


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2009-0239-E</b></p> <p><b>Date: 03 November 2009</b></p> <p>Note: This emergency 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 AD applies, except in accordance with the requirements of that AD 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>Type Approval Holder's Name :</b></p> <p>DG Flugzeugbau GmbH</p>	<p><b>Type designation(s) :</b></p> <p>DG-500 M and DG-800 A Powered Sailplanes</p>	
<p>TCDS Number : LBA No. 843/PS and EASA.A.067</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure: This directive supersedes AD 2009-0225-E dated 22 October 2009.</p>		
<b>ATA 72</b>	<b>Starting - Starter Ring Gears - Inspections / Replacement</b>	
<p>Manufacturer(s): DG Flugzeugbau GmbH</p>		
<p>Applicability: Model DG-500 MB, DG-808 C and DG-800 B powered sailplanes, all serial numbers.</p>		
<p>Reason:</p> <p>Zinc-coated starter ring gears installed on Solo 2625 01 and 2625 02 engines have shown to be prone to cracking. For that reason, AD 2009-0169-E has been published in July 2009. From that date, collected in-service data have revealed that painted starter ring gears with lightening holes are also subject to cracks. The reason for these cracks is still unknown at the present time.</p> <p>As a consequence, Airworthiness Directive (AD) 2009-0225 dated 22 October 2009 had been published to mandate repetitive inspections of zinc-coated starter ring gears as well as painted starter ring gears with lightening holes, and their replacement when cracks are found.</p> <p>This AD retains the requirements of AD 2009-0225-E which is superseded, and extends the applicability to model DG-808C sailplanes that were inadvertently omitted in the applicability of AD 2009-0225-E. On the other hand, the required actions remain unchanged.</p>		
<p>Effective Date: 05 November 2009</p>		

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Before further flight after the effective date of this AD, identify the installed version of the starter ring gear (zinc-coated or painted with lightening holes) in accordance with paragraph 1. of the instructions of DG-Flugzeugbau Technical Note (TN) No. 800/36, revision 1 or TN No. 843/30, revision 1 (Thereafter named 'the Technical Notes').</li> <li>(2) If a zinc-coated starter ring gear or a painted starter ring gear with lightening holes is found, before further flight inspect the starter ring gear for cracks as instructed in paragraph 2. of the Technical Notes. <ol style="list-style-type: none"> <li>(2.1) If any crack is found, before further engine operation, replace the starter ring gear as instructed in paragraph 3. of the Technical Notes.</li> <li>(2.2) If no crack is found and until accomplishment of paragraph (3) of this AD, do repetitive inspections of the zinc-coated starter ring gear and painted starter ring gear with lightening holes during every pre-flight check as instructed in paragraphs 2. and 3. of the Technical Notes.</li> </ol> </li> <li>(3) At the operator's discretion, replace the zinc-coated starter ring gear and painted starter ring gear with lightening holes <u>with a painted starter ring gear <b>without</b> lightening holes</u> as instructed in paragraph 3 of the Technical Notes. <p>Installation of a painted starter ring gear <b>without</b> lightening holes terminates the repetitive inspection requirements of paragraph (2.2) of this AD.</p> <p><u>Limited Pilot-Owner Maintenance</u></p> <p>When/Where Part-M applies the inspection requirements of this AD, can be done under the scope of the limited pilot-owner maintenance authorisation.</p> </li> </ol>
<p>Ref. Publications:</p>	<p>DG-Flugzeugbau Technical Notes No. 800/36 and 843/30, both at Revision 1, dated 16 September 2009. The use of later approved revisions of these documents 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 safety assessment has requested not to implement the full consultation process and an immediate publication and notification.</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: <p style="text-align: center;">DG-Flugzeugbau GmbH Otto Lilienthal Weg 2 / Am Flugplatz 76646 Bruchsal GERMANY Tel.: +49 (0) 7251 3020-0      Fax: +49 (0) 7251 3020-200</p> </li> </ol>