



DG Flugzeugbau GmbH K.-F. Weber

**Additional Information to TM 800/36 resp. 843/30
- Engine Flywheel –**

The flywheel is an OEM part from the engine manufacturer Solo. However, as the aircraft manufacturer, we share responsibility for that part's reliability.

We released a service bulletin authored by Wilhelm Dirks detailing the inspection procedure for the flywheel. Officially the world is now in order, and if you inspect the flywheel diligently before every flight, you might be able to fly for a decade or more without the need to replace the flywheel.

However you should know that in the few cases where the flywheel failed, the resulting damage to the aircraft was substantial. I think you can easily imagine the destructive effect if such a heavy part, spinning with several thousand RPM, disintegrates. It could be like a mortar round passing through your aircraft. Of course, this happens only if your preflight routine softened, or the visual inspection of the flywheel was not carefully enough. But do you want to live with this risk? Maybe for many years?

As the owner of a beautiful aircraft, at a value way beyond 100,000 Euro, you should consider protecting this investment. But even more, you should be concerned about your own safety. Therefore you should consider a preventive replacement of the flywheel. The redesigned flywheel has no weight saving holes and is therefore free of the issues with the original flywheel. The replacement cost including labor is between 350 and 400 Euro, depending on the amount of time your maintenance facility requires for the replacement.

My recommendation is to replace the flywheel while you are going through all the post-season maintenance activities and preparations for the annual inspection. The replacement will give you lasting piece of mind.

I wish you many safe and enjoyable flights.

DG Flugzeugbau GmbH
K. F. Weber, Managing Director

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