DG Flugzeugbau GmbH DOA EASA.21J.530 EBH Teil III	**Technical Note No. 1000/46**	Doc.-No.: TN1000-46 FE-29-01 Issue: 01.a Date:30.06.2021

Subject : Utilisation of the DG-1000T fuselage for the sailplane DG-1000S for later conversion to variant DG-1001E

Effectivity type: DG-1000
variants: DG-1000S

Accomplishment : During production on customer request.

Reason : Instead of the DG-1000S fuselage the DG-1000T fuselage may be used for the DG-1000S to facilitate the retrofit of an FES (front engine sustainer) system (conversion to model DG-1001E).

Instructions :

1. Utilisation of the DG-1000T fuselage
2. Instead of the fuselage fuel tank a baggage compartment rear wall will be installed.
3. Instead of the engine doors battery compartment cover will be installed and closed with tape
4. The battery for the fin Z110 or a mass of 5.5kg in the fin battery box must be installed as minimum equipment similar to the DG-1000S (not to be used with the FES system installed)
5. OAT thermometer must be installed in the same way as in the DG-1000S fuselage.
6. The wiring set for the power plant installation may be installed already.
7. The front seat shell will be shortened a little and therefore an additional bulkhead 10Ru423 (with screwed in access cover) will be glued in.
   3 additional bulkheads 10R420, 10R420M and 10R421 will be glued in for later re-positioning of the nose tow hoo. The nose hook will be installed in the original position but must be re-positioned when installing the FES-system.

Material : See instructions

Weight and balance : CG weighing will be executed during the production test procedure.

Remarks : The DG-1000S Manuals stay valid for the changed sailplane

All instructions see above are to be executed by the manufacturer.

The retrofit of the FES-system and the conversion to variant DG-1001E are to be executed by the manufacturer.

If you have any questions concerning this TN please contact DG Flugzeugbau: Tel.: 0049 7251 3020-0, e-mail: dg@dg-flugzeugbau.de

Bruchsal, date:
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