Compliance: Extension check - prior to next flight. Gas strut renewal (if required) and spindle drive modification - within next 90 days

Effective Date: 30 June 1987

Note: Requirement notified to registered owners on effective date

DCA/GD/5 **Engine Wiring - Inspection and Modification**

Applicability: Model DG-400 with S/N 4-1 through 4-178

Requirement: Inspect and modify engine wiring installation per Glaser-Dirks TN 826/19.

(LBA AD 87-109 refers)

Compliance: Inspection - Prior to each flight on which engine is to be used, until modified

Modification - Within next 90 days

Effective Date: 30 June 1987

Note: Requirement notified to registered owners on effective date

DCA/GD/6 **Airbrake Installation - Inspection, Limitation and Modification**

Applicability: Model DG-300 with S/N 3E1 through 3E264

Requirement: To assure effective airbrake locking and maintain structural integrity of installation, accomplish the following per Glaser-Dirks TN 359/14

1. Check airbrake operation and install operating limitation placard per Measure 1

2. Embody reinforcements per Measure 2. (Operating limitations may be removed upon completion).

(LBA AD 89-22 refers)

Compliance: 1. Check and placard - Prior to next flight

2. Modification - Before further flight if installation found defective, otherwise not later than 31 December 1989

Effective Date: 2 June 1989

Note: Requirement notified to registered owners on effective date

DCA/GD/7 **Engine - Inspection and Modification**

Applicability: Model DG-400 with S/N 4-1 through 4-249

Requirement: To prevent vibration damage to the engine accomplish the following:

1. Inspect per Instruction 1 of Glaser-Dirks TN 826/22. Rectify any defects found before further engine operation

2. Modify per Instructions 2 and 3 of TN 826/22 and check ignition timing per Instruction 4

Compliance: 1. Inspect at each daily pre-flight inspection

2. Modify and check ignition timing within next 25 hours TIS

Effective Date: 26 October 1990

DCA/GD/8 **Propeller Shaft - Inspection and Modification**

Applicability: Model DG-400 S/N 4-1 and up

Requirement: To prevent vibration damage, inspect and modify the propeller shaft per Parts 1 and 2 of Glaser-Dirks TN 826/25.

(LBA AD 91-149 refers)

Compliance: By 31 May 1992

Effective Date: 28 February 1992

DCA/GD/9 **Fuel Hose - Retirement**

Applicability: Model DG-400 S/N 4-1 and up

Requirement: To prevent failure of the engine fuel hoses, replace hoses every 3 years per Part 3 of Glaser-Dirks TN 826/25.

(LBA AD 91-149 refers)

Compliance: At 3 years TTIS or by 31 May 1992, whichever is the later and thereafter at intervals not exceeding 3 years

Effective Date: 28 February 1992

DCA/GD/10 **Hotellier Control Quick Connects - Inspection**

Applicability: Model DG-400 S/N 4-1 and up

Requirement: To detect worn or damaged Hotellier control quick connects and to prevent failure of control connections:

1. Inspect per Part 2a of Glaser-Dirks TN 826/24. Quick connects found damaged or worn must be replaced

2. Check if spring pins are installed per Part 2b of TN 826/24, and install if necessary.

(LBA AD 91-149 refers)

Compliance: By 31 March 1992

Effective Date: 28 February 1992

DCA/GD/11 **Propeller Shaft - Replacement**

Applicability: All model DG-400

Requirement: To prevent propeller shaft failure, replace the shaft per DG Flugzeugbau TN 826/32.

(LBA AD 96-243 refers)

Compliance: By 31 December 1996

Effective Date: 27 September 1996

DCA/GD/12 **Electrical System Regulator - Replacement**

Applicability: All model DG-400 fitted with a BOSCH regulator

Requirement: To prevent electrical regulator failure and smoke in the cockpit, replace the regulator with a new type 4 E 26 per DG Flugzeugbau TN 826/33.

(LBA AD 96-242 refers)

Compliance: By 31 December 1996

Effective Date: 27 September 1996

DCA/GD/13 **Airbrake Assembly - Inspection and Modification**

Applicability: All model DG-100, DG-200 and DG-400.

Requirement: To prevent failure of the airbrake torque tube in the fuselage, accomplish the following:-

1. Inspect per DG-Flugzeugbau TN 301/18, 323/9 and 826/34. Any defects found must be rectified before further flight.

2. Modify the airbrake plates per TN 301/18, 323/9 and 826/34.

(LBA AD 97-011 refers)

Compliance: 1. Inspect by 6 July 1997

2. Modify by 6 September 1997

Effective Date: 6 June 1997

DCA/GD/14 **Propeller Mount - Inspection**

Applicability: All model DG-400 powered sailplanes.

Requirement: To prevent failure of the propeller mount, inspect propeller mount and amend maintenance manual per DG-Flugzeugbau Technical Note 826/42.

(LBA AD 2001-346 refers)

Compliance: Within next 25 hours TIS.

Effective Date: 31 January 2002

DCA/GD/15A **Rudder Lower Mounting – Inspection and Modification**

Applicability: Model DG-100, DG-200, DG-300 and DG-400, all S/Ns and,

Model DG-500/22 ELAN and DG-500 M, all S/Ns through 5E23 and,

Model DG-600 and DG-600 M, all S/Ns.

Requirement: To ensure the security of the lower rudder bearing, the failure of which could lead to the in-flight loss of the rudder, accomplish the following:

1. Inspect the lower rudder bearing, per DG Flugzeugbau Technical Note No. 301/23 Issue 2, 323/14 Issue 2, 348/18 Issue 2, 359/21 Issue 2, 370/9 Issue 2, 826/44 Issue 2, 843/21 Issue 2 or 866/10 Issue 2, dated 11 June 2004, as applicable to glider model. If the bearing has moved, accomplish requirement 2 before further flight.

2. Modify or replace the complete rudder lower mounting, per instructions 2 and 3 of Technical Note No. 301/23, 323/14, 348/18, 359/21, 370/9, 826/44, 843/21 or 866/10 as applicable to glider model.

(LBA D-2004-348R1 refers)

Note: Accomplishment of requirement 2 is a terminating action to this AD.

Compliance: 1. At every pre-flight inspection, until the accomplishment of requirement 2. Accomplish part 1 of this AD by addition of note for pilots in glider tech log.

2. By 30 June 2006, unless already accomplished.

Effective Date: DCA/GD/15 - 30 September 2004
DCA/GD/15A - 30 March 2006

DCA/GD/16 **Horizontal Stabiliser - Modification**

Applicability: Model DG-1000S, all S/Ns.

Requirement: To prevent misassembly of the horizontal stabiliser, without proper connection of the elevator control, accomplish the following:

1. Insert new pages in Flight and Maintenance Manuals in accordance with DG Flugzeugbau TN 413/3.

2. Modify elevator controls in accordance with Flugzeugbau TN 413/3.

(LBA AD D-2004-300 refers)

Compliance: 1. Before 31 Dec 2004

2. Before 30 June 2005

Effective Date: 28 October 2004

DCA/GD/17 **Starter Ring Gear – Inspection and Modification**

Applicability: Model DG-800B aircraft, S/Ns through 8-260, except 8-247 and 8-258, and

Model DG-500MB aircraft, S/Ns through 5E220B15, except 5E190B5.

Requirement: To prevent failure of the bolts which connect the starter ring gear to the lower drive belt pulley adaptor, accomplish the following:

1. Inspect the engine compartment for sheared off bolt heads. If a sheared off bolt head is found, the engine is not fit for use and must be modified per Working Instruction No. 1 of DG Flugzeugbau Technical Note No. 873/30 and No. 843/22 dated 09 June 2004.

Note 1: If the starter ring gear bolts are sheared, the glider may be used for unpowered flight.

If the engine is to be used for flight, modify the starter ring gear connection,

2. Modify the starter ring gear connection, per Working Instruction No. 1 of TN No. 873/30 and No. 843/22.

(LBA AD D-2004-347 refers)

Note 2: The accomplishment of requirement 2 is a terminating action to this AD.

Compliance: 1. Before every flight.

2. By 23 August 2006, unless already accomplished.

Effective Date: 23 February 2006

DCA/GD/18 **Operating Limitations – AFM Amendment, Placards & Instrument Marking**

Applicability: Model DG-300, DG-300 Elan, DG-300 Club Elan, DG-300 Elan Acro and DG-300 Club Elan Acro aircraft.

Requirement: To prevent failure of the wing spar cap possibly resulting in catastrophic failure, amend the Aircraft Flight Manual (AFM) by inserting the AFM pages issued with DG Flugzeugbau Technical Note No. 359/24.

Install a new data placard on top of the existing placard on the left cockpit side cover, and install a new maximum speed/altitude placard to the instrument panel. Accomplish these instructions per Technical Note No. 359/24.

Change Air Speed Indicator (ASI) markings according to AFM section 2.3 a). This may be done by gluing coloured tape marks onto the ASI cover glass.

Note 1: Apply permanent markings on to the ASI cover glass per Technical Note No. 359/24 if the optional terminating action to the requirements of this AD, per Note 2 is not going to be accomplished.

Note 2: An inspection of the wing spar caps per Technical Note No. 359/24 may be accomplished as a terminating action to the requirements of this AD. If any defects are found, the wing spar caps are to be repaired in accordance with an approved repair scheme.

(EASA AD 2007-0100-E refers)

Compliance: By 8 May 2007.

Effective Date: 01 May 2007

DCA/GD/19 Bellcrank Bearing Attachment Bolt – Inspection and Re-torque

Applicability: Model DG-500/20 Elan, DG-500/22 Elan, DG-500 Elan Orion, DG-500 Elan Trainer, DG-500M and DG-500MB aircraft, all S/N.

Requirement: To prevent failure of the bellcrank pivot bolt due to the possibility of insufficient tightening torque of the nut causing excessive bending of the bolt resulting in disconnection of the bellcrank and loss of aircraft control, accomplish the following:

1. Check the torque of the nut that attaches bell crank 5St19 to the pivot bolt per instruction 1 in DG Flugzeugbau GmbH Technical Note (TN) 348/19, 843/26.

If the torque is found to be less than 3Nm, replace the bolt per instruction 2 of TN 348/19, 843/26, before further flight.

If the torque of the nut is 3Nm or more, increase the torque to 12 Nm, before further flight.

2. Replace the bellcrank pivot bolt with a serviceable bolt per instruction 2 of TN 348/19, 843/26.

Note: The periodical replacement of the bellcrank pivot bolt per requirement 2 of this AD is no longer required if an additional bracket per instruction 3 of TN 348/19, 843/26 has been fitted.

(EASA AD 2007-0176-E refers)

Compliance: 1. Before further flight and thereafter at intervals not to exceed 12 months.

2. At 1000 hours TTIS or by 31 December 2007 whichever is the sooner, unless already accomplished, and thereafter at intervals not to exceed 1000 hours TIS.

Effective Date: 26 July 2007

DCA/GD/20 Spindle Drive - Modification

Applicability: Model DG-500 MB aircraft, all S/N.

Requirement: To prevent failure of the connection between the spindle drive and spindle drive motor possibly resulting in the powerplant retracting after engine shutdown, modify the affected parts and amend the aircraft flight manual per DG-Flugzeugbau Technical Note No. 843/24.

(LBA AD D-2006-060 refers)

Compliance: By 30 April 2008

Effective Date: 31 January 2008

DCA/GD/21 Elevator Bellcrank & Airbrake Control Mounting – Inspection and Rework

Applicability: Model DG-1000 aircraft, S/N 10-1 through to 10-109.

Requirement: To prevent failure of the bellcrank pivot bolt due to the possibility of insufficient torque of the nut possibly causing excessive bending of the bolt and resulting in disconnection of the bellcrank and loss of aircraft control, accomplish the following:

For DG-1000 aircraft S/N 10-1 through to 10-109, excluding S/N 10-103 through to 10-105 and 10-109 accomplish requirements 1 and 2 of this AD:

1. Check the torque of the nut that attaches bell crank 5St19 to the pivot bolt per the requirements in working instruction no. 1 of DG Flugzeugbau Technical Note (TN) No. 1000/12.

If the torque is found to be 3 Nm (2.2 ft.lb.) or higher, it can be assumed that the bolt has not been overstressed. Increase the torque to 12 Nm (9 ft.lb.).

If the torque is found to be less than 3Nm, replace the bell crank bolt per the requirements in working instruction No. 2 of TN No. 1000/12, before further flight.

2. Install an additional bracket per the requirements in working instruction No. 3 of TN No. 1000/12.

For DG-1000 aircraft, S/N 10-1 through to 10-94, excluding 10-84, 10-88 and 10-92 accomplish requirements 3 and 4 of this AD:

3. Inspect the airbrake control hook-up mountings in the wing roots of both wings for damage. Accomplish this visual inspection through the access holes in the rear root ribs (refer to the photos in working instruction No. 4 of TN1000/12). Check the over centre locking moment per section 4.4.2 in the aircraft maintenance manual. If the over centre locking moment force is below 50 N (11 lbs.) expect to find damage.

If an airbrake control hook-up mounting is found damaged replace/repair the mounting per the requirements in working instruction No. 5 of TN1000/12 before further flight.

If an airbrake control hook-up mounting is found undamaged, the aircraft may be returned to service provided that aerobatics are prohibited up until requirement 4 of this AD is accomplished.

Note 1: If an airbrake control hook-up mounting on one wing is found damaged replace/repair the mounting on this wing per the requirements in working instruction No. 5 of TN1000/12 before further flight.

Note 2: If an airbrake control hook-up mounting on the other wing is found undamaged, the aircraft may be returned to service provided that aerobatics are prohibited up until requirement 4 of this AD is accomplished on this wing**.**

4. Reinforce undamaged airbrake control hook-up mountings per the instructions in working instruction No. 4 of TN No. 1000/12.

(EASA AD 2007-0316R1-E refers)

Compliance: 1. Before further flight.

2. By 6 June 2008.

3. Before further flight.

4. By 6 June 2008.

Effective Date: 19 March 2008

DCA/GD/22 **Engine Extension/Retraction Mechanism – Modification**

Applicability: Model DG-500MB aircraft, all S/N

Requirement: To prevent failure of the engine extension retraction/mechanism due to incorrectly tightened bolts, which could result in an uncommanded retraction of the engine, damage to the propeller and the fuselage, and reduced structural integrity of the aircraft, modify the spindle drive assembly per instructions 1 through to 8 of DG Flugzeugbau GmbH Technical Note No. 843/27 or later approved revisions.

(EASA AD 2008-0095 refers)

Compliance: At the next maintenance inspection or by 1 August 2008, whichever occurs sooner.

Effective Date: 29 May 2008

DCA/GD/23 **Elevator Control Bearing Stand – Inspection and Replacement**

Applicability: Model DG-100 and DG-100G aircraft, S/N 5 and 21 through to 103.

Requirement: To prevent failure of the elevator control bearing stand due to the possible incorrect production which could result in loss of elevator control, accomplish the following:

1. Inspect the bearing stand RU19 per paragraph 1. of DG-Flugzeugbau Technical Note (TN) No.301/26 initial issue or later EASA approved revisions.

If any cracks or delamination are found, replace the bearing stand per paragraph 3. of TN No.301/26 before further flight.

If no cracks or delamination are found accomplish requirement 2 of this AD.

2. Replace the bearing stand per paragraph 3. of TN No.301/26.

Note: DG-Flugzeugbau TN No.301/26 initial issue, dated 16 July 2009 including DG-Flugzeugbau working instruction for TN 301/26 dated 17 July 2009 and DG-Flugzeugbau Drawing St9a dated 10 April 1978 or later EASA approved revisions pertains to the subject of this AD.

(EASA AD 2009-0163-E refers)

Compliance: 1. Before further flight.

2. By 1 January 2010 unless the bearing stand RU19 has been replaced per DG-Flugzeugbau TN 301/6 initial issue, dated 29 May 1978 before the effective date of this AD.

Effective Date: 1 August 2009

DCA/GD/24 **Control Column Rod End – Inspection and Replacement**

Applicability: Model DG-100 series and DG-200 series aircraft, all S/N.

Requirement: To prevent failure of the aileron control push rod at the control column which can result in loss of aircraft control, accomplish the following:

1. Inspect the control column rod end per paragraph 1. of DG-Flugzeugbau Technical Note (TN) No.301/25 initial issue, dated 17 July 2009 or TN No.323/16 initial issue, dated 17 July 2009 or later EASA approved revisions.

If any cracks or corrosion pits are found replace the rod end with a high-strength steel rod end per paragraph 2. of TN No.301/25 or TN No.323/16 before further flight.

2. For aircraft fitted with an aileron control column rod end which does not have an X mark:

Replace with a high-strength steel rod end per paragraph 2. of TN No.301/25 or TN No.323/16.

Note: High-strength steel rod ends are marked with an X.

(EASA AD 2009-0167-E refers)

Compliance: 1. Before further flight.

2. By 3 January 2010.

Effective Date: 3 August 2009

DCA/GD/25 **Cancelled – DCA/GD/26 refers**

Effective Date: 23 October 2009

DCA/GD/26 **Cancelled – DCA/GD/27 refers**

Effective Date: 6 November 2009

DCA/GD/27 **Starter Ring Gears – Inspection and Replacement**

Applicability: Model DG-500 MB, DG-800 B and DG-808 C aircraft, all S/N.

Note 1: This AD retains the requirements of superseded AD DCA/GD/26 and expands the applicability to include model DG-808 C aircraft. No initial AD action required for those aircraft already in compliance with DCA/GD/26.

Requirement: To prevent failure of the starter ring gear due to possible cracks, accomplish the following:

1. Inspect the starter ring gear and determine if a zinc plated or a painted starter ring gear with lightening holes is fitted to the aircraft engine per paragraph 1 of DG-Flugzeugbau Technical Note (TN) No. 800/36 or TN No. 843/30 both at revision 1, dated 16 September 2009 or later EASA approved revisions.

If a painted starter ring gear without lightening holes is fitted to the engine no further AD action is required.

If a zinc plated starter ring gear or a painted starter ring gear with lightening holes is fitted accomplish requirement 2 of this AD.

2. Inspect zinc plated starter ring gears and painted starter ring gear with lightening holes for cracks per paragraph 2 of TN No. 800/36 or TN No. 843/30.

If any cracks are found, an engineer must replace the starter ring gear per paragraph 3 of TN No. 800/36 or TN No. 843/30 before further flight.

Note 2: The repetitive pre-flight inspection per requirement 2 of this AD may be accomplished by adding the inspection requirement to the tech log. The initial inspection per requirement 1 and 2 of this AD may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

Note 3: The installation of a painted starter ring gear without lightening holes per paragraph 3 of TN No. 800/36 or TN No. 843/30 terminates the repetitive inspection mandated by this AD.

(EASA AD 2009-0239-E refers)

Compliance: 1. Before further flight unless previously accomplished.

2. Before further flight unless previously accomplished and thereafter at every pre-flight inspection.

Effective Date: 6 November 2009

DCA/GD/28 Landing Gear Bellcrank – Inspection and Rework

Applicability: Model DG-808 C powered gliders, all S/N.

Requirement: To prevent reduced aircraft control due to possible incorrect installation of the landing gear control bellcrank bolt, accomplish the following:

Inspect the landing gear control bellcrank bolt M6x26 LN9037 for correct installation per the instructions in DG-Flugzeugbau Technical Note (TN) No. 800/40.

If the bolt is found mounted in the incorrect direction, accomplish the following actions concurrently:

- Install the landing gear control bellcrank bolt M6x26 LN9037, the washers and the nut per the instructions in DG-Flugzeugbau TN No. 800/40 and diagram 15 section A-A in the aircraft MM.
- Inspect the air brake control pushrod P/N 6St13 and the wing flap control pushrod P/N 8St7 for damage, and replace damaged pushrods per the instructions in DG-Flugzeugbau TN No. 800/40.

Note: DG-Flugzeugbau Technical Note (TN) No. 800/40 dated 14 February 2011 and Maintenance Manual Diagram 15 section A-A dated November 2004 and later approved revisions of these documents are acceptable for compliance with the requirements of this AD.

(EASA AD 2011-0053-E refers)

Compliance: Before further flight.

Effective Date: 29 March 2011

DCA/GD/29 Rear Seat Headrest – Inspection and Modification

Applicability: Model DG-500/22 ELAN, DG-500 ELAN Trainer, DG-500/20 ELAN and DG-500 ELAN ORION gliders, all S/N fitted with a rear seat headrest.

Model DG-500 M and DG-500 MB powered gliders, all S/N fitted with a rear seat headrest.

Requirement: To prevent the rear seat interfering with the control stick of the aircraft due to the possible incorrect re-installation of the rear cockpit headrest securing rope during maintenance which could result in loss of aircraft control, accomplish the following:

1. Inspect the rear cockpit headrest securing rope and determine the length. If the length of the securing rope is more than 450 mm adjust the length of rope to between 400 mm and 450 mm per instruction No.1 in DG Flugzeugbau TN No. 348/20 issue 3, dated 13 September 2011 or later approved revisions.

2. Modify the aircraft and install a rear cockpit headrest securing rope with snap hook per the instructions in DG Flugzeugbau TN 500/05 dated 19 September 2011 (Instruction No.1 for TN No. 348/20).

Note: If the rear cockpit headrest securing rope modification was accomplished before the effective date of this AD per instruction No.1 in TN 348/20 issue 2, then the aircraft is considered to be in compliance with requirement 2 of this AD.
(EASA AD 2011-0191 refers)

Compliance: 1. By 27 November 2011.
2. By 27 January 2012.

Effective Date: 27 October 2011

DCA/GD/30 Tow Hook Mounting – Inspection and Modification

Applicability: Model DG-500/22 Elan, DG-500 Elan Trainer, DG-500/20 Elan, DG-500 Elan Orion gliders, all S/N

Model DG-500 M, DG-500 MB powered gliders, all S/N.

Requirement: To prevent failure of glass fibre structure during a winch launch due to possible damage in the CG tow hook bulkhead and the glued joints, accomplish the following:

1. Inspect the bulkhead of the CG tow hook per the instructions in DG-Flugzeugbau Working Instruction No.1 of TN No 500/4.

If any damage is found in the CG tow hook bulkhead or its glued joints, reinforce the CG tow hook bulkhead per the instructions in DG-Flugzeugbau TN No 500/04, Working Instruction No.1 before further flight.

2. For aircraft with a CG tow hook bulkhead which has not been modified per the instructions in DG-Flugzeugbau TN No 500/04, Working Instruction No.1:

Reinforce the CG tow hook bulkhead per the instructions in DG-Flugzeugbau TN No 500/04, Working Instruction No.1.

3. For aircraft S/N 5E1 all through to 5E23:

Install a new adapted tow hook access cover per the instructions in DG-Flugzeugbau TN No 500/04, Working Instruction No.1.

Note 1: The inspection mandated by requirement 1 of this AD may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

Note 2: The requirements of this AD may be accomplished per the instructions in DG-Flugzeugbau GmbH TN No 500/04 and Working Instruction No.1 dated 30 August 2011 or later approved revisions of these documents.
(EASA AD 2011-0209 refers)

Compliance: 1. By 8 January 2012 unless previously accomplished.
2. By 8 May 2012 unless previously accomplished.
3. At the time when the CG tow hook bulkhead is reinforced per requirement 1 or 2 of this AD.

Effective Date: 8 December 2011

From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) web site. The link to the NAA web site is available on the CAA web site at http://www.caa.govt.nz/airworthiness-directives/states-of-design/
If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.

2013-0212 **Starter Motor Control Unit – Inspection**

Applicability: DG-800A, DG-800B and DG-500MB powered gliders, all S/N.

Effective Date: 27 September 2013

2016-0259 **Fuel Hoses – Inspection**

Applicability: DG-500 M, DG-500 MB, DG-800 A, DG-800 LA, DG-800 B, DG-400 and DG-600 M powered gliders, all S/N.

Effective Date: 4 January 2017

2018-0127 **Fuel Hoses – Inspection**

Applicability: DG-808C and DG-1000T powered gliders, all S/N.

Effective Date: 28 June 2018