0 General

0.1 Amendments

No.	Page	Description	Date
0.1	all	New standardized format of the initial Maintenance Manual of Variant DG-500M	December 2009
0.2	0.10, 1.15, 1.22, 1.27, 2.1, 3.9, 4.2, 4.15, 5.1, 6.2, 8.1-8.3	Miscellaneous changes to the contents of the latest amendment of the initial maintenance manual	December 2009
1	0.3, 0.6, 0.9, add diagram 7a	Wheel brake TN500/03	July 2011
2	0.3, 0.4, 0.6, 0.9, 1.10, 2.1, 2.3, 2.6, 2.8,, 2.9, 4.5, 4.6, file working instruction No. 1 for TN348/20 issue 3 at the end of the MM	Headrest securing ropes in the rear cockpit, manual amendments TN500/05	September 2011

0.2 List of effective pages

Section	page	issued	replaced /	replaced /	replaced /
0	0.0	December 09			
	0.1	See manual amendments			
	0.2	See manual amendments			
	0.3	See manual amendments			
	0.4	See manual amendments			
	0.5	See manual amendments			
	0.6	See manual amendments			
	0.7	December 09			
	0.8	"			
	0.9	"	July 11	September 11	
	0.10	"			
	0.11	"			
	1.1	December 09			
	1.2	"			
	1.3	"			
	1.4	"			
	1.5	"			
	1.6	"			
	1.7	"			
	1.8	"			
	1.9	"			
	1.10.	"	September 11		
	1.11	"			
	1.12	"			
	1.13	"			
	1.14	"			
	1.15	"			
	1.16	"			
	1.17	"			
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	1.25	"			
	1.26	"			
	1.27	"			
	1.28	"			

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	1.29	December 09			
	1.30	"			
2	2.1	December 09	September 11		
	2.2	"			
	2.3	"	September 11		
	2.4	"			
	2.5	"			
	2.6	"	September 11		
	2.7	"			
	2.8	"	September 11		
	2.9	"	September 11		
	2.10	"			
3	3.1	December 09			
	3.2	"			
	3.3	"			
	3.4	"			
	3.5	"			
	3.6	"			
	3.7	"			
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	3.9	"			
4	4.1	December 09			
	4.2	"			
	4.3	"			
	4.4	"			
	4.5	"	September 11		
	4.6	"	September 11		
	4.7	"			
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	4.15	"			
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	4.17	"			

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Diagram	issued	replaced	replaced	replaced	replaced
1	April 90				
2	April 90				
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4	April 90				
5	April 90				
6	April 90				
7	April 90				
7a	July11				
8	April 90				
9	April 90				
10	April 90				
11	March 97				
12	April 90				
13	Febr. 96				
14	April 90	May 08			

Enclosures		issued	replaced	replaced	replaced
(9.1)	Equipment list	Dec. 09			
(9.2)	Checklists for the 25 hour service work	Dec. 09			
5EP30	Installation ELT	27.02.91			
5EP31	Installation Dräger oxygen system	5.02.90			
5E1	Wiring scheme	09.04.90			
5E2	Wiring plan	08.03.90			
Service Info 0-2/92		Mar. 92			
Working instruction No. 1 for TN348/20 issue 3		22.10.08			

Section content page

Diagrams

Enclosures

1.6.1.4 Hydraulic brake system

a) Brake fluid approved specification DOT 3, DOT 4, SAEJ 1703.

The brake fluid must be exchanged at least every 4 years.

Warning: brake fluid is poisonous

b) Adjustment: see section 1.5.2 c)
If adjustment does not increase the braking effect as desired, the brake system is leaking or there is air in the brake system. Bleeding of the brake system see section 4.5.

c) The brake linings must be replaced if they are used up to a thickness of 2.5 mm (0.098 in.). Removal of brake calliper see sect. 4.4 B.

Replacement set (2 linings, 6 rivets) Tost No. 075860

d) The brake disc must be replaced if it is used up to a thickness of 4.2 mm (0.167 in.). Removal of the wheel see sect. 4.4 A.

1.6.2 Steerable nosewheel

1.6.2.1 Control system see diagram 10

The nose wheel is connected to the rudder control with springs.

1.6.2.2 Adjustment of the spring tension

The adjustment is made at the rear rudder pedals. Adjust so that the springs are just untensioned.

1.6.3 Tyre pressure

Main wheel	3 bar	(44 psi)
Nose wheel	2.5 bar	(36 psi)
Tail wheel	4 bar	(58 psi)

2 Inspections

2.1 Daily inspection

see flight manual DG-500M.

2.2 Regular inspections

A) After 200 flight hours and during the annual inspection

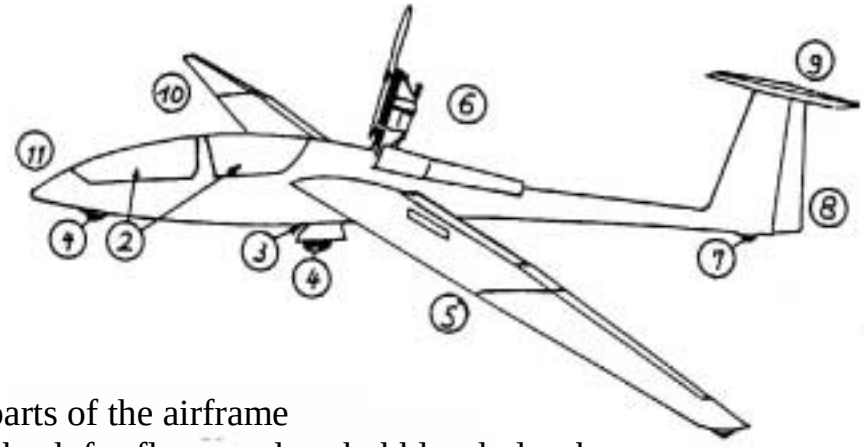
Check the rudder cables for wear especially around the "S" tubes on the rudder pedals. Worn rudder cables should be replaced (see section 4.2).
Check the sealing of the rudder (see section 1.3.5).

B) Annual inspection (and 100hr inspection – only for USA)

- Execute all items of the daily inspection (see flight manual section 4.3). Check especially the headrest securing ropes in the rear cockpit according to "Working instruction No. 1 for TN348/20 issue 3" (attached to this manual) for correct assembly and for wear.
- Check all control circuits: Inspect all bolted connections and locking devices ie. locknuts, split pins etc.
- Check all control circuits for adequate greasing and rust prevention. (see section 3.3).
- Check the control surface deflections (see section 1.2 - 1.4).
- Check the free play in all control circuits (see section 1.2 - 1.6) and the fore and aft play of the wings (see section 1.10).
- Check the canopy emergency release (see flight manual section 7.15).
- Check the rubber cords in the control system (see section 1.2.6, 1.4.6 and 1.7.5).
- Check the thickness of the wheel brake linings and the thickness of the wheel brake disc (see section 1.6.1.4).
- Check if the wheel brake fluid has been exchanged (see section 1.6.4).
- Check the complete power plant.
- Check the friction brake of the throttle control (see section 1.11.8).
- **Propeller**
  You have to dismount the propeller for inspection especially for cracks at the hub boss. After reassembling the propeller you should check the blade track see section 3.5 of the propeller manual. After the first flight after reassembling the propeller, you have to check the torque of the propeller bolts again see section 3.5.1 item 33 of this manual.
- **Tow hook**
  The operating and maintenance instructions for the release mechanisms, see section 0.4 of this maintenance manual have to be followed.
- **All-up weight and centre of gravity** These should be checked at least every 4 years during the yearly inspection.

b) Inspection after rigging

Walk around the aircraft



1. All parts of the airframe
   a) check for flaws such as bubbles, holes, bumps and cracks in the surface
   b) check leading -and trailing edges of the wings and control surfaces for cracks
2. Cockpit area
   a) check the canopy locking mechanism
   b) check the canopy emergency release see section 7.15 flight manual
   c) check the main pin securing
      Check especially the headrest securing ropes in the rear cockpit according to “Working instruction No. 1 for TN348/20 issue 3” (attached to this manual) for correct assembly and for wear.
   d) check all controls for wear and function, incl. positive control check
   e) check the tow release system for wear and function incl. cable release check
   f) check for foreign objects
   g) check the instrumentation and radio for wear and function
   h) check the brake fluid level
   i) check the fuel filter for dirt and sludge
   j) check the engine controls
   k) check all fuses including the battery fuse
   l) check the extension-retraction mechanism by operating it in both directions. The extension time should not exceed 13 seconds!

   Note: If the mechanism can't be operated with the ignition switch or with the manual switch, check the circuit breaker.
   m) extend the engine with the manual switch
3. C.G. Tow hook
   a) check the ring muzzle of the C.G. hook for wear and function
   b) check for cleanliness and corrosion
4. Main landing gear and nose wheel
   a) check the struts, the gear box, the gear doors and the tyre for wear; dirt in the struts can hinder the landing gear from locking over center the next time!

C) Every 3 months

Check the tension of the lines of the waterbag attachment (see section 4.1.).

D) Special inspections

Tow hook

After a wheel-up landing, the C.G. tow hook is to be cleaned. Check tow hook and tow hook bulkheads carefully for any damage.

C.G. weighing: After all work which may influence the C.G.

Propeller

In addition to the instructions given in the propeller manual you have to check the torque of the propeller bolts if you operate your aircraft in varying temperature and humidity conditions. Especially high ambient temperature and low humidity are likely to cause shrinkage of the wooden propeller and thus loss of torque (pre-tension) which may lead to failure of the propeller bolts. To check see section 3.5.1 item 33 of this manual.

Fuselage cont.

Tailplane attachment:
Increased free play? Cracks in the fin top rib? Check if the aluminium parts of the tailplane attachment are bent or loose, check the tailplane locking device

Rudder mounts:
Increased free play? White areas in the glass fibre, bent rudder hinge pin supports?

Fuselage skin:
outside: cracks, nicks, folds? Any separation of the skin from the core?
inside: white spots, zig zag white lines, cracks? Has any bulkhead become loose?

C.G. tow release:
Especially after a wheel up landing, check for dirt etc., check for proper functioning. Has the tow release housing become detached from the fuselage?

Seat back bulkhead:
Cracks? Shoulder strap attachment points?

Belly harness attachment points:
Check for cracking around the mountings in the seat. Check the safety harness assembly.

Controls:
Check for proper functioning and condition of all controls and adjustment mechanisms (i.e. rudder pedal adjustment, tow release, air brake, control column and trim etc.).

Instruments:
Proper functioning? Dirt in the static ports or in the pitot probe?

Engine compartment:
Check for damage of the walls.
Does the engine retract without scratching the side walls?
Do the engine doors close as well as before?

Landing gear :
Check to insure if properly aligned? No bent forks? Proper extension and retraction? Any dirt in the forward fork pivot? Any white areas or cracks in the wheel box? Remove the baggage area floor panels and inspect the wheel box from above. Landing gear control circuit condition. Is there free play between actuating lever and rear upper fork?

Nose wheel and tail wheel
Any cracks or white patches around the attachment?

Check the steerable nose wheel for bent struts, damaged bearings and easy motion.

Horizontal tailplane-stabilizer:
Outer skins: Crushing, cracks, delaminations?
Mounting: Glued joint of the bushes, white areas around bushes, cracks in shear webs, cracks around locking plate?
Hinge mounts: checked?

Elevator:
Crushing, cracks, delaminations?
Hinge mounts checked? - Control surface horn bent or loose?

Do all **checks of the daily inspection (**see flight manual section 4.3).

4.5 Filling and bleeding the hydraulic disc brake

Note: The master cylinder is mounted in an upright position. This means that filling and bleeding the system is only possible from the lowest point, which is the brake cylinder assembly at the wheel.

Necessary tools:

1 open-end wrench 1/4" = 6.35 mm for the bleeder valve at the brake calliper.
1 open-end wrench 11/16" = 18 mm.
2 Plastic syringes acid resistant, volume approx. 100 ml (6 cu.in.). Use this syringe for brake fluid only! 1 bleeder assy Tost No. 075890.
1 m (3 ft.) transparent PVC hose inside diameter 8 mm (0.31 in.), fixed to syringe and bleeder assy with hose clamps.
Brake-fluid DOT 3, DOT 4 or SAEJ 1703.

1. **Preparations**
   - Raise the fuselage, extend the landing gear.
   - Fix left wheel door in the fully open position.
   - Set the airbrake control in the retracted position.
   - Remove the baggage compartment floor and rear cover, check that the actuating cable for the master cylinder is loose and if the piston rod of the master cylinder is at its upper stop.
   - Remove the main wheel according to section 4.4 A. Place the wheel so that the brake hose makes no bow above or below the horizontal. If necessary lift the fuselage even more.

2. **Filling** (empty system)

Warning: Brake fluid is poisonous! Protect your hands and clothes. Remove all spilled brake fluid. Clean all parts which had contact with brake fluid with alcohol, don't use fuel or solvents.

- Remove the cap and the membrane from the reservoir.
- Fill the first syringe (with hose and bleeder assy.) with brake fluid, eliminate all air bubbles.
- Remove the protection cap from the bleeder valve at the brake calliper, attach the bleeder assy. and fix it with the 11/16" wrench.
- Open the bleeder valve at the cylinder assy, use the 1/4" wrench, fill in slowly the complete volume avoiding air bubbles.
- Fill the complete system up to 15 mm (0.6 in.) below the upper edge of the reservoir, avoid over filling.
- Close the bleeder valve at the brake calliper.
- Use the second syringe to remove all brake fluid from the reservoir.

- Fill the first syringe again, open the bleeder valve and fill in further brake-fluid. Look at the reservoir while filling to see if air bubbles are coming out of the line. Fill up to 15 mm (0.6 in.) below the upper edge of the reservoir.
- Close the bleeder valve, reinstall the membrane and the cap to the reservoir and remove the bleeder assy.
- Check brake pressure according to step 3..
- Reinstall the main wheel.

3. **Check brake pressure:**
   - Extend the airbrakes, there must be a strong pressure when the wheel brake engages.
   - Check several times, the wheel brake must engage at the same point every time
   - If this is not the case, you have to bleed the system again, see step 5..

4. **Check the hydraulic brake system for leaks:**
   Extend the airbrakes with high force and hold it in this position for 2 minutes.
   Then check the whole hydraulic system visually for leaks. If necessary tighten the screwed joints or replace the sealings and bleed the system again.

Note: The adjustment of the length of the cable between the master cylinder and the airbrake control shaft restricts the max. airbrake extension height. The adjustment of this cable should be done with the glider rigged.

5. **Bleeding the hydraulic brake system**
   Remove the brake fluid from the reservoir using the syringe.
   Then execute again steps 2 and 3 of this instruction.

6. **Exchanging brake fluid** (every 4 years)
   - Perform preparations (see step 1.) of this instruction. It is not necessary to remove the main wheel.
   - Fill the system with new brake fluid (see step 2.). To accomplish this remove all brake fluid from the reservoir first with the second syringe. Used brake fluid is darker than new brake fluid and can easily be identified. Watch the reservoir while filling to see when the new fluid streams into the reservoir. Repeat the filling process until only new fluid is in the system and no air bubbles can be detected.
   - Perform steps 3. and 4. of this instruction.