

- Subject : ELT ACK
- Effectivity : All DG gliders and motorgliders with ELT ACK installed.
- Accomplishment : Instruction 1 prior to next flight
Instruction 2 on choice
- Reason : The standard holder delivered by the ELT ACK manufacturer is made from very thin sheet metal. Especially when installed in motorgliders in a hanging position, the following 2 failures may occur after a relatively short time:
1. The clamps fail.
2. The sheet metal of the holder wears away at the mounting bolts and the holder with the ELT comes loose.
For this reason we have now developed a holder made from Carbonfibre which is intended to be glued directly to the fuselage shell.
To facilitate the retrofit of the new holder, we have developed adapters which can be screwed to the existing GFRP brackets.
- Instructions : 1. Check the holder and it's clamps prior to each flight. Therefore you have to remove the ELT to check the mounting points. If you find any damage or wear, take out the ELT. It is prohibited to install the ELT again before executing instruction 2.
2. Replace the standard holder by a CFRP holder part no. Z67 with adapters Z68.
a) Screw off the old holder.
b) Grind the inner sides of the 2 adapters Z68/1 and the gluing areas of holder Z67/1 with sand paper 80 grit.
c) Screw the adapters Z68/1 to the GFRP brackets in the glider according to drawing Z68.
d) Apply resin-hardener mixture without cottonflocks to the gluing areas. Then apply resin thickened with cottonflocks and glue the holder to the adapters.
e) After a curing time of min. 24 hours install the ELT to the holder with 2 clamps Z67/1 according to drawing Z67.
- Material : Drawings Z67 and Z68
Holder Z67/1 and 2 clamps Z67/2
2 Adapters Z68/1
4 bolts M5x10DIN 933-8.8 zn
4 bolts M4x6DIN 84-8.8 zn
4 washers A 5,3 DIN 125 St zn
4 washers A 4,3 DIN 125 St zn
Not contained in the retrofit kit:
Resin/hardener MGS L285 / H286
Cottonflocks
- Weight and balance : influence negligible
- Remarks : Instruction No. 2 is to be executed by the manufacturer or by a licensed workshop and to be inspected and entered in the aircraft logs by a licensed inspector.

Bruchsal, date:
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