Subject : Installing the headrest securing ropes in the rear cockpit
Manual revision

Effectivity : Type: DG-500, all variants (sailplanes and powered sailplanes)
Instructions 2 and 3: only if a headrest is installed in the rear cockpit

Accomplishment : Instructions 1: Mandatory prior to the next annual inspection, latest December 31. 2011.
Instruction 2: Mandatory prior to the next flight if a headrest is installed in the rear cockpit.
Instruction 3: Mandatory latest December 31. 2011 if a headrest is installed in the rear cockpit.

Reason :

1. The headrest in the rear cockpit (option) is secured with ropes to prevent it from rotating so far forward that it can block the backwards movement of the control stick. Unfortunately we've been informed about operators who have disassembled the securing ropes from the lift pin tube for glider service work and reinstalled them incorrectly overlength. To eliminate this possibility of error a solution enabling fast disconnection and reconnection of the ropes without changing their length has been developed.

2. Check items and servicing the wheel brake in maintenance manual section 2 have been updated due to latest operating experience. Min. thickness for wheel brake linings and wheel brake disc.

Instructions :

1. Exchange the following manual pages against new pages issued September 2011 marked with TN500/03. Take note of the changes marked in the right hand margin.

   DG-500 (all sailplane variant):
   Maintenance manual DG-500 initial issue December 2009: 0.1, 0.3, 0.4, 0.7, 1.11, 2.1, 2.3, 2.4, 4.5, 4.6, file working instruction No. 1 for TN348/20 issue 3 at the end of the MM.

   DG-500M
   Maintenance manual DG-500M initial issue December 2009: 0.1, 0.3, 0.4, 0.6, 0.9, 2.1, 2.3, 2.6, 2.8,, 2.9, 4.5, 4.6, file working instruction No. 1 for TN348/20 issue 3 at the end of the MM.

   DG-500MB:
   Maintenance manual DG-500MB: 1 ÷ 4, 37, 38, 40 ÷ 42, 57, 58, file working instruction No. 1 for TN348/20 issue 3 at the end of the MM.

2. Check the headrest securing ropes in the rear cockpit for wear and correct length. The headrest must not interfere with the control stick when flapped forward. The length of the ropes shall not exceed 450 mm (17.7 in.) when stretched. There must be a separate cable at each side of the headrest. If any one of these items isn't complied with instruction 3 must be performed prior to the next take-off.

3. Installation of the headrest securing ropes in the rear cockpit according to working instruction No. 1 for TN348/20 (if a headrest is installed and if instruction 2 of TN348/20 resp. TN843/28 wasn't performed already).

Material :

1. Manual pages see instruction 1.
2. Working instruction No. 1 for TN348/20 issue 3, further material see material list in the working instruction.

Weight and balance : influence negligible

Remarks : Instructions No. 1+2 may be executed by the pilot/owner himself and are to be inspected and entered in the aircraft logs by a licensed inspector at latest with the next annual inspection.

Instructions no. 3:

1. EASA countries: The actions have to be performed in a Part -145 approved organisation, or in a Part M, Subpart F approved organisation according to the regulations of the Part M and released according to M.A.801.
2. Non EASA countries: 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.

When retrofitting a headrest in the rear cockpit according to TN348/5 resp. 843/6 the installation of the securing ropes must be accomplished according to working instruction No. 1 for TN348/20.

As the initial maintenance manuals of all DG-500 sailplane variants and of the DG-500M will no longer be updated it is mandatory to use the maintenance manuals see instruction 1 to maintain the aircraft after this TN has been performed.

Bruchsal, date:
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