

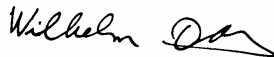
- Subject : Bolt of landing gear control interfering with control pushrods
- Effectivity : Type: DG-800, only variant DG-808C, all ser. No.'s
- Accomplishment : Prior to next flight
- Reason : Owners found on a DG-808C that the bolt at the landing gear control bellcrank was mounted in the wrong direction and could interfere and damage the air brake push rod in the mid fuselage section. If the landing gear is operated with negative flap settings in addition the wing flap pushrod may be damaged.
- Instructions : 1. Derig the glider and remove the left baggage compartment floor.  
2. Check the direction of the bolt M6x26 LN9037 see MM diagram 15, section A-A or sketch 1 below. If the bolt is mounted correctly no further actions are necessary.  
3. If the bolt is mounted in the wrong direction as shown in the photo 2 on page 2 remove the bolt and install in the correctly.  
4. Check if push rod 6St13 (airbrake control) and 8St7 (wing flap control) are damaged. Replace if necessary.
- Material : Push rod 6St13 and 8St7 if damaged
- Weight and balance : No influence
- Remarks : Instructions No. 1 and 2 may be executed by the pilot/owner himself and are to be inspected and entered in the aircraft logs by a licensed inspector at latest with the next annual inspection.

Instructions No. 3 and 4:

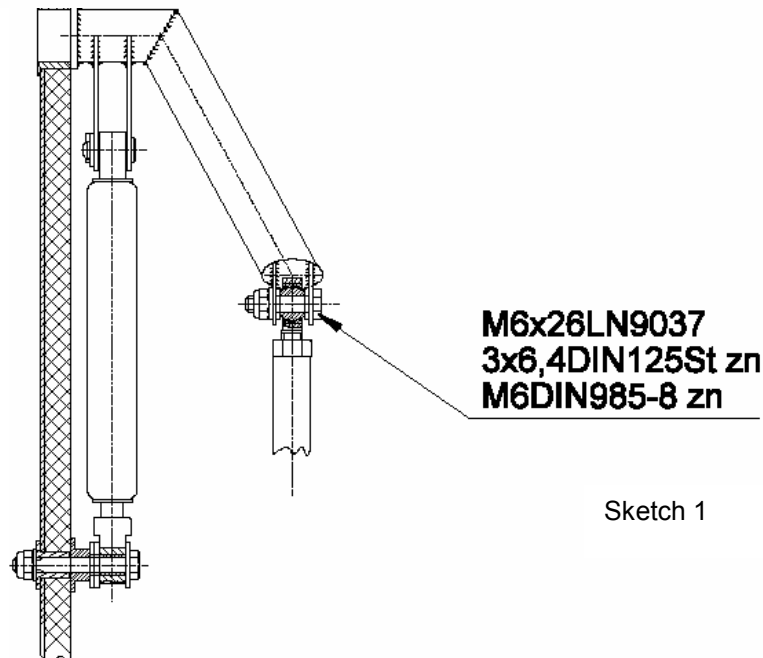
1. EASA countries: The actions have to be performed in a Part -145 approved organisation, or in a Part M, Subpart F approved organisation according to the regulations of the Part M and released according to M.A.801.
2. Non EASA countries The actions have to be performed in a licensed workshop. All instructions are to be inspected and entered in the aircraft logs by a licensed inspector.

Bruchsal, date: 14.02.2011

Author: W. Dirks



Modifications approved by EASA Date 1.03.2011  
under Approval No. 10034039



**Photo 2: Bolt installed in wrong direction, pushrod 6St13 damaged**

