

Subject : Utilisation of the DG-1000T fuselage for the sailplane DG-1000S

Effectivity : DG-1000S on customer request from ser.no. 10-57 on

Accomplishment : During production

Reason : Instead of the DG-1000S fuselage the DG-1000T fuselage may be used for the DG-1000S to facilitate retrofit of a powerplant (conversion to model DG-1000T).

Instructions : 1. Utilisation of the DG-1000T fuselage
2. Instead of the fuselage fuel tank a baggage compartment floor will be installed
3. The engine doors will be installed and closed with tape
4. The battery for the fin Z110 or a mass of 5.5kg in the fin battery box must be installed as minimum equipment similar to the DG-1000S (not to be used with engine installed)
5. OAT thermometer must be installed in the same way as in the DG-1000S fuselage (will no longer be used with engine installed, as this function will be incorporated in the DEI)
6. The wiring set for the powerplant installation may be installed already.

Material : See instructions

Weight and balance : CG weighing will be executed during the production test procedure.

Remarks : All instructions are to be executed by the manufacturer.
All instructions are to be inspected and entered in the aircraft logs during the production test procedures.

Bruchsal, date: LBA – approved:
October 25.2004

Author: The German original of this TN has been approved by the LBA under the date of
Dipl. Ing. Wilhelm Dirks **24. NOV. 2004** 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 6. Dec 2004 under Approval No. 2004-11746

