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 MA 279

Service bulletin
TN 873-2

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

EFFECTIVITY : DG-800A and LA all serial no's.

REASON : To provide information for obtaining a U.S. standard airworthiness certificate for the sailplane 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-800A powered sailplane.
Note: DG-800 LA gliders will be converted to DG-800 A by executing instructions 1.a), e) and f) without any further action needed.

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-800A issued February 1994. Exchange page App. 2.10 for USA 2.10.

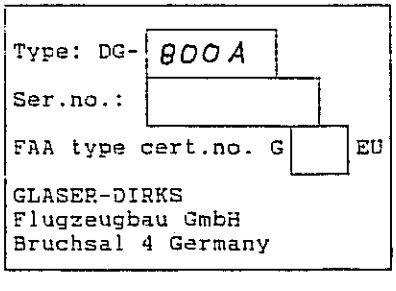
b) Instructions for continued airworthiness DG-800A / DG-800LA issued Febr. 1994

c) LBA-approved airworthiness limitations section of the instructions for continued airworthiness DG-800A, DG-800LA

d) Repair instructions DG-800A, DG-800LA issued Febr. 1994

e) Placards and markings listed on page 2.11 of the flight manual DG-800A

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).



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g) Engine identification plate, of fire-proof 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.
See instruction to TN 873-2.

GLASER-DIRKS Flugzeugbau GmbH Bruchsal 4 Germany
The engine is an intergral part
of the GLASER-DIRKS DG-800A
powered sailplane approved by
FAA type cert. no. G 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 accident.

MT - PROPELLER D 8440 STRAUBING
32.11 / 12
MT 136R 75-1B
S/No. x x x x
x.xx. (month year)

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

Note: no technical notes until May 1994

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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 plate
Engine identification plate

Bruchsal 4, date May 02, 1994 LBA - approved:

Author: Wilhelm Oberländer

LUFTFAHRT-BUNDESAMT BRAUNSCHWEIG

16. Mai 1994

Type certification inspector: R. Lange

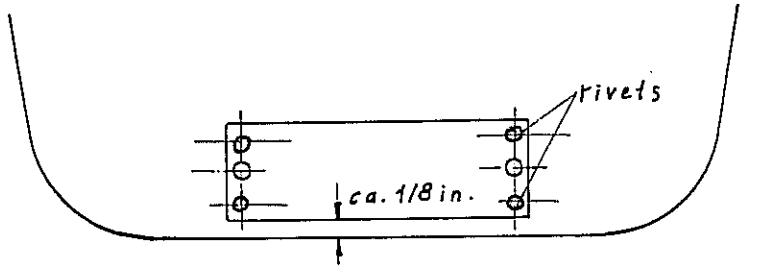
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Instruction to TN 873-2

Instruction for installation of the sailplane and engine identification plates required by TN 873-2.

a) sailplane identification plate
you may remove the original plate or install the new plate to the original one with two 1/8 in. pop-rivets. 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 sketch with four 1/8 in. pop-rivets. Use a 1/8 in. drill. Be careful not to drill into the next cooling rib.



Bruchsal 4 May 02,1994

W. Dirks

2.14 Aerotow, winch and autotow launching

2.14.1 **Weak links** max. 6800 N, 1500 lbs
recommended 6000 N ± 10% 1320 lbs ± 10%

2.14.2 **Length of the towing cable**
for aerotow 30-70 m (100 - 230 ft)
Material: hemp- or plastic fibres

2.14.3 **Max. towing speeds**

Aerotow	VT = 190 km/h,	103 kts
Winch- and autotow	VW = 150 km/h,	81 kts

2.14.4 **Tow Release**
The C.G. tow release (installed in front of the main wheel) is suitable for winch- auto launching and aerotow. C.G. tow release not suitable for aerotow in USA.
Caution: If an additional front hook is installed (below the instrument console) it is to be used only for aerotow.
Note: The front hook is mandatory for Australia and USA for aerotowing.

2.15. **Crosswinds**
The demonstrated crosswind velocity is 15 km/h (8 kts) according to the airworthiness requirements.

2.16 **Tyre Pressure**

Main wheel	3.5 bar	51 psi
Tail wheel	2 bar	29 psi

2.17 **Waterballast**
Filling the water ballast is only allowed with a filling system which enables determination of the exact amount of ballast filled, e.g. water gauge or calibrated canisters.
Only symmetrical loading is allowed.
After filling, balance the wings by dumping enough water from the heavy wing, see 4.2.2.
Flight with leaking watertanks is prohibited, as this may result in asymmetrical loading condition.
Warning: Follow the loading chart, see sect. 6.8. The respective max. take off weights must not be exceeded.

2.18 **Wing fuel tanks** (Option)
Max. capacity 15 l (4 U.S. gal.) per wing.
Don't park the DG-800 over night with fuel in the wing tanks.