Glaser-Dirks Flugzeugbau GmbH
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Tel. 07257/89-0, Fax 8922
Im Schollengarten 19-20
D-76646 Bruchsal-Untergrombach
LBA anerkannter Herstellungsbetrieb IB 25
LBA anerkannter Luftfahrttechnischer Betrieb NA 279

Service bulletin

T N 826 - 1 (issue 4, Nov. 14, 1986) revised

Powered Sailplane Glaser-Dirks DG-400

Subject: U.S. airworthiness certification of "prematurely" exported sailplanes.

Effectivity: DG-400 serial numbers 4-3,4-32,4-36-39,4-50,4-51,4-68,4-78,4-91, 4-98, 4-99,4-108,4-111-113,4-116,4-117,4-119,4-120,4-127,4-128, 4-133,4-134,4-139,4-142-144,4-146-151, 4-176

Reason: To provide information for obtaining a U.S. Standard Airworthiness Certificate for the sailplanes serial numbers listed in under "effectivity" which have been exported to the U.S. prior to issuance of the FAA Type Certificate for the DG-400 powered sailplane.

Instructions:

1. The following manuals must be with the sailplane when application for U.S. Certificate of Airworthiness is made and the following placards must be displayed as required.

   a. LBA-approved Flight Manual DG-400 issued October 1985, ammended Nov. 1986

   b. Instructions for Continued Airworthiness DG-400 issued October 1985, ammended Nov. 1986

   c. LBA-approved Airworthiness Limitations Section of the Instructions for Continued Airworthiness DG-400 Sept. 1986

   d. Repair Instructions DG-400 issued Nov. 1982, ammended Nov. 1986

   e. Placards and markings listed on page 17 of the Flight Manual DG-400.

   f. Sailplane identification plate, of fireproof material, with the following information etched, stamped, engraved, or other similar method on the plate, and secured on the main cockpit bulkhead in accordance with 14 CFR section 45.11 (a).

Type: DG-400
Ser.no.:
FAA Type Cert.No.G52 EU
Glaser-Dirks
Flugzeugbau GmbH
Bruchsal 4 West Germany.

   g. Engine identification plate, of fireproof material, with the following information etched, stamped, engraved, or other similar method on the plate, and affixed to the engine at an accessible location, in such a manner that it will not likely be defaced or removed during normal service, or lost or destroyed in an accident.

Glaser-Dirks Flugzeugbau GmbH
7520 Bruchsal 4 FRG
The Rotax 505 engine is an integral part of the Glaser-Dirks DG-400 powered sailplane approved by FAA Type Certificate No. G 52 EU.
Engine serial no.

h. Propeller identification placard with the following information etched, stamped, engraved, or other similar method on the placard, and affixed to the propeller at an accessible location, in such a manner that it will not likely be defaced or removed during normal service, or lost or destroyed in an addicent.

Hersteller: Hoffmann	
Geräte Nr.: 32.110/1	
Baumuster: HO 11F/128 B 84	
W.Nr.:	Prüfung: 53995
	Datum:

2. Check accomplishment of Technical notes and signition in the aircraft logs.

Technical note	LBA AD.	Subject	serial no's effected
826/3	83-171	Flexible wing fuel tanks	4-3 up to 4-46
826/6	84-155	Rotax 505 engine, canopy emergency release, DEI	4-3 up to 4-78
826/8	/	Increase of the max. weight of the non lifting parts	4-3 up to 4-78
826/9	/	Extension and starting of the engine	4-3 up to 4-78
826/11	84-157	Powerplant, vibration cracks	4-3 up to 4-99
826/13	/	Mounting of the electronic Ignition boxes	4-3 up to 4-139
826/14	85-210	Fuel shut off valves	4-3 up to 4-139
826/15	85-223	Powerplant-cable guides	4-3 up to 4-139
826/16	86-138	Marking of canopy emergency release and ventilation	4-3 up to 4-176
505-1	86-89	Engine Rotax 505-studs	engine no. 3.332580-3.332.689

Remarks: The U.S. owner / applicant must show to the FAA certificating inspector that the items have been accomplished and recorded in the sailplane logbook.

The U.S. owner / applicant must provide to the FAA inspector the original Export Certificate of Airworthiness issued by the LBA which certifies that the sailplane conforms to the foreign type certificate.

U.S. airworthiness certification by FAA will proceed in accordance with FAA order 8130.15 and 14 CFR section 21.183 (d).

Material: Sailplane identification placard
Engine identification placard

Bruchsal 4,

Nov. 14th, 1986

W. D.

Dipl. Ing. W. Dirks

LBA approved:

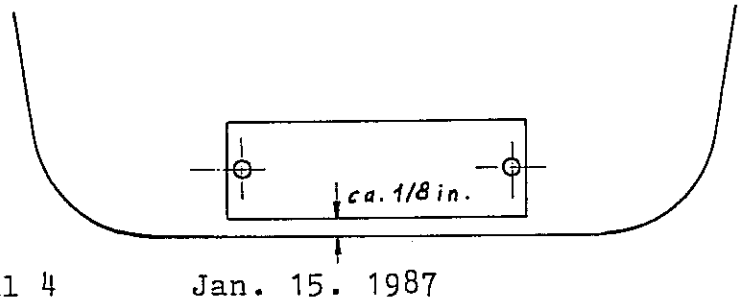
date: 24. Nov. 1986

Ammendment to TN 826-1

Instruction for installation of the sailplane and engine identification plates required by TN 826/1.

a) sailplane identification plate
you may remove the original plate or install the new plate to the original one with two 1/8 in. poprivets. Use a 1/8 in. drill.

b) engine identification plate
install the plate at the front cooling rib of the front cylinder head according to the scetch with two 1/8 in. poprivets. Use a 1/8 in. drill. Be careful not to drill into the next cooling rib.



Bruchsal 4 Jan. 15. 1987

W. Ok