Subject: Use of unleaded fuel, increase of service life, manual revision

Effectivity: DG-600M, DG-600/18M all serial numbers

Accomplishment: Instruction 1,4: Prior to refueling unleaded fuel, latest until 01.10.97

Reason:

1. Because leaded fuel will soon not be available, tests have been executed to find out whether it can be replaced by unleaded fuel. It was most important to check if the GFRP fuel tank would be damaged by some components added in high portions to the unleaded fuel, especially MTBE. In addition the drainer valve sealing ring designed for aviation gasoline may be affected. All other parts of the fuel system are from automotive origins and are therefore suitable for unleaded fuel.
   The tests showed that the GFRP fuel tank tolerates unleaded automotive fuel ofpresent quality as well as leaded automotive fuel used in the past. AVGAS 100 LL was also tested and proved to be the least aggressive fuel.
   The drainer valve sealing ring is not resistant to automotive fuel and must be replaced.
   Moreover the Bombardier-Rotax company confirmed in the meantime that contrary to the manual, engines for motorgliders can be operated with unleaded automotive fuel with minimum 95 octane (RON).
2. The results of fatique tests have demon strated that the service life can be extended to
   12.000 h flight hours. The access holes necessary for the inspections have been installed during production.
3. In some countries the TBO's recommended by Rotax are regarded only as recommendations and are not mandatory. Therefore the TBO data will be taken out of the DG-600 M maintenance manual.
4. When securing with Loctite, some items must be considered, which have not previously been included in the maintenance manual.
5. Manual revision

Instructions:

1. Exchange of the drainer sealing ring for a sealing ring part no. 60504402.
   To accomplish this empty the fuel tank:Therefore disconnect the fuel hose coming from the fuselage at the mechanical fuel pump. Lengthen the fuel hose with another hose into a fuel can. Switch on ignition to empty the tank using the fuel pump installed in the aircraft. Note position of the drainer valve thread in the landing gear box, then remove the drainer valve using a 13 mm socket wrench. Press the drainer valve sleeve to direction “open” and dismantle the selaing ring using a pointed but not sharp edged tool. The new sealing ring can be installed without a tool: Put the ring over the flange edge, roll it down to the groove and check proper position of the sealing. Before reinstallation remove old sealing tape on the drainer’s thread. Then roll up minimum three windings with new sealing tape (winding direction clockwise when you look on the thread end). The sealing tape must not interfere with the sealing ring, after winding check the operation of the drainer valve. When reinstalling the drainer valve take care to screw in deep enough to avoid interference with the landing gear. Refuel the fuel tank and test for leaks.

2. Instead of leaded automotive fuel with min. 96 octane (RON) as per flight manual also leaded and unleaded fuel with min. 95 octane (RON), e.g. “EURO-Super”, can be used. Operating the engine with unleaded fuel “Super Plus” with 98 octane (RON) is not necessary and not recommended.

If there is no unleaded fuel with 95 octane (RON) available (e.g. in USA) it is possible to mix unleaded fuel with min. 92 octane (RON) with AVGAS 100 LL, mixing ratio 50:50.
Empty the fuel tank for extended storage periods (more than 3 month). Don´t use this fuel in the glider again.

3. Regard the new instructions for securing with Loctite. Check the lifetime of any Loctite in your posession

4. Exchange the following manual pages against the new pages dated March 1997, marked TN 866/6. Regard the marked changes.

Flight manual	Maintenance manual
0.1, 0.3-0.5, 2.6, 3.4, 6.11(DG-600M), 6.12(DG-600/18M), 8.7	1, 2-5, 36, 43-45, 45a, 52, 92, 93

Material: Manual pages, s. instruction 4
Drainer valve sealing ring, part no.60504402
Sealing tape for drainer valve thread 0,1x12mm DIN DVGW, part no. 70000370

Weight and Balance: Not affected

Remarks: All instructions can be executed by the owner or another experienced person. Accomplishment of all instructions must be entered into the aircraft logs by a licensed inspector

Bruchsal 4, den 10.04.1997

LBA approved:
The German original of this TN has been approved by the LBA under the date of ..... and is signed by Mr. Fendt. The translation into english has been done by best knowledge and judgement.

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Type certification inspector Dipl. Ing Swen Lehner