0.1 **Record of revisions**

Any revision of the present manual, except actual weighing data, must be recorded in the following table and in case of approved sections endorsed by the responsible airworthiness authority.

The new or amended text in the revised page will be indicated by a black vertical line in the left hand margin, and the Revision No. and the date will be shown on the bottom left hand of the page.

Rev. No.	**Affected Pages**	**Description**	**Issue Date**	**Approval Date**
1	0.5, 9.1, 9.2, 9.3	Installation of winglets to 17 m wing tip extensions TN 866/3	Febr. 94	**LBA approved** March 95
2	0.5, 9.1, 9.4	Installation of winglets to 18 m wing tip extensions TN 866/5	Febr. 95	**LBA approved** 25.03.96
3	0.1, 0,3 - 0.5, 2.6, 3.4, 6.12, 8.7	Manual-revision TN 866/6	March 97	**LBA approved**
4	0.1, 0.3, 0.5, 2.3, 7.2	Manual-revision DG-SS-07	August 2021	Approved under privilege DOA Ref. EASA.21J.530 31.08.2021

0.2 List of effective pages

Section		page	issued	replaced	replaced
0		0.0	Dec. 91	see record of revisions	
		0.1	"	"	
		0.2	/	"	
		0.3	"	"	
		0.4	"	"	
		0.5	"		
		0.6	"		
1		1.1	"		
		1.2	"		
		1.3	"		
		1.4	"		
		1.5	"		
		1.6	"		
2	App.	2.1	"		
	"	2.2	"		
	"	2.3	"	August 2021	
	"	2.4	"		
	"	2.5	"		
	"	2.6	"	March 97	
	"	2.7	"		
	"	2.8	"		
	"	2.9	"		
	"	2.10	"		
	"	2.11	"		
3	"	3.1	"		
	"	3.2	"		
	"	3.3	"		
	"	3.4	"	March 97	
	"	3.5	"		
	"	3.6	"		
	"	3.7	"		
4	"	4.1	"		
	"	4.2	"		
	"	4.3	"		
	"	4.4	"		
	"	4.5	"		
	"	4.6	"		
	"	4.7	"		
	"	4.8	"		
	"	4.9	"		
	"	4.10	"		
	App.	4.11	"		

0.2 List of effective pages (cont.)

Section	page	issued	replaced	replaced
7	7.1	Dec. 91		
	7.2	"	August 2021	
	7.3	"		
	7.4	"		
	7.5	"		
	7.6	"		
	7.7	"		
	7.8	"		
	7.9	"		
	7.10	"		
	7.11	"		
	7.12	"		
	7.13	"		
	7.14	"		
	7.15	"		
	7.16	"		
	7.17	"		
	7.18	"		
8	8.1	"		
	8.2	"		
	8.3	"		
	8.4	"		
	8.5	"		
	8.6	"		
	8.7	"	March 97	
9	9.1	"		
with TN 866/3 (optional)				
	9.1	Febr. 94		
	9.2	"		
	9.3	"		
with TN 866/5 (optional)				
	9.1	Febr. 95		
	9.4	"		

2.2 **Airspeed**

Airspeed limitations and their operational significance are shown below:

	Speed	(IAS) km/h(kts)	Remarks
VNE	Never exceed speed 0°, -5°, -10°	270 (146)	Do not exceed this speed in any operation and do not use more than 1/3 of control deflection.
	Powerplant extended	180 (97)	Do not exceed this speed with the powerplant extended (engine idling)
VRA	Rough air speed	200 (108)	Do not exceed this speed except in smooth air and then only with caution. Rough air is in lee-wave rotor, thunderclouds etc.
VA	Manoeuvring speed	200 (108)	Do not make full or abrupt control movement above this speed, because under certain condition the sailplane may be overstressed by full control movement.
VFE	Maximum Flap Extended speed		Do not exceed these speeds with the given flap setting
	L = + 15°	150 (81)	
	+10°, +5°	200 (108)	
VW	Maximum winch-launching speed	150 (81)	Do not exceed this speed during winch- or auto-tow-launching
VT	Maximum aerotowing speed	200 (108)	Do not exceed this speed during aerotowing
VLO	Maximum landing gear operating speed	200 (108)	Do not extend or retract the landing gear above this speed
VPO	Max. speed to extend and retract the powerplant	110 (59)	Do not extend or retract the powerplant above this speed

Warning: At higher altitudes the true airspeed is higher than the indicated airspeed, so VNE is reduced with altitude see sect. 4.5.5.

7.1 **Introduction**

This section provides description and operating of the powered sailplane and its systems.

Refer to section 9 "Supplements" for details of optional systems and equipment.

M.M. = Maintenance manual

7.2 **Airframe**

The DG-600/18 M is a singleseater high performance motorglider with 15 m wing span and wing tip extensions for 18 m span and with retractable powerplant.
With 15 m wing span normal wing tips and as an option small winglets are available.
17 m wing tip extensions are available as an option.

Construction

Wings and flaperons	CFRP-foam-sandwich-skin CFRP-Rovings
Elevator	AFRP-foam-sandwich-skin
Horizontal tailplane and rudder	GFRP-foam-sandwich-skin
Fuselage	CFRP-AFRP-hybrid skin

Canopy

Large single piece canopy, hinged at the nose, supported by a gas strut. Canopy glass made from clear Plexiglas or Plexiglas GS green 777 as option.

Tailplane

T-Tail with conventional stabilizer-elevator and spring trim.

Colour

Airframe:		white	
registration numbers:		grey	RAL 7001
	or	red	RAL 3020
	or	blue	RAL 5010
	or	bloe	RAL 5012
	or	green	RAL 6001
	or	similar colours	