


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2008 - 0095</b></p> <p><b>Date: 16 May 2008</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p><b>Approval Holder's Name :</b></p> <p>DG-Flugzeugbau GmbH</p>	<p><b>Type/Model designation(s):</b></p> <p>DG-500MB</p>
<p>TCDS Number :    LBA No.843</p>	
<p>Foreign AD :        Not applicable</p>	
<p>Supersedure :      None</p>	
<b>ATA 71</b>	<b>Powerplant – Extension Retraction Mechanism – Modification</b>
<p>Manufacturer(s):    DG Flugzeugbau GmbH</p>	
<p>Applicability:        Powered Sailplanes DG-500MB, all serial numbers.</p>	
<p><b>Reason:</b></p>	<p>A DG-500MB experienced, after the engine shutdown, an uncommanded retraction of its powerplant.</p> <p>Investigations revealed that some bolts of the extension retraction mechanism had fractured because of fatigue stress due to increasing push-pull loads acting on incorrectly tightened screws.</p> <p>This condition, if not corrected, could lead to damage of the propeller and the fuselage, thereby reducing the structural integrity of the sailplane.</p> <p>To address this unsafe condition, this Airworthiness Directive mandates the replacement of eight bolts, the four connecting the fork 5M203 to the 5M204 adapter and those connecting the adapter 5M204 to the spindle drive, by new ones of higher strength and, a rework of the coupling of the 5M203 fork to the 5M204 adapter as well as the coupling of the 5M204 adapter to the spindle drive, by glueing the parts together, in addition to the pre-existing bolts.</p>
<p><b>Effective Date:</b></p>	<p>30 May 2008</p>

<p>Required action(s) and Compliance Time(s):</p>	<p>At the next scheduled maintenance inspection after the effective date of this AD or before 01 August 2008, whichever occurs first, modify the spindle drive assembly in accordance with instructions 1. through 8. of the DG Flugzeugbau GmbH Technical Note No. 843/27</p>
<p>Ref. Publications:</p>	<p>DG Flugzeugbau GmbH Technical Note No. 843/27 initial issue.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></li> <li>4. For any questions concerning the technical content of the requirements in this AD, please contact:        DG Flugzeugbau GmbH        Otto-Lilienthal-Weg 2        76646 Bruchsal        Federal Republic of Germany        Phone: +49 (0) 7251 3020140        Fax: +49 (0) 7251 3020149        E-mail: <a href="mailto:dirks@dg-flugzeugbau.de">dirks@dg-flugzeugbau.de</a></li> </ol>