**DG Flugzeugbau GmbH**
**76646 Bruchsal**

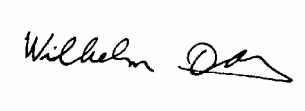
# Technical Note
No. DG-G-01



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|---|---|---|
| Subject | : | Approved repair methods according to EU Commission regulation 1702/2003, part 21, subpart M |
| Effectivity | : | All DG and LS sailplanes and powered sailplanes which are under EASA responsibility. |
| Accomplishment | : | None, only in case of major repair |
| Reason | : | This TN serves to avoid separate approvals for common repairs.<br>In the sense of EU Commission regulation 1702/2003 part 21 A.433 repairs may be regarded as approved by the manufacturer if the instructions below are followed. |
| Instructions | : | For repairs on sailplanes and powered sailplanes the following documents (latest issues) are accepted as instructions for continued airworthiness and repairs in the sense of EU Commission regulation 1702/2003 part 21, subpart M:<br>1. Drawings and instructions by the manufacturer<br>2. Repair and maintenance manuals for the sailplane or powered sailplane.<br>3. "Grundlagen der Luftfahrzeugtechnik in Theorie und Praxis", Band II publisher TÜV Rheinland GmbH, ISBN Nr.: 3-88585-001-X<br>4. "Grundlagen der Luftfahrzeugtechnik in Theorie und Praxis", Band V: Segelflugzeuge und Motorsegler, publisher TÜV Rheinland GmbH, ISBN Nr.:3-8249-0351-2<br>5. R.C. Stafford-Allen "Standard Repairs to Gliders" publisher British Gliding Association<br>6. "Kleine Fiberglas-Flugzeug-Flickfibel", publisher Ursula Hänle<br>7. Seminardruck "Faserverbundwerkstoffe im Segelflugzeugbau", Fortbildungsseminar des DAeC an der Fachhochschule Rosenheim, publisher DAeC<br>8. "Aircraft Inspection and Repair" FAA AC 43.13-1A or new issue FAA AC 43.13-1B.<br>Note: National legal regulations for maintenance, repairs and inspections must be regarded. |
| Material | : | Materials and drawings: see instructions |
| Weight and balance | : | A weight and balance must be executed after each major repair. |
| Remarks | : | Repair of wing spar caps from GFRP or CFRP is only permitted with special instructions by the manufacturer using the original composite materials supplied by the manufacturer.<br>It is not permitted to repair heavily damaged composite components like a cockpit damaged during a crash landing. Such components must be exchanged against original parts supplied by the manufacturer.<br>Composite parts which can only be produced in special moulds or metal fittings necessary for the repair have to be purchased from the manufacturer.<br>According to national regulations the repair must be supervised by a licensed inspector. This inspector must decide if the documents are sufficient to carry out the repair,.<br>All instructions are to be executed by the manufacturer or by a licensed workshop.<br>All instructions are to be inspected and entered in the aircraft logs by a licensed inspector. |

Bruchsal, date:
December 23. 2005
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Author:
Dipl. Ing. Wilhelm Dirks



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under Approval No. EASA.R.01527