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	0.4, 9.1, 9.2, 9.3	Installation of winglets to 17 m wing tip extensions TN 370/4	Febr. 94	**LBA approved** March 95
2	0.4, 9.1, 9.4	Installation of winglets to 18 m wing tip extensions TN 370/6	Febr. 95	**LBA approved** 25.03.96
3	0.1, 0,3, 4.1, 4.14	Manual-revision TN 370-10	Febr. 06	EASA approved 25.04.2006
4	0.1, 0.3, 0.4, 2.3, 7.2, 7.7	Manual-revision DG-SS-07	August 2021	Approved unter privilege DOA Ref. EASA.21J.530 31.08.2021

0.2 List of effective pages

Section		page	issued	replaced	replaced
0		0.0	Dez. 91		
		0.1	see manual revisions		
		0.2	"		
		0.3	"		
		0.4	"		
		0.5	Dez. 91		
1		1.1	"		
		1.2	"		
		1.3	"		
		1.4	"		
		1.5	"		
2	App.	2.1	"		
	"	2.2	"		
	"	2.3	"	August 2021	
	"	2.4	"		
	"	2.5	"		
	"	2.6	"		
	"	2.7	"		
	"	2.8	"		
	"	2.9	"		
	"	2.10	"		
3	"	3.1	"		
	"	3.2	"		
	"	3.3	"		
4	"	4.1	Febr. 06		
	"	4.2	Dez. 91		
	"	4.3	"		
	"	4.4	"		
	"	4.5	"		
	"	4.6	"		
	"	4.7	"		
	"	4.8	"		
	"	4.9	"		
	"	4.10	"		
	"	4.11	"		
	"	4.12	"		
	"	4.13	"		
	"	4.14	Febr. 06		
	App.	4.15	Dez. 91		

0.2 List of effective pages (cont.)

Section		page	issued	replaced	replaced
5	App.	5.1	Dec. 91		
	"	5.2	"		
	"	5.3	"		
	App.	5.4	"		
		5.5	"		
		5.6	"		
		5.7	"		
6		6.1	"		
		6.2	"		
		6.3	"		
		6.4	"		
		6.5	"		
		6.6	"		
		6.7	"		
		6.8	"		
		6.9	"		
		6.10	"		
		6.11	"		
7		7.1	"		
		7.2	"	August 2021	
		7.3	"		
		7.4	"		
		7.5	"		
		7.6	"		
		7.7	""	August 2021	
		7.8	"		
		7.9	"		
		7.10	"		
8		8.1	"		
		8.2	"		
		8.3	"		
		8.4	"		
		8.5	"		
9		9.1	"		
	with TN 370/4 (optional)				
		9.1	Febr.94		
		9.2	"		
		9.3	"		
	with TN 370/6 (optional)				
		9.1	Febr. 95		
		9.4	Febr. 95		

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.
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 over-stressed 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 aero-towing 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

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 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 is a singleseater high performance sailplane with 15 m wing span and wing tip extensions for 18 m span. Wings with flaperons.
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	GFRP-skin
Horizontal tailplane and rudder	GFRP-foam-sandwich-skin
Fuselage	GFRP-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	

7.6 **Landing gear** see diagram 2 M.M.

a) Main wheel: retractable, assisted by a gas strut.
Spring mounted with steel compression springs.
Fully sealed landing gear box,
internal drum brake,
Tyre 5.00 - 5 4 PR or 6 PR
Diameter 362 mm (14.25 in)
Tyre pressure 3.3 bar (46 psi)

b) Tailwheel: Tyre 200 x 50 2 PR
Diameter 200 mm (7.87 in)
Tyre pressure 2 bar (28 psi)

7.7 **Tow hooks** see diagram 5 M.M.

Safety release "Europa G 73"or "Europa G 88" for winch- and aerotow installed near the C.G.

additional as option "nose release E 75" or "nose release E 85" installed under the instrument console only for aerotow.

Both hooks are operated by the same handle.

7.8 **Seats and safety harness**

The seat is constructed as an integral inner shell.
The backrest is adjustable by means of an aircushion (Adjustment see sect. 7.12 item 22).
The backrest can be screwed to the seat shell at 3 dipperent positions dependent on the thickness of the parachute.

7.9 **Baggage compartment**

Max. load 15 kg (33 lbs).
Each floor can carry 7.5 kg (16.5 lbs). Heavy pieces of baggage must to be secured to the floors.
The right floor is equipped with a compartment suitable for a battery no. Z 01.

7.10 **Waterballastsystem** see diagram 5 M.M.

a) The wingtanks are constructed as double wall bags with a capacity of 65 l(17.15 U.S.gal) or 90 l (23.8 U.S. gal) per wing. The 90 l tanks are separated in 2 chambers to reduce the pressure load in case of spinning and positive g-loads. The separation also improves the handling of the glider with the tanks filled partly.
The dump valves are mounted in the wings and the control is hooked up automatically when rigging the glider.