


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2011-0209</b></p> <p><b>Date: 26 October 2011</b></p> <p>Note: This 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><b>Type Approval Holder's Name :</b> DG-Flugzeugbau GmbH</p>	<p><b>Type/Model designation(s) :</b> DG-500 sailplanes and powered sailplanes</p>	
<p>TCDS Number:</p>	<p>EASA.A.233</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>None</p>	
<b>ATA 53</b>	<b>Fuselage – Centre of Gravity (CG) Tow Hook Mounting Bulkhead – Inspection / Reinforcement</b>	
<p>Manufacturer(s):</p>	<p>Glaser-Dirks Flugzeugbau GmbH, DG-Flugzeugbau GmbH ELAN Flight Ltd, ELAN LINE D.O.O., AMS Flight d.o.o.</p>	
<p>Applicability:</p>	<p>DG-500/22 ELAN, DG-500 ELAN Trainer, DG-500/20 ELAN, DG-500 ELAN ORION sailplanes, all serial numbers (S/N), and DG-500 M, DG-500 MB powered sailplanes, all S/N.</p>	
<p>Reason:</p>	<p>Occurrence of damage of the bulkhead of CG tow hook and its glued joints to fuselage shell was reported.</p> <p>Investigation concluded that this damage may occur after wheel up landing.</p> <p>Damage of bulkheads for CG tow hook of the sailplane or powered sailplane, if not detected and corrected, may lead to failure of glass fibre structure during a winch launch.</p> <p>DG-Flugzeugbau GmbH developed and published Technical Note (TN) No 500/04 with the associated Working Instruction No 1 to detect and correct damaged CG tow hook bulkhead and its glued joints.</p> <p>For the above-mentioned reasons, this AD requires a one-time inspection of the CG tow hook and its reinforcement.</p>	
<p>Effective Date:</p>	<p>9 November 2011</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 30 days after the effective date of this AD, inspect the bulkhead of CG tow hook in accordance with the instructions of DG-Flugzeugbau Working Instruction No.1 for TN No 500/4.</li> <li>(2) If during inspection as required by paragraph (1) of this AD, damage is detected on the CG tow hook bulkhead or its glued joints, before next flight, reinforce the CG tow hook bulkhead of the sailplane in accordance with the instructions of DG-Flugzeugbau TN No 500/04, Working Instruction No.1.</li> <li>(3) Unless already accomplished as required by paragraph (2) of this AD, within 5 months after the effective date of this AD, reinforce the bulkhead of the CG tow hook in accordance with the instructions of DG-Flugzeugbau TN No 500/04, Working Instruction No.1.</li> <li>(4) Concurrent with the modification as required by paragraph (2) or (3) of this AD, as applicable, for sailplanes with S/N 5E1 up to 5E23 inclusive, install a new, adapted tow hook access cover in accordance with the instructions of DG-Flugzeugbau TN No 500/04, Working Instruction No.1.</li> <li>(5) Inspection as required by paragraph (1) of this AD may be performed by the Pilot-Owner, in accordance with paragraph M.A.803 of the Part M regulation (annex I to regulation (EC) No. 2042/2003 amended by regulation (EC) No 1056/2008).</li> </ol>
<p>Ref. Publications:</p>	<p>DG-Flugzeugbau GmbH TN No 500/04 and Working Instruction No.1 dated 30 August 2011.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact:  DG-Flugzeugbau GmbH, Otto-Lilienthal-Weg 2, 76646 Bruchsal  Federal Republic of Germany  Telephone: +49 (0) 7251 3020140, Fax: +49 (0) 7251 3020149  E-mail: <a href="mailto:dirks@dg-flugzeugbau.de">dirks@dg-flugzeugbau.de</a>.</li> </ol>