

- Subject : Bulkheads of the C.G. tow hook
- Effectivity : Instructions 1 and 2: DG-500 all variants (sailplanes and motorgliders), all ser. No.'s.
Instruction 3: Ser. No.'s 5E1 up to 5E23
- Accomplishment : Instruction 1: Prior to next winch launch
Instructions 2 and 3: Mandatory latest March 31.2012
- Reason : Damage of the bulkheads of the C.G. tow hook and their glued joints to the fuselage shell has been reported.
This damage may be due to a wheel up landing. If this damage is not detected, the glued joint may later fail completely during a winch launch.
To overcome this potential loss of safety the bulkheads must be reinforced to minimize the risk of damage after a wheel up landing.
- Instructions : 1. Check the bulkheads of the C.G. tow hook according to working instruction No. 1 for TN500/04. In case of damage instruction 2 must be performed immediately.
2. Reinforce the bulkheads of the C.G. tow hook according to working instruction No. 1 for TN500/04.
3. Ser. No.'s 5E1 up to 5E23: exchange the C.G. tow hook access cover.
- Material : Working instruction No. 1 for TN500/04
2 GFRP-reinforcement plates 5R308
Ser. No.'s 5E1 up to 5E23: tow hook access cover 5RU32/7
Epoxy resin/hardener Momentive EPIKOTE TM Resin MGS LR 285 with EPIKURE TM Curing Agent MGS LH 286
Cotton flocks
Glasfibre fabric Interglas 92140 FK144
- Weight and balance : influence negligible
- Remarks : Instruction No. 1 may be executed by the pilot/owner himself and is to be inspected and entered in the aircraft logs by a licensed inspector at the latest with the next annual inspection.
- Instructions No. 2 and 3:
1. EASA countries: 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.
 2. Non EASA countries: The actions have to be performed in a licensed workshop. All instructions are to be inspected and entered in the aircraft logs by a licensed inspector.

Bruchsal, date:
30.08.2011

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