



Safety recommendation no. 584

Date of the publication	19.08.2022
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Safety deficit	<p>On a self-launching glider of the type DG 800 B that had been involved in an accident, various lock nuts on the rod ends of the control rods were loose, which could not be explained by the consequences of the accident. From this it can be concluded that the connections had already loosened before the accident and that this condition may have existed for some time.</p> <p>Untightened or not correctly secured lock nuts on the control rods can affect the operational safety of the control elements.</p>
Safety recommendation	<p>The European Union Aviation Safety Agency (EASA), in cooperation with the aircraft manufacturer DG-Flugzeugbau GmbH, should take measures to ensure that gliders of the type DG 800 B can be operated safely with regard to the installation of the rod ends.</p>
Addressees	<p>EASA Europäische Agentur für Flugsicherheit; EASA Europäische Agentur für Flugsicherheit</p>
Stage of the implementation	<p>Implemented.</p> <p>In a letter dated February 6, 2024, the European Union Aviation Safety Agency (EASA) announced that, in cooperation with the manufacturer DG-Flugzeugbau GmbH, it has evaluated the failure scenario related to unsecured locknuts of the adjustable rod ends for all DG and LS motorgliders. EASA agrees with the manufacturer that the scenario does not constitute an unsafe condition. However, to prevent such events from occurring in the future the manufacturer issued Service Info No. 110/23 which gives instructions to inspect the locknuts and apply securing paint. The instructions are to be complied with by the following annual inspection at the latest. The STSB considers these measures to be sufficient to reduce the identified safety deficit.</p>
Investigation report concerning the safety recommendation	<p>Vorbericht Rapport de première information Zwischenbericht Rapport final Schlussbericht</p>