

- SUBJECT : U.S. airworthiness certification of "pre-
maturely" exported sailplanes.
- EFFECTIVITY : DG-500M serial no. 5 E 24 M 12
- REASON : To provide information for obtaining a U.S.
standard airworthiness certificate for the
sailplane 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-500M powered sail-
plane.
- INSTRUCTIONS : 1. The following manuals must be with the
sailplane when application for U.S. cer-
tificate of airworthiness is made and the
following placards must be displayed as
required.
- a) LBA-approved flight manual DG-500M
issued February 1991
 - b) Instructions for continued air-
worthiness DG-500M
issued July 1990
 - c) LBA-approved airworthiness limitations
section of the instructions for con-
tinued airworthiness DG-500M
 - d) Repair instructions DG-500M issued
July 1990
 - e) Placards and markings listed on page
2.11 of the flight manual DG-500M
 - 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 bulk-
head in accordance with 14 CFR section
45.11 (a).

Type: DG-500M
Ser.no.: 5 E xx M xx
FAA type cert.no.G EU
Glaser-Dirks
Flugzeugbau GmbH
Bruchsal 4 West Germany

- g) Engine identification plate, of fire-proof 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.
See instruction to TN 843-1.

Glaser-Dirks Flugzeugbau GmbH
7520 Bruchsal 4 FRG

The Rotax 535 C engine is an integral part of the Glaser-Dirks DG-500M powered sailplane approved by FAA type certificate no. G EU.
Engine serial no. x x x x

- h) Propeller identification placard with the following information etched, stamped, engraved, or other similar method on the placard and affixed to the propeller 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.

MT - PROPELLER D 8440 STRAUBING
32.11/12
MT 158R 125-1A
S/No. x x x x
x.xx. (month year)

2. Check accomplishment of Technical notes and signification in the aircraft logs.

Note: no technical notes until May 1991

REMARKS

: The U.S. owner / applicant must show to the FAA certificating inspector that the items have been accomplished and recorded in the sailplane logbook.

The U.S. owner / applicant must provide to the FAA inspector the original Export Certificate of Airworthiness issued by the LBA which certifies that the sailplane conforms to the foreign type certificate.

U.S. airworthiness certification by FAA will proceed in accordance with FAA order 8130.15 and 14 CFR section 21.183 (d).

MATERIAL

: Sailplane identification placard
Engine identification placard

Bruchsal 4, date 22.05.91 LBA - approved:

Author:

Wilhelm OA



H. Fuchs

03. Juni 1991

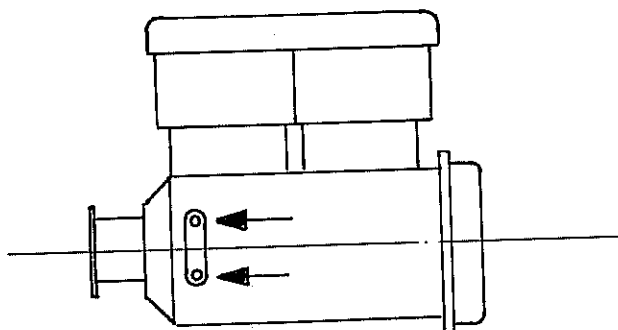
Type certification inspector:

D. Lang

INSTRUCTION to TN 843-1

Instruction for installation of the sailplane and engine identification plates required by TN 843-1.

- a) Sailplane identification plate
you may remove the original plate or install the new plate to the original one with two 1/8 in. poprivets. Use a 1/8 in. drill.
- b) Engine identification plate
install the plate at the two 8 mm threads at the left hand side of the engine (see sketch using 2 bolts M8 x 12 DIN 912-8.8 zn. Use Loctite 72b (672) to secure the bolts.



Bruchsl 4, May 22th, 1991

W. O.