



Service Information No. 116-25

- Subject : Propeller adapter with rubber damper element
- Effectivity type: DG-1000
variants: DG-1000T, all S/N.
- Accomplishment : Before next engine use.
- Reason : Two incidents have been reported shortly after another, where the propeller of the DG-1000T parted from its hub. In both cases, the rubber of the damper element has sheared off completely.
- Instructions : The power plant in the DG-1000T cannot be used anymore, until further notice. However, the DG-1000T can still be used as a pure glider.
Therefor the following instructions have to be executed:
1. Manual revision: Exchange the following flight manual pages against new pages: 0.2a, 0.3, 0.4, 1.5, 2.5, 4.6, 4.12, 4.13, 4.14, issued May 2025, marked with SI 116-25. Respect the marked changes.
 2. Empty the fuel tank, s. maintenance manual DG-1000T section 4.10.3.
 3. Install „Motor INOP“-placards in the sailplane. For samples of these placards, please refer to the end of this document. These INOP-placards have to be installed in the following locations:
 - a. On the DEI-NT in the front cockpit, to indicate to the pilot that the power plant is inoperable.
 - b. The same placard is to be installed on the DEI-NT in the rear cockpit, if installed.
 - c. On the upper end of the refueling connector in the engine bay.
 - d. Covering the starter button of the throttle lever in the front cockpit.
 - e. On the front side of the throttle lever in the rear cockpit, if installed per TN1000/15.
 4. Optional: Fly with the power plant removed, for that please refer to the flight manual DG-1000T, section 4.6.
Important note: If only parts of the power plant are removed, like propeller and adapter only, weight and balance have to be redetermined.
- Material : Flight manual pages, see instruction 1.
3 different placards, see below.
- Weight and balance : See instruction 4.
- Remarks : Instructions No. 1 - 3 may be executed by the pilot/owner himself.
The actions are to be inspected and released by the pilot/owner (according to ML.A.801 (b) 3. for EASA registered aircraft).
- Instruction No. 4
1. EASA registered aircraft: The pilot/owner is not allowed to release the actions. The actions must be released according to ML.A.801 (b) 1.
 2. Non EASA registered aircraft: The actions have to be performed in a licensed workshop. The instruction is to be inspected and entered in the aircraft logs by a licensed inspector.

If you have any questions concerning this SI please contact DG Aviation:
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Bruchsal, date:
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The technical content of this document is approved under the authority of DOA Ref. EASA.21J.780.



Motor INOP

Placard as per instruction 3.a. and 3.b. (width 80 mm)



Placard as per instruction 3.c. (Ø 24 mm)



Placard as per instruction 3.d. and 3.e. (Ø 34 mm)