

- Subject: U.S. airworthiness certification of "prematurely" exported sailplanes.
- Effectivity: DG-400 serial numbers 4-3,4-32,4-36-39,4-50,4-51,4-68,4-78,4-91,4-98,4-99,4-108,4-111-113,4-116,4-117,4-119,4-120,4-127,4-128,4-133,4-134,4-139,4-142-144,4-146-151,4-176
- Reason: To provide information for obtaining a U.S. Standard Airworthiness Certificate for the sailplanes 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-400 powered sailplane.
- 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-400 issued October 1985, ammended Nov. 1986
 - b. Instructions for Continued Airworthiness DG-400 issued October 1985, ammended Nov. 1986
 - c. LBA-approved Airworthiness Limitations Section of the Instructions for Continued Airworthiness DG-400 Sept. 1986
 - d. Repair Instructions DG-400 issued Nov. 1982; ammended Nov. 1986
 - e. Placards and markings listed on page 17 of the Flight Manual DG-400.
 - 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).

Type: DG-400
Ser.no.:
FAA Type Cert.No.G52 EU
Glaser-Dirks
Flugzeugbau GmbH
Bruchsal 4 West Germany.
 - g. Engine identification plate, of fireproof 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.

Glaser-Dirks Flugzeugbau GmbH
7520 Bruchsal 4 FRG

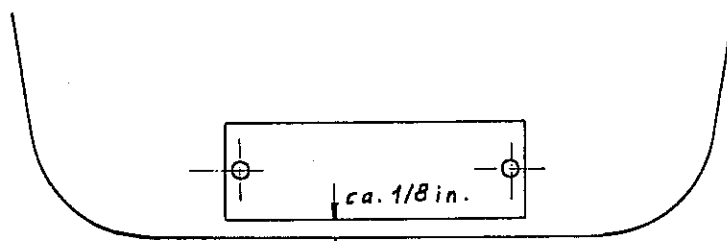
The Rotax 505 engine is an integral part of the Glaser-Dirks DG-400 powered sailplane approved by FAA Type Certificate No. G 52 EU.
Engine serial no.

Ammendment to TN 826-1

Instruction for installation of the sailplane and engine identification plates required by TN 826/1.

- 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 scetch with two 1/8 in. poprivets. Use a 1/8 in. drill. Be care- ful not to drill into the next cooling rib.



Bruchsal 4

Jan. 15. 1987

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