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LBA anerkannter Herstellungsbetrieb IB 25
LBA anerkannter Luftfahrttechnischer Betrieb IIA 279.

Technical Note

No 301/12

Subject: Emergency release mechanism of the one piece canopy

Effectivity: Sailplanes DG-100, DG-100 G, DG-100 ELAN, DG-100 G ELAN
Serial nos.: all with one piece canopy

Accomplishment: Within 30 days

Reason: On the occasion of a yearly inspection it was detected, that the canopy was not lifted in the front by the installed spring when operating the emergency release.
For this reason a routine check and maintenance is necessary.
The airworthiness ist not affected, as the canopy can be released by lifting it manually, but the function is not as described in the manual.

Instructions: 1. Exchange the following pages of the service manual against the new issues May 1985.
page 23: Check of the emergency release of the one piece canopy
page 26: Greasing of the emergency release and the list of amendments page 2.
2. The canopy emergency release is to be checked according to the new instructions of the flight- and service manual.
If the emergency release does not function properly you can fix it according to the instructions of Oct. 19.1984.

Material: Page 2, 23 and 26 of the Service manual issued May 1985, Instruction Oct. 19.1984.

Remarks: 1. Action 1 may be executed by the owner.
2. Additional work due to action 2 should be executed by a certified repair station.
3. The actions executed are to be entered in the aircraft logs mentioning TN 301/12.

Bruchsal 4, June 8, 1985

Signed: *W. Dirks*
(W. Dirks)

LBA-approved:

03. Sep. 1985



Spow

Operating instruction

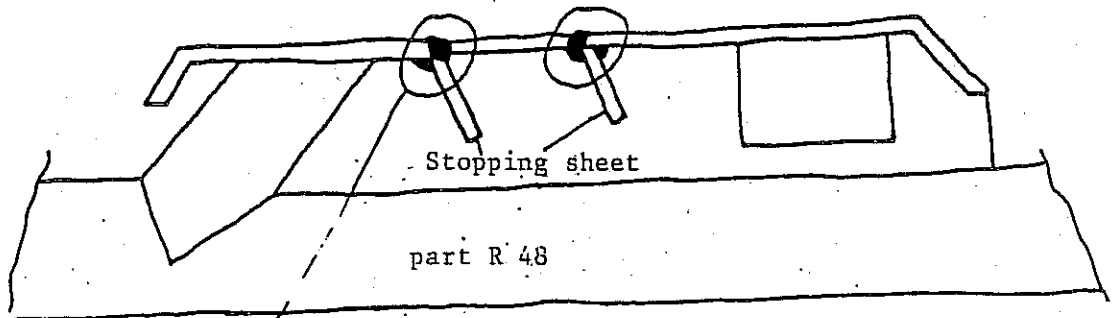
Inspection of the canopy emergency release

A 1) Close canopy

A 2) Keep canopy fastener closed. Pull emergency canopy release. The canopy has to lift itself in the front for 1-2 cm. If this doesn't happen, You have to do the following:

B 1) Inspect the welds of the stopping sheet at the fuselage side - canopy fitting (look at the scetch).

If they are projekting, You have to file them flat. (Protect the filed area with a rust protection paint afterwards.)



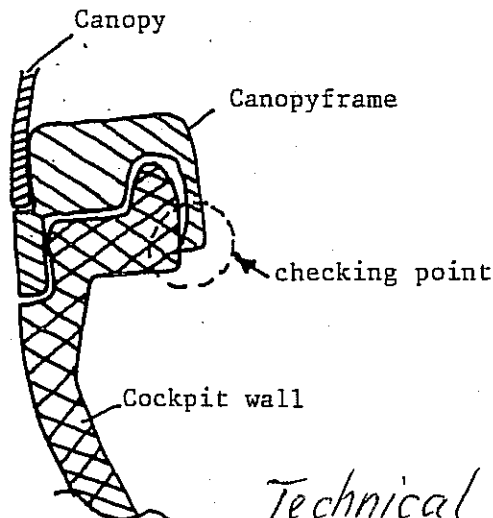
B 2) If this work was unsuccessful, You have to check, wether the canopyframe undercuts at the inner bead in the front sector. (look at the scetch)

enlarged

wrong

right

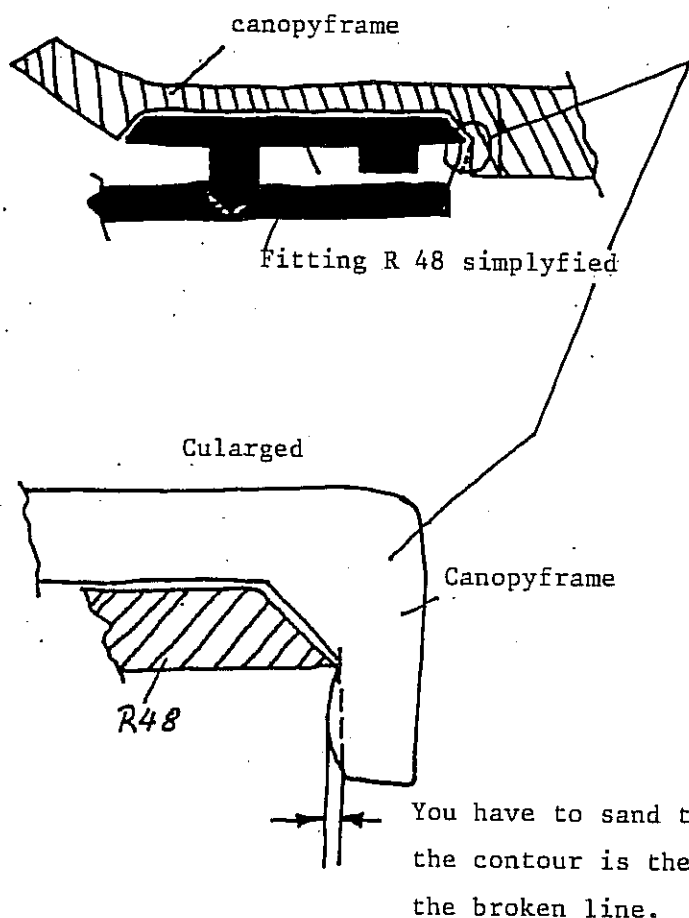
File the weld flat



Technical Note
No. 301/12

If there are undercuts, (You can see it exactly at the rubpoints at the canopyframe and the cockpitwall) You have to eliminate them by sanding with an abrasive paper (60 Grit).

B 3) If there are no undercuts, You have to chek, wether the canopyframe undercut in the rear of the canopy fitting (part R 48).



Technical Note
No. 301/12