

- Subject: Deviations from German type for export to Australia
- Concerning: DG-300, DG-300 ELAN for export to Australia
- Measures:
1. Installation of an additional forward tow hook, see TN 359/8.
 2. Trim ballast
 - a) Change in flight manual section
2.8 Loading chart page 13

With pilots weighing less than 65 kg (143 lbs) necessary lead ballast must be added in the trim weight box at the right hand side of the instrument console. 1 of the 3 trim weights will compensate for 3,5 kg (7.7 lbs) pilot weight.
 - b) sect. 2.8 page 14: min. cockpit load 65 kg (143 lbs)
 - c) Maintenance manual diagram 5 approved empty weight
C.G. range: curve for 65 kg (143 lbs) added.
70 kg line dashed.
 - d) Installation of a trim weight box according to drawing R 19 at the right hand side of the instrument console as installed originally in the DG-100.
 - e) Use of the trim weights part R 19/1 min. 2.2 kg each.
 3. Dipstick for waterballast tank:
~~Marking with red plastic shrink hose with black shrink hose inbetween.~~
 4. Control cable for fin tank dump valve:
cockpit end fitted with thimble HC 2 and nicopress sleeve 28-1-C and fixed by a clevis pin (Splintbolzen) in the fork end.
 5. Ballast chart for fintank (kg, l): fixed at the left cockpit side cover
(from page 16 flight manual)
 6. Flight manual page 10 cloud flying:
Australia added
 7. Flight manual page 23 corrected text:
Spins
It is not necessary to extend the dive brakes during spin recovery. The DG-300 shows a very large nose down pitch after leaving spin. So you have to flare out correspondingly.
 8. Gelcoat: Lesonal Schwabbellack from serial no. 3 E 141 on.

Bruchsal 4, 21th July 1986

Wilhelm Ock