

- Subject : Steerable tailwheel / tailwheel fork
- Effectivity : DG-400 all ser. no's optional
DG-800A/LA all ser. no's optional
DG-800B up to ser. no. 8-218 optional
- Accomplishment : none
- Reason : A tailwheel fork with ball bearings has been designed to reduce the friction forces in the rudder control circuit. This fork 4R111 may be installed instead of the existing fork 4R25 without the need for further modification.
- Instructions : 1. Remove the tailwheel. Remove the existing fork, therefore dismount the connecting rods (between springs and rudder) from the rudder bracket. Remove the fork with springs and connecting rods. Carefully bend up the eyes of the springs so that you just can remove them from the fork. Install the springs to the new fork, bend the eyes of the springs so far that they are almost closed. Install the assembly and the tailwheel, use new selflocking nuts and new split pins.
2. Change the min. cockpit load on the cockpit data placard, in the weighing report in the flight manual (DG-400 page 21, DG.800 page 6.5) and in the weighing report in the aircraft log. Increase the value by 2 kg (4 lbs.).
3. Keep the old fork as spare part.
- Material : 1 tailwheel fork with ball bearings 4R111
1 selflocking nut M5 LN9348
1 selflocking nut M8 DIN985-8 zn (for tailwheel)
2 split pins 1.5x12 DIN 94 zn
drawing 4R111
- Weight and balance : The fork with ball bearings is 304g heavier than the fork 4R25. This increases the min. cockpit load by 2 kg (4 lbs.).
- Remarks : All instructions may be executed by the owner. They have to be inspected and entered in the aircraft logs by a licensed inspector with the next annual inspection.

Bruchsal, date:
June 25. 2001

LBA – approved:

Author:
Dipl. Ing. Wilhelm Dirks

The German original of this TN has been approved by the LBA under the date of *July, 3rd 2001* and is signed by Mr. *Blume*. The translation into English has been done by best knowledge and judgement.

Type certification
inspector:
Dipl. Ing. Swen Lehner