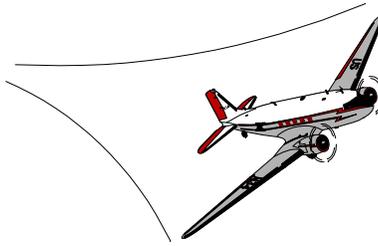


SPECIAL AIRWORTHINESS INFORMATION BULLETIN



U.S. Department
of Transportation
**Federal Aviation
Administration**

AIRCRAFT CERTIFICATION SERVICE
800 INDEPENDENCE AVENUE, S.W.
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This is issued for informational purposes only and any recommendation for corrective action is not mandatory.

The purpose of this Special Airworthiness Information Bulletin (SAIB) is to provide safety information to DG Flugzeugbau Model DG-100 powered sailplane owners on the following:

- Aileron control interference (Technical Note No. 301/4)
- Elevator control, bearing stand (Technical Note No. 301/6)
- Increase in glider service time (Technical Note No. 301/11)
- One piece canopy release mechanism (Technical Note No. 301/12)
- Flight and Service Manual (Technical Note No. 301/13)
- Airbrake does not fully retract (Technical Note No. 301/18)

Background

The FAA is currently conducting an assessment of foreign airworthiness directives that have been issued by the German Luftfahrt-Bundesamt (LBA) on German type certificated powered sailplanes. The LBA has issued German airworthiness directives on the service difficulty issues listed above. The FAA is currently assessing the need to issue corresponding U.S. airworthiness directives on U.S. type certificated Model DG-100 powered sailplanes. In the interim, the FAA is using this Special Airworthiness Information Bulletin to inform U.S. owners of this model powered sailplane of the service difficulties reported by the manufacturer. If an airworthiness directive is determined to be appropriate, a Notice of Proposed Rulemaking will be issued. The following is a brief description of the main areas of each issue.

Aileron control interference (Technical Note No. 301-4)

DG Flugzeugbau has determined that some Model DG-100 powered sailplanes have experienced interference between the aileron control and the under-carriage guide plate during negative “g” flight conditions. To correct this problem, DG Flugzeugbau issued this Technical Note. For your information, this Technical Note is enclosed. The FAA highly encourages you to determine if this modification has been accomplished on your powered sailplane. DG Flugzeugbau has the parts available to accomplish the modification.

Elevator control, bearing stand (Technical Note No. 301-6)

DG Flugzeugbau has determined that some Model DG-100 powered sailplanes have experienced loosening of the elevator control due to washer 6,4 DIN 9021 not being installed at bearing stand RU 19. For your information, this Technical Note is enclosed. The FAA highly encourages you to determine if the modification has been accomplished on your powered sailplane.

Increase in sailplane service time (Technical Note No. 301-11)

DG Flugzeugbau has determined that all Model DG-100 powered sailplanes may be eligible for a service life increase to 6000 hours. For your information, this Technical Note is enclosed. The

FAA highly encourages you to determine if the modification has been accomplished on your powered sailplane.

Emergency release mechanism of the one piece canopy (Technical Note No. 301-12)

DG Flugzeugbau has determined on all Model DG-100 powered sailplanes with a one-piece canopy, that the canopy is not lifted in the front by the spring when operating the emergency release. A routine check and maintenance is necessary. Airworthiness is not affected as the canopy can be released by lifting it manually, however this function is not covered in the manual. DG Flugzeugbau is offering flight and service manual changes. For your information, this Technical Note is enclosed.

Flight and Service Manual revisions (Technical Note No. 301-13)

This Technical Note has revisions to the flight and service manual for all Model DG-100 powered sailplanes. For your information, this Technical Note is enclosed. The FAA highly encourages you to determine if the modification has been accomplished on your powered sailplane.

Airbrake does not fully retract (Technical Note No. 301-18)

DG Flugzeugbau has determined on all Model DG-100 powered sailplanes, the airbrakes may not fully retract flush with the wing surface. Increasing the locking forces may cause overloading and possible failure of the airbrake control. To correct this problem, DG Flugzeugbau has issued this Technical Note. For your information, this Technical Note is enclosed. The FAA highly encourages you to determine if the modification has been accomplished on your powered sailplane. DG Flugzeugbau has the parts available to accomplish the modification. The cost is approximately \$600.00 U.S. dollars and requires approximately 12 hours for inspection and modification.

Additional Information

The FAA has issued the following Airworthiness Directives (AD) on the DG Flugzeugbau Model DG-100. This information is provided to you for your information only.

78-14-03; To reduce to possibility of the horizontal stabilizer not being fully seated and secured to the vertical stabilizer during assembly, accomplish Technical Note No. 301-5, dated Feb. 2, 1978. This applies to all Model DG-100 gliders, except the DG-100G. The date of this AD is July 11, 1978.

88-14-02; To prevent failure of the canopy to release during an inflight emergency procedure, comply with the requirements of Glaser-Dirks TN 301-14, dated June 24, 1986. Date of this AD is June 30, 1988. This AD applies to all Model DG-100 gliders with single piece canopy up to serial no. D195.

95-14-01; To prevent of loss of longitudinal control caused by failure of the tailplane main fitting, accomplish TN 301-15, dated July 7, 1989. This AD applies to all Model DG-100 gliders equipped with the main L4 fitting of the all flying tailplane. The date of this AD is August 24, 1995.

For your information DG Flugzeugbau issued Technical Note 301-2, "wheel brake cable" dated July 30, 1976 and Technical Note 301-3, "axial play of the upper rudder hinge" dated July 30, 1976. These have not been translated into English and there are no aircraft registered in the United States that are applicable to these Technical Notes.

Further Information Contact:

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