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	0.3, 0.4, 2.8, 4.1, 4.5, 4.8, 4.24	Manual-revision TN 866/1	Dec.91	**LBA approved** 30.12.91
2	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
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, 7.4	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	June 91	see record of revisions	
		0.1	/	"	
		0.2	/	"	
		0.3	Dec. 91	"	
		0.5	Dec. 90	"	
		0.6	"		
1		1.1	"		
		1.2	June 91		
		1.3	Dec. 90		
		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	Dec. 91		
	"	2.9	June 91		
	"	2.10	Dec. 90		
	"	2.11	"		
3	"	3.1	"		
	"	3.2	"		
	"	3.3	"		
	"	3.4	"	March 97	
	"	3.5	"		
	"	3.6	"		
	"	3.7	"		
4	"	4.1	Dec. 91		
	"	4.2	Dec. 90		
	"	4.3	"		
	"	4.4	"		
	"	4.5	Dec. 91		
	"	4.6	Dec. 90		
	"	4.7	"		
	"	4.8	Dec. 91		
	"	4.9	Dec. 90		
	"	4.10	"		
	App.	4.11	Dec. 90		

0.2 List of effective pages (cont.)

Section	page	issued	replaced	replaced
7	7.1	Dec. 90		
	7.2	"	August 2021	
	7.3	"		
	7.4	"	August 2021	
	7.5	"		
	7.6	"		
	7.7	June 91		
	7.8	"		
	7.9	Dec. 90		
	7.10	"		
	7.11	"		
	7.12	"		
	7.13	"		
	7.14	"		
	7.15	"		
	7.16	"		
	7.17	June 91		
	7.18	Dec. 90		
8	8.1	"		
	8.2	"		
	8.3	"		
	8.4	"		
	8.5	"		
	8.6	"		
	8.7	"	March 97	
9	9.1	Dec. 90		
with TN 866/3 (optional)				
	9.1	Febr.94		
	9.2	"		
	9.3	"		

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°, -15°	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 M is a singleseater high performance motorglider with 15 m wing span and wing tip extensions for 17 m span and with flaperons.
With 15 m wing span normal wing tips and as an option small winglets are available.

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.

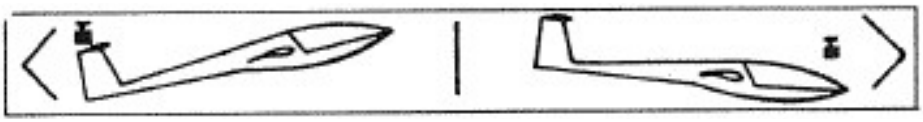
Colour

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	

1) Control Column - Parallelogram type

2) Release lever for the trim mechanism - green.
Operation see sect. 7.4.

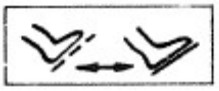
3) Trim position indicator and trim preselection lever - green



4) Tow release knob - yellow.



5) Rudder pedal adjustment knob - black



By pulling on the knob, the locking pin will be disengaged and the rudder pedals can be pulled back towards the pilot or pushed forward away from the pilot.

6) Instrument Panel
After removing the side screws at the base 2 x M 6 and after removing the screws attaching the cover to the panel 6 x M 4, the cover can be removed towards the front.

7) Compass installation position.

8) Radio installation position.

9) Undercarriage retraction - extension handle - black

forward - undercarriage down
back - undercarriage retracted

The undercarriage is locked in the extended position by an overcentre locking arrangement, and an additional safety catch at the handle. The handle is to be turned toward the cockpit wall, so that the locking catch will engage.

