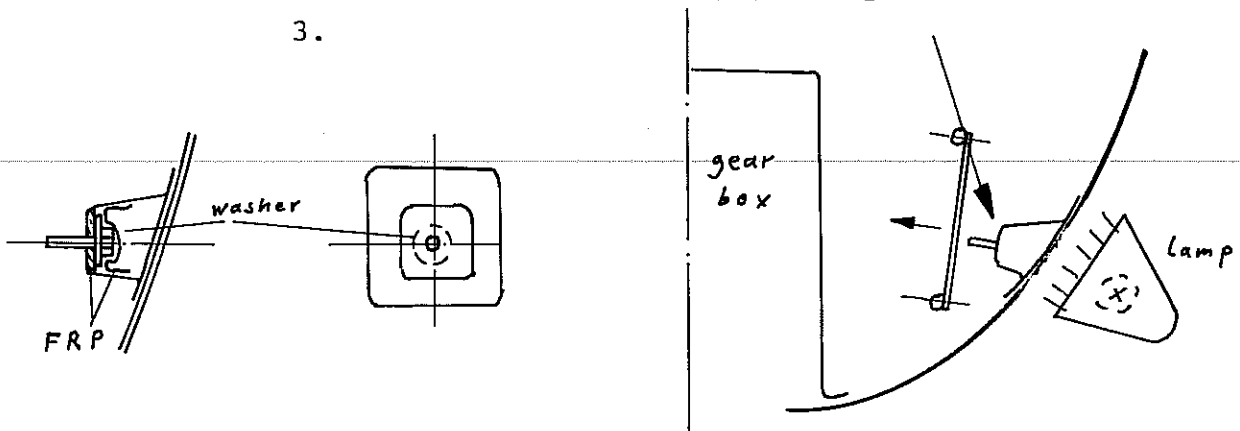


**Subject:** elevator control (bearing stand RU 19)  
**Effectivity:** DG-100 and DG-100 G W.-Nr. 5, 21 - 103  
**Accomplishment:** Before the next flight  
**Reason:** If a washer 6,4 DIN 9021 is not installed in the bearing stand RU 19 it is possible that the elevator control lever might loosen.

**Instructions:** Check if a washer 6,4 DIN 9021 (outside diameter 18 mm) is installed in the bearing stand.  
If no washer is visible you have to exchange the bearing stand according to repair instruction 11/5/78.

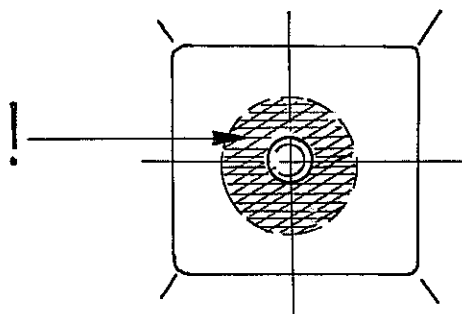
Test and exchangeworks

1. To carry out the works the fuselage must be accessible from the baggage compartment and from the left side.
2. Remove the left baggage compartment bottom.
- 3.



Remove the self locking nut M 6 DIN 985 from the bearing stand and draw off the control lever.

4. Take a powerful lamp (500 - 1000W), hold it against the fuselage from the outside and shine through the bearing stand. To prevent heating of the fuselage shell lighten only for short times. Make this work in a darkened room.
5. Look at the bearing stand from the baggage compartment.
6. a)



If the washer with 18 mm outside diameter is visible you can reassemble the control lever. Use a new self locking nut M 6 DIN 985.

6. b) If no washer is visible but the FRP reinforcement is appearing constantly dark the bearing stand has to be exchanged according to repair instruction 11/5/78.

Reassemble the control lever. After the exchange readjust the elevator control (see service manual page 22/23) if necessary.

Beware that the control rod ends are not unscrewed too far!

7. Check the elevator control for free movement and proper operation.

8. reinstall the baggage compartment bottom.

Material:

Self locking nut M 6 DIN 985/bearing stand RU 19 (can be obtained free of charge from Glaser-Dirks)

Resin: Glycidäther (Epikote) 162

Hardener: Laromin C 260

mixing ratio: 100 : 38 weight parts

filler: chopped cotton flocks

Weight and balance:

no effect

Remarks:

1. The execution of instruction 1 - 8 is to attest in the logbook.
2. The exchange of the bearing stand has to be done by a licensed airframe mechanic (service of FRP sailplanes) or by Glaser-Dirks.

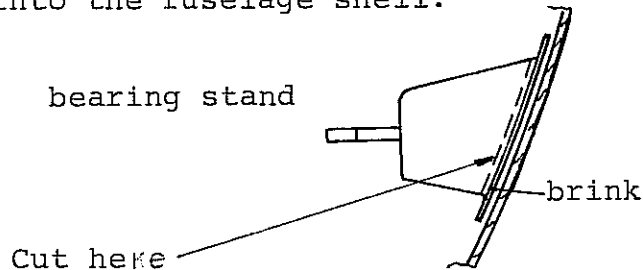
Bruchsal 4, 29.5.78

Glaser-Dirks Flugzeugbau GmbH  
7520 Bruchsal 4, Im Schöffengarten 10-20  
Telefon 07257 / 1071

*W. O.*

Exchange of the elevator control bearing stand

1. Disassemble the elevator control lever from the bearing stand.
2. Cut away the bearingstand from the fuselage with a flexdisc.  
Don't flex into the fuselage shell.



3. Abrade the brink of the bearingstand until the fiberglass of the brink is completely removed.  
Don't abrade the fuselage shell.
4. Sand the new bearingstand.  
For gluing coat the bearing stand and the fuselage with resin. Then put resin filled with chopped cottonfibers approximate 5 mm thick on the bearing stand. Push the bearing stand against he fuselage shell. Wipe away the surplus filled resin. Beware the stand slipping out of place.
5. Let the resin cure min. 12 hours at min 20° C roomtemperature.
6. Reassemble the elevator control lever. Use a new self locking nut M 6 DIN 985.
7. Check the elevator displacements and readjust the elevator control if necessary (see service manual page 22).

Material: resin: Glycidäther (Epikote) 162

Hardener: Laromin C 260

mixing ratio 100 : 38

filler: chopped cotton fibers

selflocking nut M 6 DIN 985