

Subject: Engine wiring.

Applicability: DG-400's with works numbers 4-1 to 4-178 inclusive.

Priority: Procedure 1: to be performed each time before starting the engine until Procedure 2 has been effected.
Procedure 2: within 90 days after receipt of this Technical Note.

Description: On some DG-400's engine vibration has caused the cable terminal connectors to break on cables 18 w (on the engine frame), 44 w (connected to the positive terminal on the starter motor) and 20 w (the connecting cable between the right hand engine mount and the associated rubber engine mount).

To remedy this the cables 18 w and 44 w have to be modified with reinforced terminal connectors, and for DG-400s with works numbers 4-1 to 4-105, cable 20 w is being replaced with a thinner, more flexible cable.

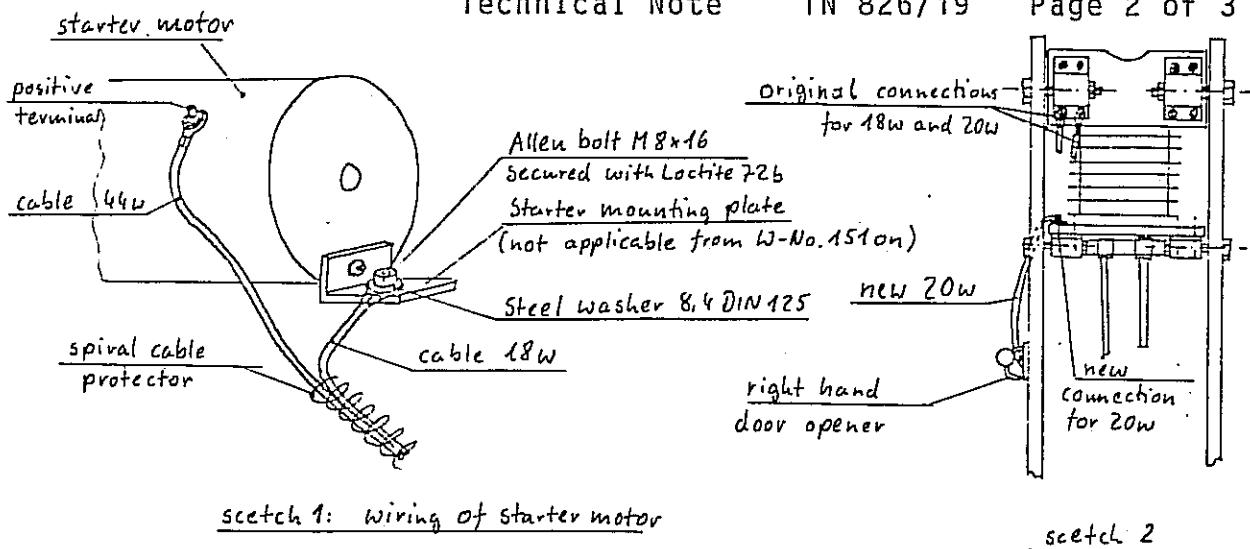
Procedure 1: A: For works numbers 4-1 to 4-105 inclusive:

Visually inspect the terminals of the following cables for any signs of wear, chafing or cracks:

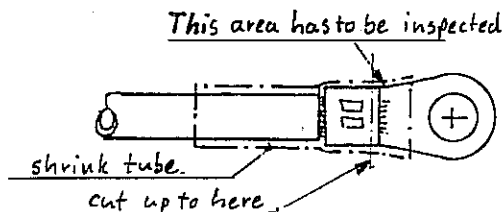
- a) 44 w : The positive cable at the starter motor; see sketch 1.
- b) 18 w : The ground cable between the engine frame and the upper right engine mount. (see scetch 2)
- c) 20 w : The loop of cable between the upper right engine mount and the right-hand engine door opener.

B: For works numbers 4-106 to 4-178 inclusive (which have different arrangement for cable 18w and no cable 20w)

Visually inspect the terminals of cable 44w and 18w at the starter motor (see scetch 1).



Note: Before making the visual inspection of the terminal connectors the heat-shrink tubing on the connectors must be cut back as shown below:



Procedure 2: Cabling changes. These apply as follows:

Works numbers	Service Instr. 1/9/87
4-1 to 4-105	Part I, 1/9/86
4-106 to 4-150	Part II, 1/9/86
4-151 to 4-178	Part III, 1/9/86

All of the necessary replacement cable parts are available from the Glaser-Dirks factory.

Notes: Procedure 1 may be performed by the aircraft owner.
 Procedure 2 must be performed and inspected by a licensed repair shop.
 The aircraft log must be updated to indicate that these procedures have been performed, and reference made to Technical Note 826/19.

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LBA-Approved:
The German original of this TN has been approved by the LBA under the date of April 10th 1987 and is signed by Mr. Skov. The translation into English has been done using the best available knowledge and judgement. In any case of doubt, the German original is to be considered authoritative.