

Subject : Rod end in control column

Effectivity : DG-100 all variants, DG-200 all variants

Accomplishment : Instructions 1 (inspection): prior to next take-off  
Instructions 2 ( exchange): latest 31.12.2009

Reason : On one DG-100 during pre-flight inspection a broken rod end of the aileron control push rod in the control column was detected.  
In the first years at Glaser-Dirks rod ends made from machining steel were used, later parts from high strength steel marked with an X (see photo) have been used.  
All parts without an X have to be replaced by rod ends marked with an X

Instructions : 1. a. Remove the control column boot and check if the rod end is marked with an X. If the X is not visible from the top look with a mirror from the underside see photo 2.  
If the rod end is not marked with an X and no damage or cracks are visible the glider may be operated with this rod end up to the execution of instruction 2.  
b. If any damage was detected the rod end must be replaced prior to the next take-off.  
2. Exchange the rod end against a new one marked with an X. Use a new self locking-nut.

Material : rod end SM6XC6 or GAXS 6  
Self locking nut M6 DIN985-8 zn or M6 LN9348

Weight and balance : influence negligible

Remarks : The rod ends must be purchased from DG Flugzeugbau and must be delivered with an EASA Form 1.

Instruction No. 1a may be executed by the pilot/owner himself.  
Instruction No. 1b or No. 2 The actions have to be performed in a Part -145 approved organisation, or in a Part M, Subpart F approved organisation according to the regulations of the Part M and released according to M.A.801 latest with the next annual inspection. The EASA form 1 must be filed in the aircraft log.

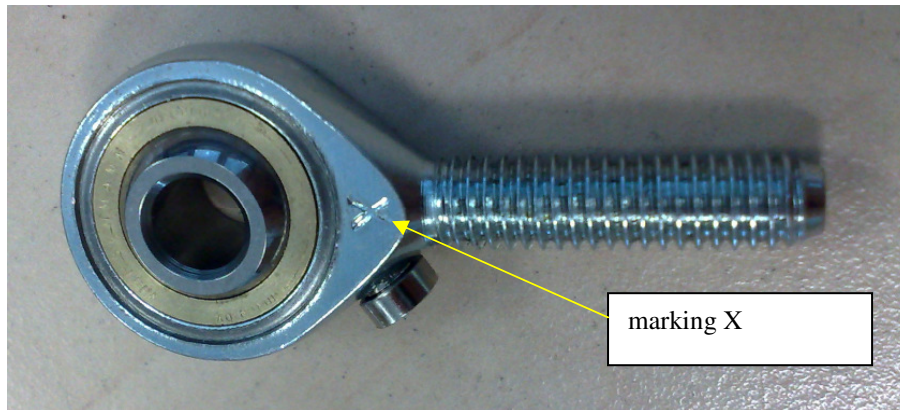
This TN is only valid with a release document form DG-F-301/25 which indicates model and ser. no. of the aircraft in which the rod end is to be installed.  
The release document must be requested from the TC holder (DG Flugzeugbau GmbH).

Bruchsal, date:  
Aug. 4th 2009

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Modifications approved by EASA Date 27. July 2009  
under Approval No. EASA.A.C. 12696

*Wilhelm Dirks*



rod end



Inspection with a mirror, no X is existing, rod end must be replaced.