

Maintenance Manual DG-1000T

No.	Page	Description	Date
12	0.2 ÷ 0.9, 0.9a, 0.10 ÷ 0.12, 1.2, 1.5, 1.11, 1.14, 1.15, 1.27 ÷ 1.29, 1.33, 2.1, 2.4 ÷ 2.6, 3.3, 4.8, 5.1, 6.1, 6.2, 6.4, 8.3, 9.2, diagr. 1, 9, 11, encl. 4 pages 1, 2, 2a, 3, Z193, SI 67-07, remove 5EP50	Manual revision TN1000/18	February 2011
13	0.6, diagrams 8 and 9	Wheel brake TN1000/21	July 2011
14	0.2 ÷ 0.7, 0.10 ÷ 0.12, 1.3, 1.5, 1.11, 1.16, 1.29, 1.30, 2.1, 2.6, 3.1, 4.6, 4.10, 4.12, 4.13, 4.19, 4.20, 6.1, 7.1, 8.2, 8.3, diagrams: 2, 3, 9, Enclosure 4 pages: 4, 7	Manual revision TN 1000/24, New type 12V sockets and plugs, Changes due to TN 4603-14 of the Solo company (Exchange of the axle of the upper drive belt pulley on pages 4.19 and 4.20)	October 2014
15	0.2, 0.3 - 0.6, 0.9a, 0.11, 1.18, 3.5, 3.8, 4.20, 4.20a, 4.26, 4.28, 8.1 – 8.3 diagram 13, diagram 15, diagram 15a	Propeller adapter ring with elastomeric damper TN 1000/26 Alternative mechanical fuel pump TN 1000/28	August 2015
16	0.2 -0.6, 0.11, 0.12, 2.1, 2.2, 3.7, 6.3, 8.2, 8.3, diagram 2	Manual revision TN1000/32	July 2017
17	0.2, 0.3, 1.11	TN1000/34 small nose wheel	October 2017
18	0.2-0.7, 0.10 - 0.13, 2.6, 3.9, 6.1, 8.2, diagrams 15 and 15a, file working instruction No. 1 for TN 1000/38 at the end of the MM.	TN1000/38 PU fuel hoses, limitation of life-time, replacement by new types of fuel hoses	February 2018
19	0.2 - 0.6, 1.14, 2.1, 2.2, 4.9, 6.3 diagrams 7, 7a, 20, enclosure 4 page 6	TN1000/42 Canopy lock, rear locking rods, manual revision	July 2019
20	Title, 0.2-0.4, 0.6, 0.11, 0.12, 1.3, 1.27, 2.1, 2.6, diagrams 7a, 11, 20, enclosure 4 page 2 + 7	TN1000/45 Manual revision, raised max. TOW	October 2021
21	0.2, 0.3, 1.3, 1.4	TN1000/50 adjustment of elevator free play	December 2023

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0.2 List of effective pages

Section	page	issued	replaced/	replaced/	replaced/
0	Title	June 2005	January 2007	Oct. 2021	
	0.1	see manual amendments			
	0.2		"		
	0.3		"		
	0.4		"		
	0.5		"		
	0.6		"		
	0.7	June 2005	January 2007 Febr. 2018	Febr. 2011	Oct. 2014
	0.8	"	Febr. 2011		
	0.9	"	Febr. 2011		
	0.9a	Febr. 2011	August 2015		
	0.10	"	Febr. 2008 Nov. 2008 Febr. 2018	March 2008 Febr. 2011	Oct. 2008 Oct. 2014
	0.11	"	Febr. 2011 July 2017	Oct. 2014 Febr. 2018	August 2015 Oct. 2021
	0.12	"	January 2007 July 2017	Febr. 2011 Febr. 2018	Oct. 2014 Oct. 2021
	0.13	Febr. 2018			
1	1.1	June 2005	January 2007		
	1.2	"	Febr. 2011		
	1.3	"	Oct. 2014	Oct. 2021	Dec. 2023
	1.4	"	Dec. 2023		
	1.5	"	Febr. 2011	Oct. 2014	
	1.6	"			
	1.7	"			
	1.8	"			
	1.9	"	Febr. 2008		
	1.10	"	Febr. 2008		
	1.11	"	Febr. 2011	Oct. 2014	Oct. 2017
	1.12	"			
	1.13	"			
	1.14	"	March 2008	Febr. 2011	July 2019
	1.15	"	Febr. 2011		
	1.16	"	Oct. 2014		
	1.17	"			
	1.18	"	August 2015		
	1.19	"	March 2008		
	1.20	"			
	1.21	"			
	1.22	"	October 2006		
	1.23	"	October 2006		
	1.24	"			

1.2.4 Elevator control circuit free play

With the elevator held fixed in the zero position, the free play at the top of the control column can be ± 2 mm (± 0.08 in.).

Free play within the automatic elevator connection

Within the automatic elevator connection there should be no free play noticeable in the zero position when the elevator is moved at its trailing edge.

Any free play can be reduced by screwing in the adjustment screw on the automatic connector funnel.

Warning: In case the adjustment screw was turned in too far, the roller will jam inside the funnel and can't be moved or only with larger force to the front of the funnel. Moving the horizontal tailplane backwards for rigging might not be possible or only with large effort. Each time a bending force will act on the rod end which might lead to failure of the rod end with time.

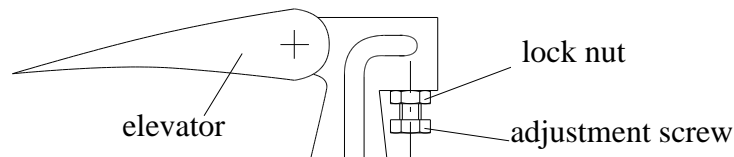
For this reason after adjusting the free play it is necessary to check if the roller can be moved without force in the funnel.

To accomplish this, remove the complete rod end with the roller or remove the roller from the rod end and stick it on an 8 mm f7 pin and move the roller in the funnel. Prior to removal of the rod end mark its position.

If the roller can't be moved without force completely to the front you must turn back the adjustment screw and bend back the sheet metal which was bent by the adjustment screw. Then adjust the free play again.

In case the roller has too much free play on the rod end or if the roller is no more round you must replace the roller by a new one 5St95/3.

In case the glider was operated for a longer time with the adjustment screw turned in too far the rod end must be replaced by a new one 10St97/1.



After completion of this work check the elevator displacements and adjust if necessary.

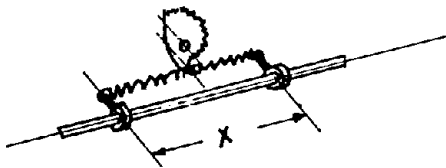
1.2.5 Trim Re-adjustment

The trim mechanism should be adjusted so that with full forward (nose down) trim the control column is pulled by the trim springs into it's maximum forward position with a force P of approx. 30 N (6.6 lbs.).

The force P is to be measured with a spring balance at the upper end of the control stick. Read the force, when the stick just starts to move.

The tensioning of the trim mechanism springs is adjusted as shown in the sketch.
 $x = 340 \text{ mm (13.4 in.)}$

The springs are located in the rear cockpit on the left hand side.



The correct adjustment should be verified in flight and corrected if necessary. Trimming should be possible up to 200 – 220 km/h (108 - 119 kts.).

Note: If the DG-1000T can be trimmed up to higher speeds it is likely that the trim is not sufficient in circling flight.

1.2.6 Pilot force reducing rubber-cord

The rubber cord produces an elevator stick force in push direction. If the trim efficiency of your glider in push direction is reduced, you have to inspect the rubber cord.

The rubber cord is located on the left hand side behind the main bulkhead below the baggage compartment floor. The rubber cord runs from bellcrank 5St19 to a fork beside the left hand front edge of the landing gear box.

The length of the rubber cord when loose should be 470 mm (18.5 in.). If the cord is longer or worn it must be replaced.

The cord must be replaced at least every 6 years.