



THE GLIDING FEDERATION OF AUSTRALIA

GFA AD-619
(ISSUE 1)

GFA AIRWORTHINESS DIRECTIVE

TYPE AFFECTED: DG-800B German Type cert No 873
All serial no's equipped with SOLO engine.

SUBJECT: Propeller damage due to overheating

BACKGROUND: One blade of a propeller fitted to a DG-800B was found to have separation in the foam core of the blade caused by exposure to excessive heat

DOCUMENTATION: The LBA has issued AD D-2004-195 & DG G Flugzeugbau has issued Technical Note 873/29 which is attached & forms part of this AD.

ACTION REQUIRED:

1. Carry out inspection of the propeller in accordance with TN 873/29.
2. Exchange pages of the Flight and Maintenance Manuals in accordance with TN 873/29.
3. Enter results of inspection in the aircraft logbook

WEIGHT AND BALANCE: Not Affected

IMPLEMENTATION: Not later than 31 December 2004

COMPLIANCE: 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:

John G. Vines



SENIOR TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

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OF AUSTRALIA

Subject : Propeller
Manual revision

Effectivity : DG-800B with Solo engine, all ser. no.'s

Accomplishment : May 28. 2004 latest

Reason : 1. A propeller of a DG-800B was damaged due to overheating. One blade was much thicker than the other as the foam core separated.
2. Manual revision due to operational experience.
3.

Instructions : 1. Check the propeller for damage as described above. Apply pressure to the propeller surfaces with your fingers to find weak spots. Exchange the propeller if damaged. Regard the caution note on AFM page 4.19 in the future.
2. Manual revision: Exchange the following manual pages against new pages issued March 2004 marked with TN 873/29. Regard the changes.
a) Flight manual: 0.2, 0.3- 0.5, 3.4, 4.8, 4.19, 5.6, 5.8, 7.7, 7.14, 8.7
b) Maintenance manual: pages 1b, 2, 3 , 4a, 10, 21, 43-46a, 57-60, 67, 69, 70 drawing 8M110

Material : Instruction 1: Propeller Technoflug KS-1G-152-R-122-()-B if necessary
Instruction 2: Manual pages see above

Weight and balance : influence negligible

Remarks : Instruction No. 1 is 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:
April 1. 2004

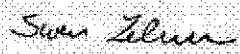
Author:
Dipl. Ing. Wilhelm Dirks



The German original of this TN has been approved by the LBA under the date of _____ and is signed by Mr. Blume.

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

Type certification
inspector:
Dipl. Ing. Swen Lehner



EASA approved on _____ under Approval No. _____