Glaser-Dirks Flugzeugbau GmbH
Im Schollengarten 19-20, 7520 Bruchsal 4
Telefon 07257/89-0, Telex 7822410 GLDG
LBA anerkannter Herstellungsbetrieb IB 25
LBA anerkannter Luftfahrttechnischer Betrieb IIA 279

SUBJECT : Manual revision, propeller securing bolt, checks.

EFFECTIVITY : a) DG-600M, all serial no.'s.
b)-d) DG-600M serial no. 6-xxxM1 up to 6-xxxM37

ACCOMPLISHMENT : March, 31st 1992

REASON : a) Manual revision
b) The washer of the propeller securing bolt may be deformed by time resulting in a loss of pretension of the bolt. This may cause slipping of the propeller flange on the shaft of the reduction gear, which makes levelling the propeller and retraction of the engine difficult or impossible. By the use of a new bolt with larger head, the deformation of the washer is prevented.
c-d) Due to operational experience some checks are necessary.

INSTRUCTIONS : a) Exchange the following manual pages against the new pages issued December 91. Please note all changes which are marked by a black vertical line in the left hand margin.
Flight manual: pages 0.1, 0.3, 0.4, 2.8, 4.1, 4.5, 4.8, 4.24
Maintenance manual: pages 1-4, 17, 42, 53-55, 88-91, diagram 7

b) 1. Remove the propeller securing bolt (19 mm wrench).
2. Check the propeller positioning according to maintenance manual sect. 1.11.5. If the positioning is not correct, you have to remove and to remount the propeller according to sect. 4.9.1 and 4.9.2 a), b).
3. Assemble the new propeller securing bolt (24 mm wrench) according to section 4.9.2 c) up to e).

c) Check the rubber sleeve at the hole for the wires and bowden cables in the fuselage floor near the mounting of the powerplant, see amended text on flight manual page 4.8 item 6e and maintenance manual page 43 item 9 and according to the enclosed drawing 6M51. If the rubber sleeve is worn or not installed acording to drawing 6M51 it must be exchanged according to drawing 6M51.

d) Check the bowden cable of the propeller brake for easy movement. If necessary remove the cable and apply a Molykote grease or similar.

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MATERIAL : Manual pages see instruction a)
drawing 6M51
1 bolt 6M49

WEIGHT AND
BALANCE : . / .

REMARKS : The instructions may be executed by the owner himself. They must be entered in the aircraft logs.

Bruchsal 4, date 16.12.91

Author: W. O...

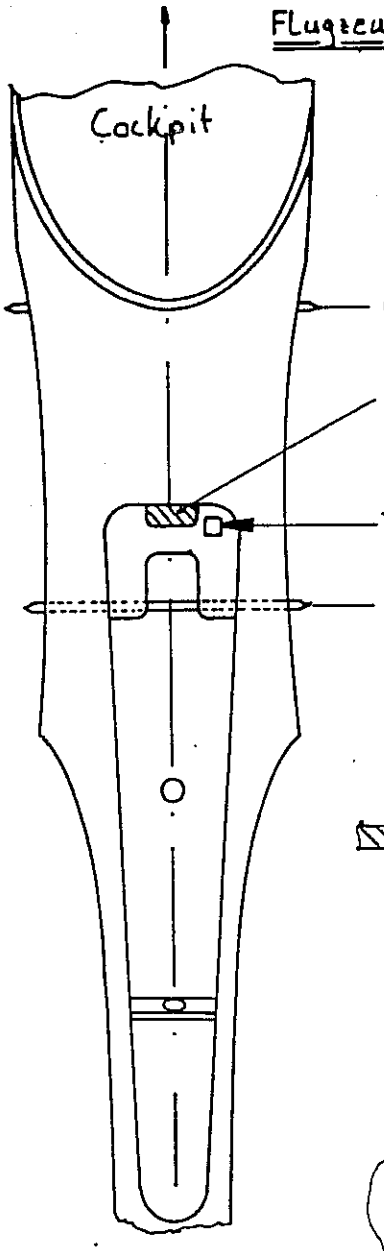
LBA - approved:
The German original of this TN has been approved by the LBA under the date of 17. Jan. 1992 and is signed by Mr. Fendt. The translation into English has been done by best knowledge and judgement. In any case of doubt the German original is authoritative

Type certification inspector:

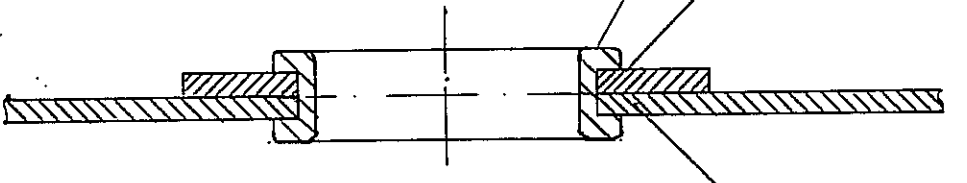
Lange

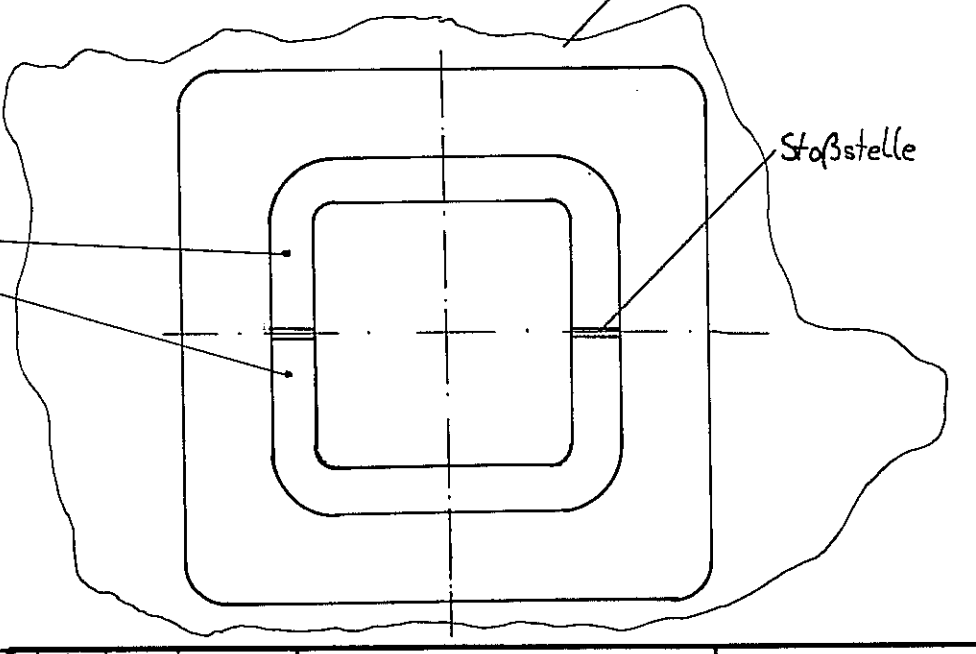
Flugzeugrumpf DG-600 M

Sicht von oben, bei ausgefahrenem Motor
Motor nicht dargestellt!



H 1:1





Ausg.	Änderung	ÄM	Tag	Name

1991	Tag	Name
Gez.	11.12.	G. Laumann
Gepr.		
Norm.		

Maßstab 1:1

Maße ohne Toleranzang. nach:

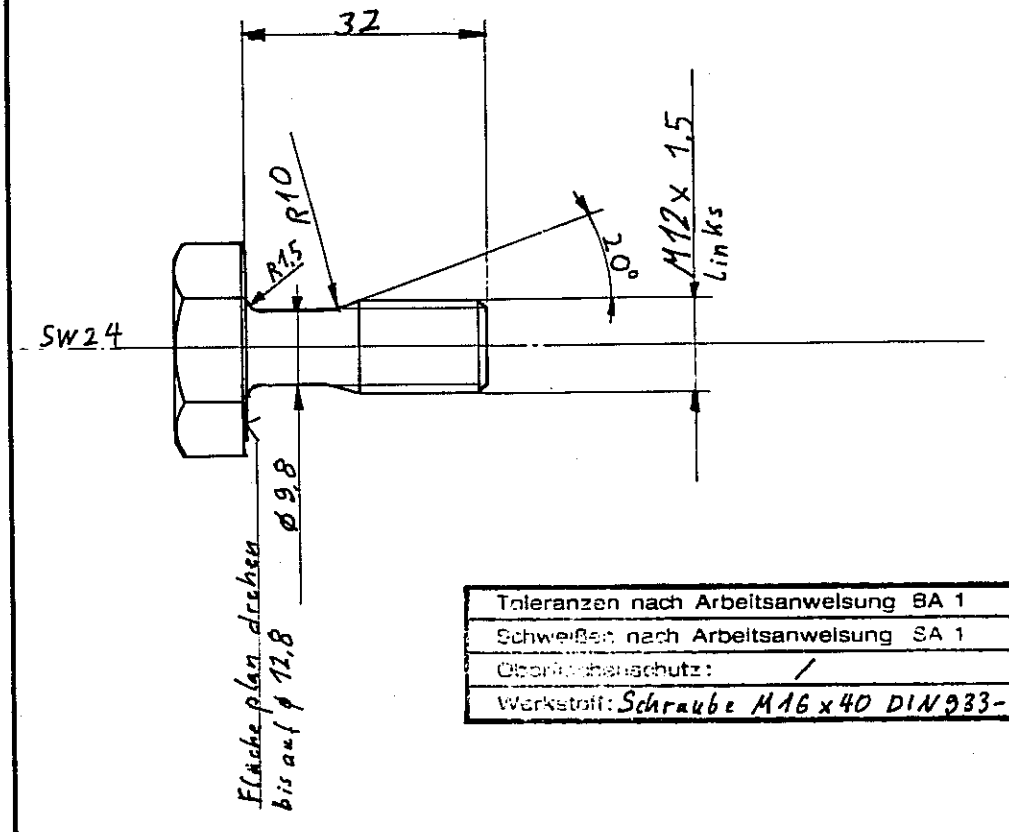
Durchführung el. Leitung

GFK-Platte und Gummitülle

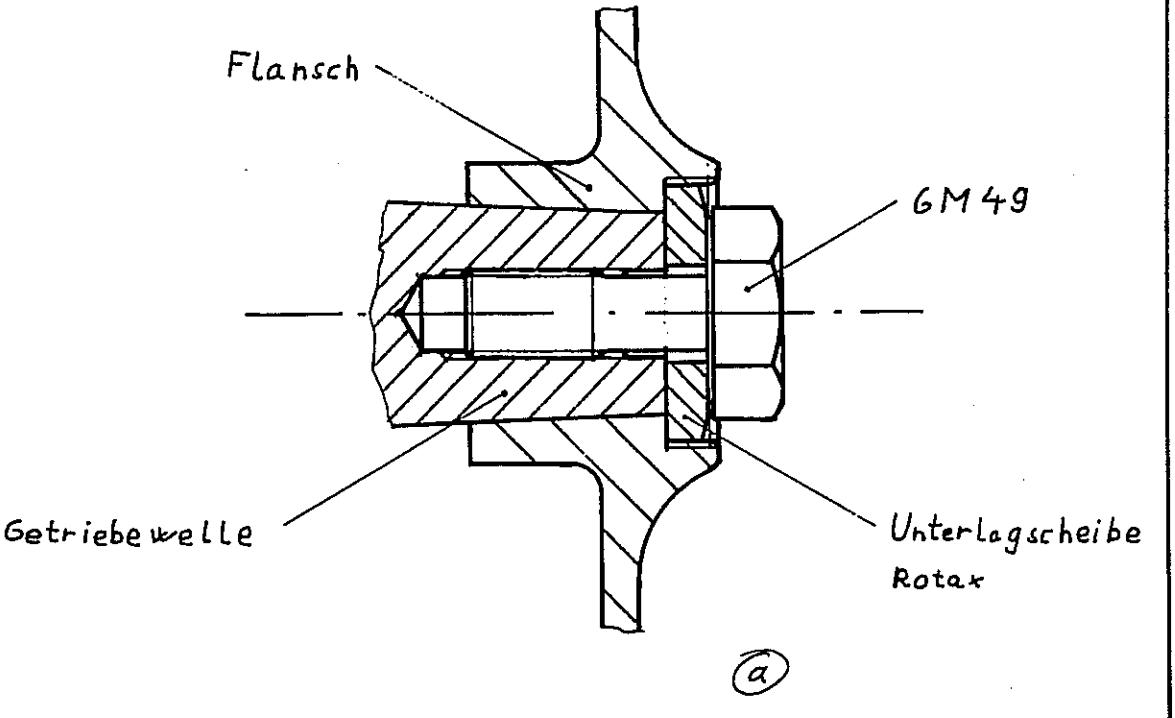
Glaser-Dirks Flugzeugbau GmbH
7520 Bruchsal 4
Im Schollengarten 19-20

DG

6 M 51



Toleranzen nach Arbeitsanweisung BA 1
Schweißen nach Arbeitsanweisung SA 1
Oberflächenschutz: /
Werkstoff: Schraube M16 x 40 DIN 933-10.9



ⓐ

a	Zus.bau	/	13.1.91	Hk
Ausg.	Änderung	ÄM	Tag	Name

	Tag	Name
Gez.	3.9.91	W. Dirks
Gepr.		
Norm.		

Maßstab 1:1

Maße ohne Toleranzang. nach:

Propellersicherungsschraube

Glaser-Dirks
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Im Schollengarten 19-20

GM 49