



**GFA AD 610**  
(ISSUE 1)

**GFA AIRWORTHINESS DIRECTIVE**

- TYPE AFFECTED:** DG-800B Serial No.s: All, up to 8-321 (Solo & MidWest engines)  
DG-500M Serial No.s: All. DG-500MB Serial No.s: All up to 5E243.
- SUBJECT:** Fuel leakage from Power plant Primer Valve.
- BACKGROUND:** On a DG-800, the brass part of the primer valve became detached from the assembly resulting in fuel leakage.
- DOCUMENTATION:** LBA AD D-2004-350. DG Flugzeugbau Technical Notes 873/31 & 843/23 dated 09 July 2004. (Note: both technical notes have the same content. Three number prefix denotes German Type Certificate No.)
- ACTION REQUIRED:** Carry out the following Actions in accordance with the above Technical Notes, which are attached to and form part of this AD.
- ACTION 1.** At every Daily Inspection, the security of the brass part of the primer valve is to be checked. (This must be done until ACTION 2 is completed.) If the brass part is found to be loose, ACTION 3 must be accomplished prior to next powered flight.
- ACTION 2.** Modify the primer valve with heat shrink tubing.
- ACTION 3.** If necessary, prior to next powered flight, install a new primer valve or send existing valve to DG Flugzeugbau for repair. Carry out ACTION 2 prior to re-installation.
- WEIGHT AND BALANCE:** Nil.
- IMPLEMENTATION:** Action 1 may be performed by the holder of a DA 1109 Section 2 Inspectors Certificate for the sailplane type, endorsed for Daily Inspections or higher maintenance authority.  
Actions 2 & 3 are to be performed by the holder of a DA 1109 Section 2 Inspectors Certificate for the sailplane type, endorsed for replacement of components or higher maintenance authority.
- COMPLIANCE:** Action 2 must be complied with by no later than 31 December 2004. The requirements of this GFA Airworthiness Directive are mandatory. This Directive is issued pursuant to the Rules and Regulations of the Gliding Federation of Australia.

SIGNED:

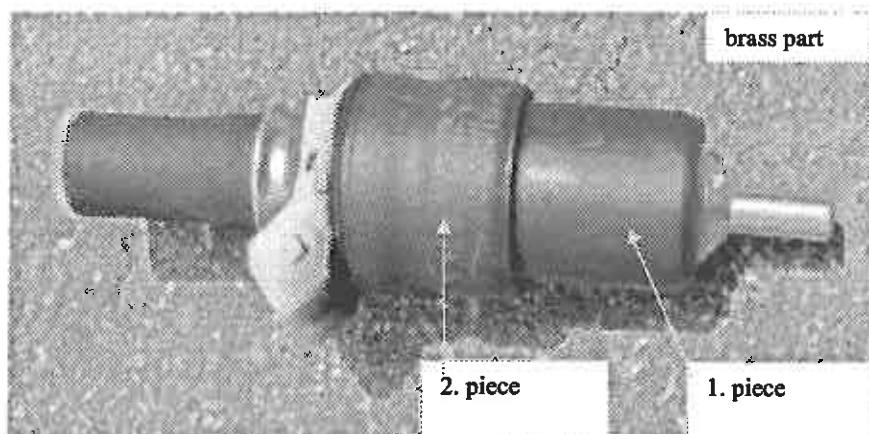
  
CHIEF TECHNICAL OFFICER AIRWORTHINESS



For and on behalf of:

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OF AUSTRALIA

- Subject** : Primer valve
- Effectivity** : DG-800B all Ser. No's (engine Solo and Mid West) up to 8-321, from 8-322 on standard  
DG-500M all Ser. No's  
DG-500MB all Ser. No's up to 5E243, from 5E244 on standard
- Accomplishment** : Instruction 1: with every daily inspection until instruction 2 has been executed.  
Instruction 2: latest Dec. 31. 2004  
Instruction 3: If necessary prior to next powered flight
- Reason** : On a DG-800B the brass part of the primer valve disintegrated from the valve and fuel was spilt.
- Instructions** : 1. Pull with your hand at the brass part of the primer valve to see if it is still fixed to the valve. If the part is loose, instruction 3 must be accomplished prior to the next powered flight.  
2. Dismount the pipe clamp which holds the primer valve. Remove the fuel line from the brass part of the valve. Clean and degrease the outer surface of the valve. Cut a piece 55mm (2.2 in.) long from the heat shrink tubing. Slip the tubing over the brass and the black plastic part of the valve body. Use a hot air gun (min. 200°C, 390°F) to heat the tubing until it shrinks and gives a tight fit, see photo.  
It is possible that the valve will no longer fit into the pipe clamp. In this case remove the rubber anti-chafe strip from the inside of the clamp and apply a second piece of the heat shrink tubing 25mm long, see photo.



3. Install a new primer valve or send the existing valve to DG Flugzeugbau for repair. Accomplish instruction 2 prior to reinstallation.
- Material** : 60504299 glue lined heat shrink tubing FT8000-24/8-0, 100mm long, or an equivalent product.
- If instruction 3 is necessary:  
40570430 Primer-valve 5M43 for DG-500M  
40872590 Primer-valve 8M288 for DG-800B and DG-500MB
- Weight and balance** : influence negligible

Remarks : Instructions No. 2 and 3 are to be executed by the manufacturer or by a licensed workshop.  
All instructions are to be inspected and entered in the aircraft logs by a licensed inspector.

Bruchsal, date: LBA – approved:  
July 1. 2004

Author: The German original of this TN has been approved by the LBA under the date of  
Dipl. Ing. Wilhelm Dirks 2. July 2004 and is signed by Mr. Blume.



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

Type certification EASA approved on 9. July 2004 under Approval No. 2004-7354  
inspector:  
Dipl. Ing. Swen Lehner

