

Subject : Propeller  
Manual revision  
Powerplant: retaining cable mounting in fuselage

Effectivity : DG-500MB all ser. no.'s

Accomplishment : Instructions 1 + 2: May 28. 2004  
Instruction 3: up to Ser. no 5E242B19 none, optional  
from ser. no. 5E243B20 on during production

Reason : 1. A propeller of a DG-800B (similar design) was damaged due to overheating.  
One blade was much thicker than the other as the foam core separated.  
2. Manual revision due to operational experience.  
3. A Polyurethane shock absorber may be installed at the retaining cable mounting  
in the fuselage to reduce the transmission of engine vibrations to the fuselage.

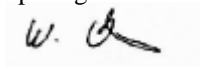
Instructions : 1. Check the propeller for damage as described above. Apply pressure to the  
propeller surfaces with your fingers to find weak spots. Exchange the propeller if  
damaged. Regard the caution note on AFM page 4.20 in the future.  
2. Manual revision: Exchange the following manual pages against new pages  
issued March 2004 marked with TN 843/19. Regard the changes.  
a) Flight manual: 0.1, 0.4, 0.5, 4.20, 8.7  
b) Maintenance manual: pages 1, 2, 3, 4, 24, 25, 47, 48, 50, 64, 65, 68, 73, 75,  
76, additional diagram 18, drawing 5M110  
3. Installation of the Polyurethane shock absorber according to drawing 5R225  
issue b and MM sect. 4.14.

Material : Instruction 1: Propeller Technoflug KS-1G-160-R-110-( )-B if necessary  
Instruction 2: Manual pages see above  
Instruction 3: drawing 5R225  
8R210/1, /2, /3  
Silicone tube 18x3x70  
Nylon tube 6x1x80  
Steel cable diameter 3.2mm (1/8 in.) see sect. 4.2 approx. 2.3 m (91  
in.) long  
2 thimbles 3mm DIN 6899A  
3 Nicopress sleeves 28-3-M  
Tesaband 651 (self-adhesive textile tape)

Weight and balance : influence negligible

Remarks : Instructions No. 1 are 3 are to be executed by the manufacturer or by a licensed  
workshop and to be inspected and entered in the aircraft logs by a licensed  
inspector.

Bruchsal, date: LBA – approved:  
March 17.2004

Author: The German original of this TN has been approved by the LBA under the date of  
Dipl. Ing. Wilhelm Dirks 7. APR. 2004 and is signed by Mr. Blume.  


The translation into English has been done by best knowledge and judgement.

Type certification EASA approved on 26. April 2004 under Approval No. 2004-4414  
inspector:  
Dipl. Ing. Swen Lehner  
