

**2009-20-13 Glaser-Dirks Flugzeugbau GmbH:** Amendment 39-16036; Docket No. FAA-2009-0897; Directorate Identifier 2009-CE-048-AD.

### **Effective Date**

(a) This airworthiness directive (AD) becomes effective October 21, 2009.

### **Affected ADs**

(b) None.

### **Applicability**

(c) This AD applies to Model DG-100 gliders, all serial numbers, certificated in any category.

### **Subject**

(d) Air Transport Association of America (ATA) Code 27: Flight Controls.

### **Reason**

(e) The mandatory continuing airworthiness information (MCAI) states:

"During a pre-flight inspection of a DG-100 sailplane, a rod end of the aileron control push-rod at the control column was found broken. The investigation revealed that the broken rod end was made of machining steel as initially used in the first years at Glaser- Dirks. This new Airworthiness Directive (AD) mandates inspection and as necessary replacement of the control column rod ends with high-strength steel rod ends."

### **Actions and Compliance**

(f) Unless already done, do the following actions.

(1) Before further flight after October 21, 2009 (the effective date of this AD), inspect the control column rod end following paragraph 1 of the Instructions section of DG Flugzeugbau Technical note No. 301/25, 323/16, Rev. 1, dated August 4, 2009.

(2) If, during the inspection, an X is not found on the rod end, replace the rod end with a high-strength steel rod end (identified with an X on the rod end) following paragraph 2 of the Instructions section of DG Flugzeugbau Technical note No. 301/25, 323/16, Rev. 1, dated August 4, 2009, as follows:

(i) Before further flight if any defects (cracks, corrosion pits, etc.) are found; or

(ii) Within 3 months after October 21, 2009 (the effective date of this AD) if no defects are found.

(3) As of the effective date of this AD, adhere to the following using the referenced service information:

(i) If installing a rod end without an X, ensure it has passed the inspection in paragraph (f)(1) of this AD and replace it with one with an X no later than 3 months after October 21, 2009 (the effective date of this AD); and

(ii) As of 3 months after October 21, 2009 (the effective date of this AD), only install a rod end with an X.

### **FAA AD Differences**

Note: This AD differs from the MCAI and/or service information as follows:

(1) DG Flugzeugbau GmbH Technical Note No. 301/25, 323/16, Rev. 1, dated August 4, 2009, states that instruction 1 may be executed by the pilot/owner. By FAA regulations, this AD requires all affected gliders to have the required actions done by an appropriately-rated mechanic.

(2) The MCAI states to do the actions following DG Flugzeugbau GmbH Technical Note No. 301/25 or DG Flugzeugbau GmbH Technical Note No. 323/16, both initial issue dated July 17, 2009. DG Flugzeugbau GmbH updated the technical note after the MCAI was issued. We are requiring you use the updated technical note (DG Flugzeugbau GmbH Technical Note No. 301/25, 323/16, Rev. 1, dated August 4, 2009) to do the actions required.

### **Other FAA AD Provisions**

(g) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Greg Davison, Glider Program Manager, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; fax: (816) 329-4090. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

### **Related Information**

(h) Refer to MCAI European Aviation Safety Agency (EASA) Emergency AD No.: 2009-0167-E, dated July 30, 2009, and DG Flugzeugbau GmbH Technical Note No. 301/25, 323/16, Rev. 1, dated August 4, 2009, for related information.

## **Material Incorporated by Reference**

(i) You must use DG Flugzeugbau GmbH Technical Note No. 301/25, 323/16, Rev. 1, dated August 4, 2009, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact DG Flugzeugbau GmbH, Otto-Lilienthal-Weg 2, 76646 Bruchsal, Federal Republic of Germany; telephone: + 49 (0) 7251 3020140; Fax: +49 (0) 7251 3020149; Internet: <http://www.dg-flugzeugbau.de/index-e.html>; E-Mail: [dirks@dg-flugzeugbau.de](mailto:dirks@dg-flugzeugbau.de).

(3) You may review copies of the service information incorporated by reference for this AD at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the Central Region, call (816) 329-3768.

(4) You may also review copies of the service information incorporated by reference for this AD at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).