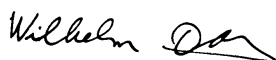


- Subject : Fuel cock warning
- Effectivity : All DG motorgliders except for DG-400  
LS8-t, LS10-st
- Accomplishment : Optional,  
DG-808C standard; 8-429+430, from 8-433 on  
DG-1000M standard from ser. no. 10-207M23 on  
LS8-t standard from ser. no. 8529 on
- Reason : To prevent inadvertent operation with fuel cock not opened a device which will warn the pilot has been developed.
- Variants DG-500M, DG-500MB, DG-600M, DG-800A/LA, DG-800B: A red warning light installed in the instrument panel (in case of a two-seater only in the front cockpit) will start fast blinking when the engine master switch is switched on and the fuel cock is not fully open. The light is labelled with "Open fuel cock!".
- Variants DG-808C, DG-1000T, DG-1000M, LS8-t, LS10-st: A warning message "Open Fuel!" will appear on the DEI-NT screen (in case of a two-seater only in the front unit) when the ignition is switched on and the fuel cock is not fully open).
- Instructions : 1. DG-600M, DG-800A/LA, DG-800B: see working instruction No. 1 for TN DG-G-09.  
2. LS8-t, LS10-st: see working instruction No. 2 for TN DG-G-09.  
3. DG-808C: see working instruction No. 3 for TN DG-G-09.  
4. DG-1000T: see working instruction No. 4 for TN DG-G-09.  
5. DG-1000M: see working instruction No. 5 for TN DG-G-09.  
6. DG-500M, DG-500MB: see working instruction No. 6 for TN DG-G-09.  
7. All variants except for DG-1000M: File the attached page to the flight manual in front of the cover page.
- Note for variants DG-808C, DG-1000T, DG-1000M, LS8-t, LS10-st:** The DEI-NT (in case of a two-seater only the front unit) must be shipped to DG for modification.
- Material : Working instructions for TN DG-G-09, see instructions  
The necessary material is listed in the working instructions
- Weight and balance : influence negligible
- Remarks : 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 actions are to be inspected and entered in the aircraft logs by a licensed inspector.  
3. The fuel cock warning will be included in the manuals with the next revisions. DG-1000M included in TN1000/23 FM page 7.19.  
4. A retrofit of the fuel cock warning to the types DG-400 and LS9 is not envisaged.

Bruchsal, date: 24.07.2014

Author: W. Dirks

Modifications approved by EASA Date 17. September 2014  
under Approval No. 10050508



## Attachment to Flight Manual for TN DG-G-09

**Fuel cock warning:** A switch which will be operated by the operating lever mounted to the fuel cock will activate a warning device if the fuel cock is not fully open.

**Variants DG-500M, DG-500MB, DG-600M, DG-800A/LA and DG-800B:**

A red warning light is installed in the instrument panel (in case of a two-seater only in the front cockpit) in a suitable place.

It will start fast blinking when the engine master switch is switched on and the fuel cock is not fully open.

The light is labelled with “Open fuel cock!”.

**Variants DG-808C, DG-1000T, LS8-t and LS10-st:** A warning message “Open Fuel!” will appear on the DEI-NT screen (in case of the DG-1000T only in the front unit) when the ignition is switched on and the fuel cock is not fully open. The message is similar to the other warning messages as described in section 7.4.5 (DG-808C, DG-1000T) resp. 7.4.2.5 (LS8-t and LS10-st) of the flight manual.

**Note:** File this page to the flight manual in front of the cover page when TN DG-G-09 has been executed.

Remove this page after the next flight manual revision which will include the above information.