

- Subject : Landing gear lock
- Effectivity : DG-1000S and DG-1000T up to ser. no. 10-90 (standard from 10-91 on)
- Accomplishment : On customer request
- Reason : To enable the pilot or trainee in the front seat to visually check the correct locking of the landing gear in extended position, the left hand fuselage side wall should be equipped with a sliding plate
- Instructions :
  - Mark the area at the left hand side fuselage wall in front of the landing gear lever (Gear extracted and locked) at which the sliding plate has to be fixed. Mask with tape and cover the rest of fuselage side wall, pushrod and cockpit carefully.
  - In order to make the area more easily accessible, the landing gear pushrod at the front fastening point (self locking nut M6) can be removed (photo 2).
  - Before fixing the sliding plate, the pushrod must be fastened again (use new self locking nut), to ensure the correct position of the sliding plate.
  - Subsequently, roughen the gluing area as well as at the sliding plate, remove lacquer and clean with acetone. Be careful that no acetone should squirt at other parts in the cockpit, in order to avoid damages of the surface (photo 1 & 2).
  - Apply some resin-hardener mix on the bonding surface at the fuselage side wall and at the sliding plate. After that fix the plate in the right position on the side wall with resi-hardener mix filled with cotton flocks .
  - To ensure the right position on the side wall fix the sliding plate with tape or wedge it against the pushrod.
  - After curing grind off any excess resin and sand the area around the sliding plate, clean with acetone.
  - A functional test must be accomplished, in order to guarantee that the landing gear retracts and extends and locks correctly.
  - Apply Nextel primers + hardener and let cure.
  - Subsequently, apply Nextel lacquer + hardener and let it harden again.
- Material :
  - sliding plate 10Ru29
  - Epoxy resin with hardener and cotton-flocks, approved types see repair manual
  - Nextel- Primer with hardener
  - Nextel- paint with hardener
  - Acetone
  - Self locking nut M6
- Weight and balance : influence negligible
- Remarks : Instructions may be executed by the owner.

Bruchsal, date:  
25.09.2007

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This service info has been approved by EASA date 23. April 2008 with technical note DG-G-04.  
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Photo 1: left hand fuselage sidewall, Gear extended and locked

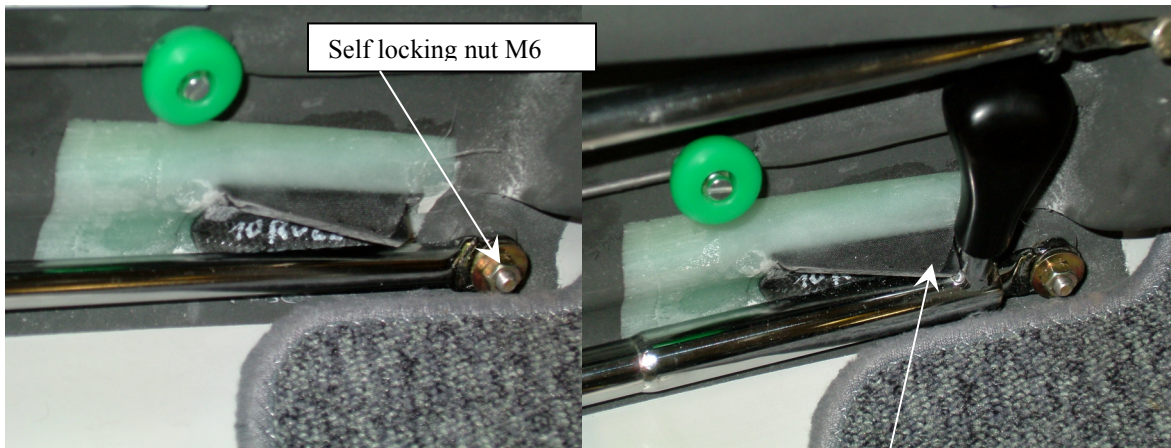


Photo 2 & 3: Area around the gear pushrod

Fix the sliding plate in this position with resin mixed with cotton flocks