

Subject	: 1. Drive mount check 2. Drive mount stiffeners 3. Coolant temperature 4. Manual revision
Effectivity	: DG-1000M all ser. No.s
Accomplishment	: 1. With each pre-flight inspection until instruction 2 has been executed. 2. In case cracks are existing prior to next engine use, As long as no cracks are existing: optionally, standard from ser. No. 10-207M23 on. 3. Optionally, in case CHT 95°C will be exceeded sometimes, standard from ser. No. 10-207M23 on. 4. Latest until 31.October 2014.
Reason	: 1. On 2 DG-1000M cracks in the drive mount have been detected. As the area where the cracks occurred is hard to see when performing a visual inspection we have produced the "Inspection instruction for the DG-1000M drive mount". 2. Stiffeners have been developed for the critical areas which have to be welded to the drive mount. 3. Coolant temperature: The engine manufacturer Solo allows a max. coolant temperature of 115°C. DG allows only 95°C so far. As some engines exceed the coolant temperature 95°C in some conditions the max. permissible coolant temperature will be increased to 105°C. 4. Manual revision: Revision due to items 1 and 3 and due to other operational experience, correction of errors.
Instructions	: 1. With each pre-flight inspection check the critical areas according to the "Inspection instruction for the DG-1000M drive mount". In case cracks are existing perform instruction 2 prior to next engine use. 2. Remove the drive mount according to MM section 4.29 and 4.30. Ship the drive mount to DG Flugzeugbau. Existing cracks will be repaired, stiffeners will be welded to the drive mount according to drawing 10M112 issue f. Reinstall the drive mount. 3. Remove front and rear DEI-NT and send it for modification to software version 1.5 front and 1.3 rear or higher to DG Flugzeugbau. Glue placards 105°C over the 95°C max. coolant temperature limit at the front plates of front and rear DEI-NT (will be done at DG). Reinstall after modification. 4. Manual revision: Exchange the following manual pages against new pages issued July 2014 marked with TN1000/23. Respect the changes marked in the right hand margin. Flight manual: 0.2, 0.4 ÷ 0.6, 2.5, 2.6, 4.33, 7.19, 7.30 Maintenance manual: 0.1, 0.3, 0.6, 0.11, 0.13, 0.14, 1.3, 1.4, 1.10, 8.2, 8.3, 8.5
Material	: 1. Inspection instruction for the DG-1000M drive mount for TN1000/23 2. Drive mount (repaired) with stiffeners welded to the drive mount according to drawing 10M112 issue f 3. Modified front DEI-NT with software Version 1.5 or higher, placard 105°C (red printing on black) installed, Modified rear DEI-NT with software Version 1.3 or higher, placard 105°C (red printing on black) installed 4. Manual pages see instructions 4
Weight and balance	: influence negligible

Remarks : Instructions No1 and 4 may be executed by the pilot/owner himself. Instruction 4 is to be inspected and entered in the aircraft logs by a licensed inspector at latest with the next annual inspection.

Instructions No. 2 and 3 have to be performed by DG Flugzeugbau and released according to M.A.801.

Bruchsal, date: 6.07.2014

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Modifications approved by EASA Date 7 August 2014
under Approval No. 10050164

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