

- Subject : Spindle-drive for powerplant
- Effectivity type: DG-500  
Variant: DG-500MB with spindle-drive BSA10
- Accomplishment : Optional, strongly recommended
- Reason : On some DG-500MB damage of the coupling between spindle-drive and spindle-drive brake was noticed. If the engine doors don't stay closed after engine retraction this is a sign that the coupling has become worn.  
The reason is that the spindle-drive receives already electric power before the brake is open. This means that the full moment of the spindle-drive acts on the coupling. A solution has been developed with a separate control unit which retards the electric power to the spindle-drive by about one second, so that the brake can open without load on the coupling.
- Instructions : 1. Install the spindle-drive control unit 5E116/1 according to working instruction No. 1 to TN500/07 and wiring plan 5E103.  
2. File the TN with working instruction and drawing 5E103 to the aircraft logs.
- Material : Working instruction No. 1 to TN500/07  
Wiring plan 5E103.  
Retrofit kit 5E116 for installation of spindle-drive control unit
- Weight and balance : influence negligible
- Remarks : There will be no manual changes with this TN. But the alteration to the electrical system will be included in the maintenance manual with the next revision.  
The max. extension time given in MM section 1.12.3 will be enlarged by 1 second to 16 seconds.
- Instruction No. 2 may be executed by the pilot/owner himself and is to be inspected and entered in the aircraft logs by a licensed inspector at latest with the next annual inspection.
- Instructions No. 1:
1. EASA countries: The actions have to be performed in a Part -145 approved organisation, or in a Part M, Subpart F approved organisation according to the regulations of the Part M and released according to M.A.801.
  2. Non EASA countries: The actions have to be performed in a licensed workshop. All instructions are to be inspected and entered in the aircraft logs by a licensed inspector.

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