Technical Note
TN800-54 & TN500-18

Subject	:	Check and replacement of the fuel hose fixed to the primer valve.
Effectivity	type:	Type: DG-500 Type: DG-800
	variants:	DG-800B, all S/N, which have not been converted to the Magneti Marelli primer valve in accordance with TN800/41, instruction 4 DG-500M, all S/N, DG-500MB, all S/N.
Accomplishment	:	Instruction 1: within 30 days after publication of this TN. Instruction 2: In the event of cracks or other damage found (s. instruction 1), the part must be replaced before the next engine use, or within 30 days, whichever comes earlier. Even if no cracks or damage are found (s. instruction 1), the replacement must be made within 3 months. After the first replacement, the hose must be replaced at the same intervals as the other hoses, in accordance with the maintenance manual. Instruction 3: within 3 months.
Reason	:	During a self-launch, the fuel hose attached to the primer ruptured and led to loss of power of the sailplane. As this hose is fixed to the primer valve, it has not been replaced with the other fuel hoses in the engine compartment yet.
Instructions	:	1. Inspection of the 40mm (1.5”) long fuel hose, fixed to the primer valve. For this inspection, the power plant has to be fully extended. The primer is then positioned at the left side of the propeller pylon, see figure 1. For the inspection, the CFRP hose clamp or any cable ties (DG-500M) have to be removed. This allows the primer valve to be turned away from the pylon. Visually inspect the outer surface of the hose attached to the primer valve for cracks and/or wear, while bending the hose. Note: the entire outer surface of the hose needs to be inspected. It is recommended to use a flashlight and a mirror during the inspection. As long as no cracks or other damage to the hose has been found by the inspection, the primer valve can be reinstalled by the CFRP hose clamp or any cable ties. The bolt for the hose clamp has to be secured with Loctite 243 and freshly marked with inspection paint. 2. If cracks or other damage to the hose are identified during the inspection, the hose has to be replaced according to “Working instruction no. 1 for TN800/54 & TN500/18”. 3. Exchange the following manual pages against new pages issued Sept. 2026, marked with TN800/54 or TN 500/18: MM DG-500M: 0.1, 0.5, 0.6, 8.3, diagram 14 MM DG-500MB: 1a, 4, diagram 14 MM DG-800B: 0.1, 0.6, diagrams 11, 11a, 11b

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Material	:	Manual pages see instructions 3. Primer valve hose repair kit, art. no. 39001091.
Weight and balance	:	influence negligible
Remarks	:	Use only genuine spare parts. Parts (except for standard parts) and material kits shall only be installed if an EASA Form 1 is existent for these products. The DG invoice is valid as “Certificate of conformity” for standard parts. Instructions no. 1 and 2: 1. EASA registered aircraft: The pilot/owner is not allowed to release the actions. The actions have to be released according to ML.A.801 (b) 1. or (b) 2. 2. Non EASA registered aircraft: The actions have to be performed in a licensed workshop. All instructions are to be inspected and entered in the aircraft logs by a licensed inspector. Instruction no. 3 may be executed by the pilot/owner himself. The actions are to be inspected and released by the pilot/owner (according to MLA. 801 (b) 3. for EASA registered aircraft). If you have any questions concerning this TN please contact DG Aviation: Tel.: 0049 7251 36660-0, e-mail: info@dg-aviation.de.

Bruchsal, date:
23.09.2026

Author:
C. Pokluda

Modifications approved under the authority of DOA Ref. EASA.21J.780 under Minor Change TN800-54, dated 23.09.2026



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Figure 1, Primer valve with crimped fuel hose (marked in red) in a DG-800B