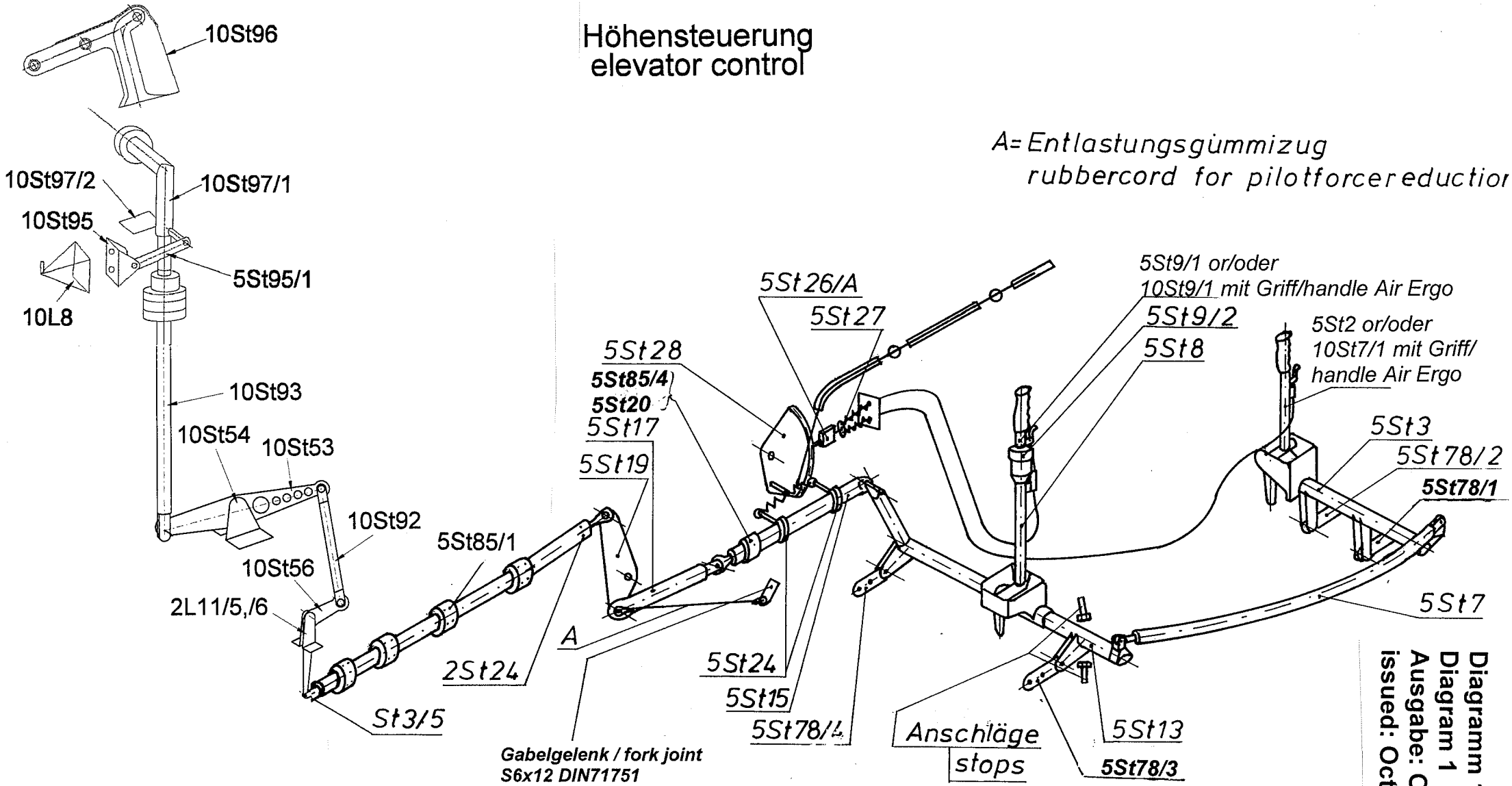
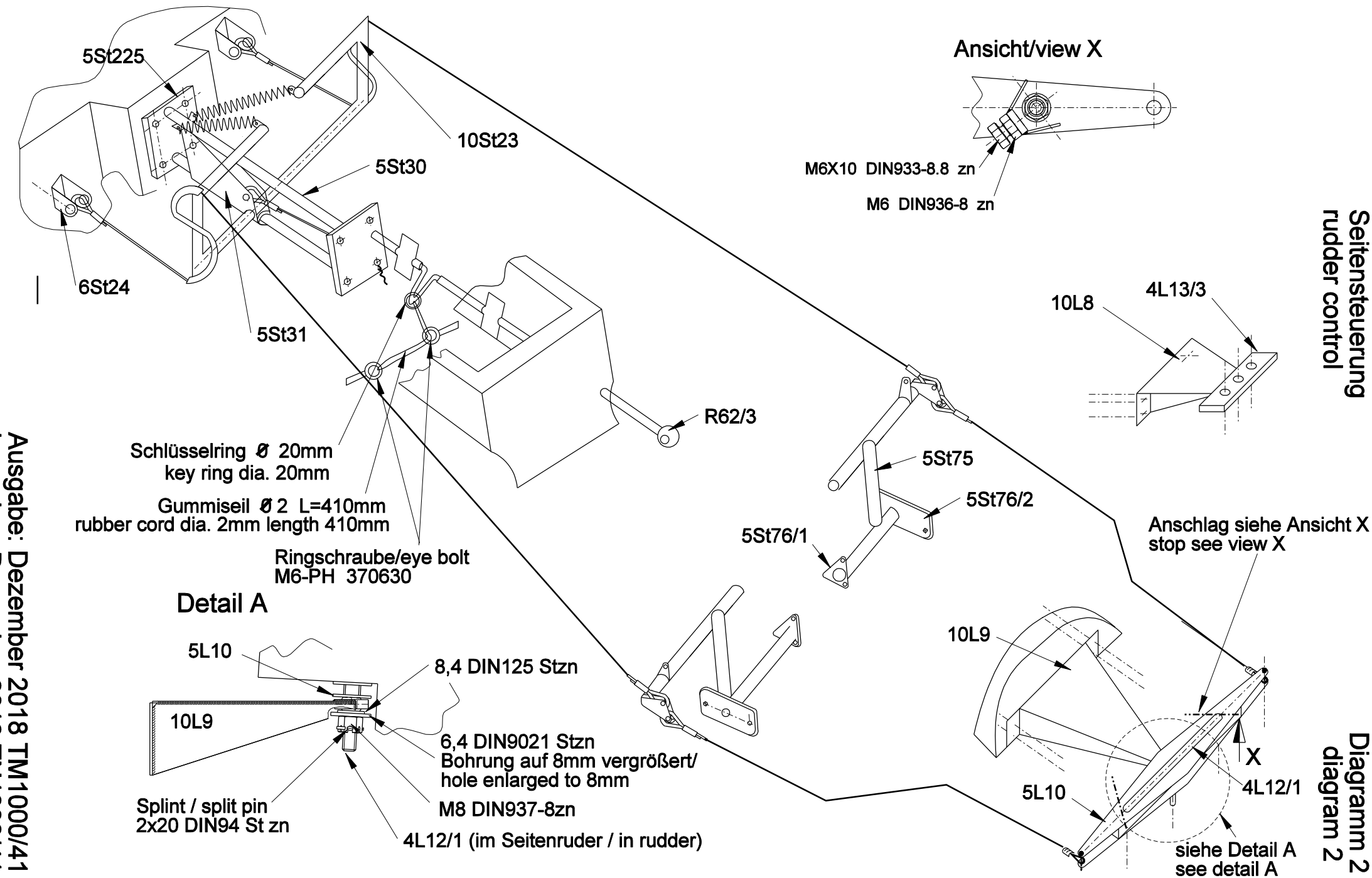
Höhensteuerung
elevator control



A= Entlastungsgümmizug
rubbercord for pilotforcereductior

Gabelgelenk / fork joint
S6x12 DIN71751
(mit Schnappfederbolzen / with spring clip pin)

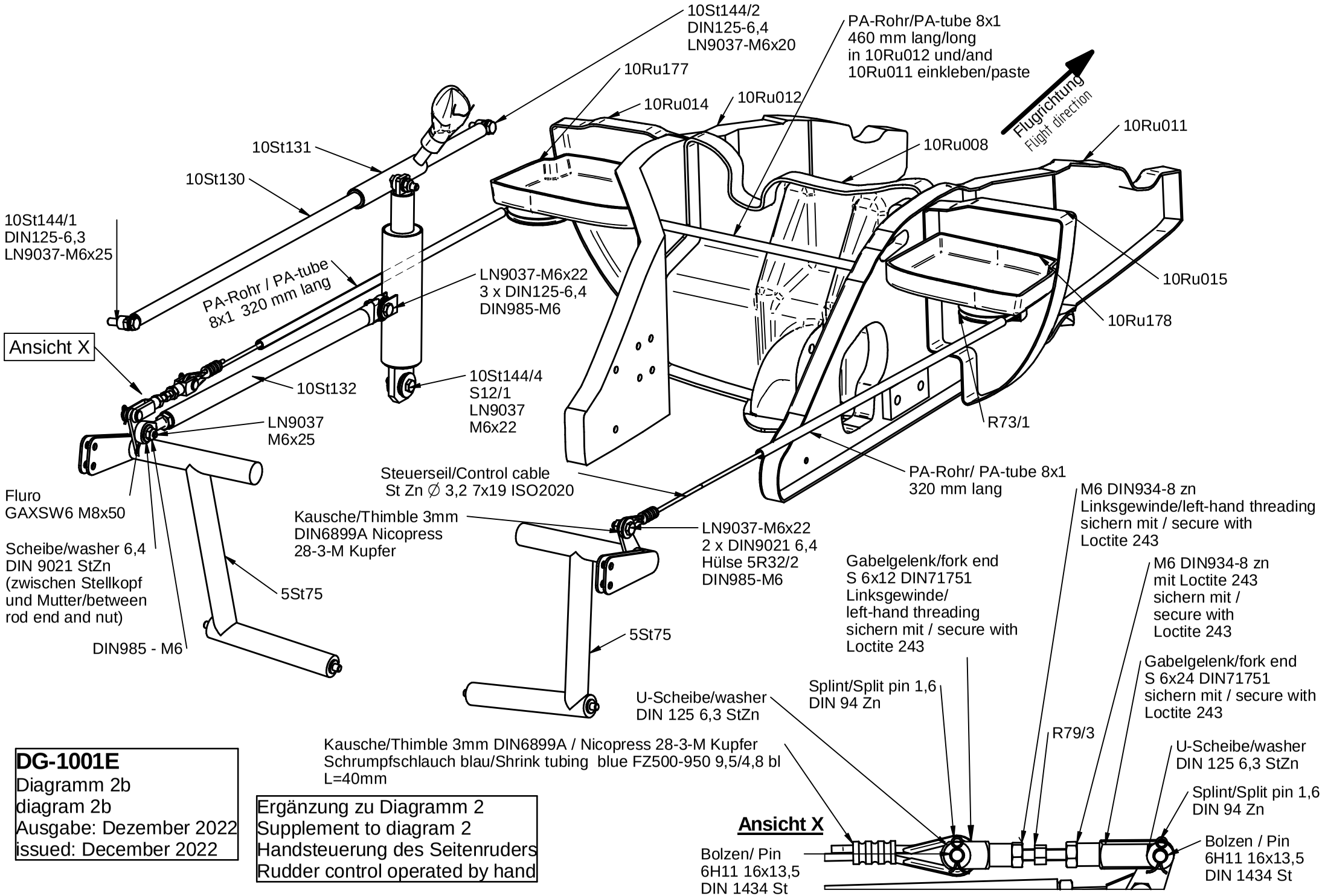
Diagramm 1
Diagram 1
Ausgabe: Okt. 2010
issued: October 2010



Seitensteuerung
rudder control

Diagramm 2
diagram 2

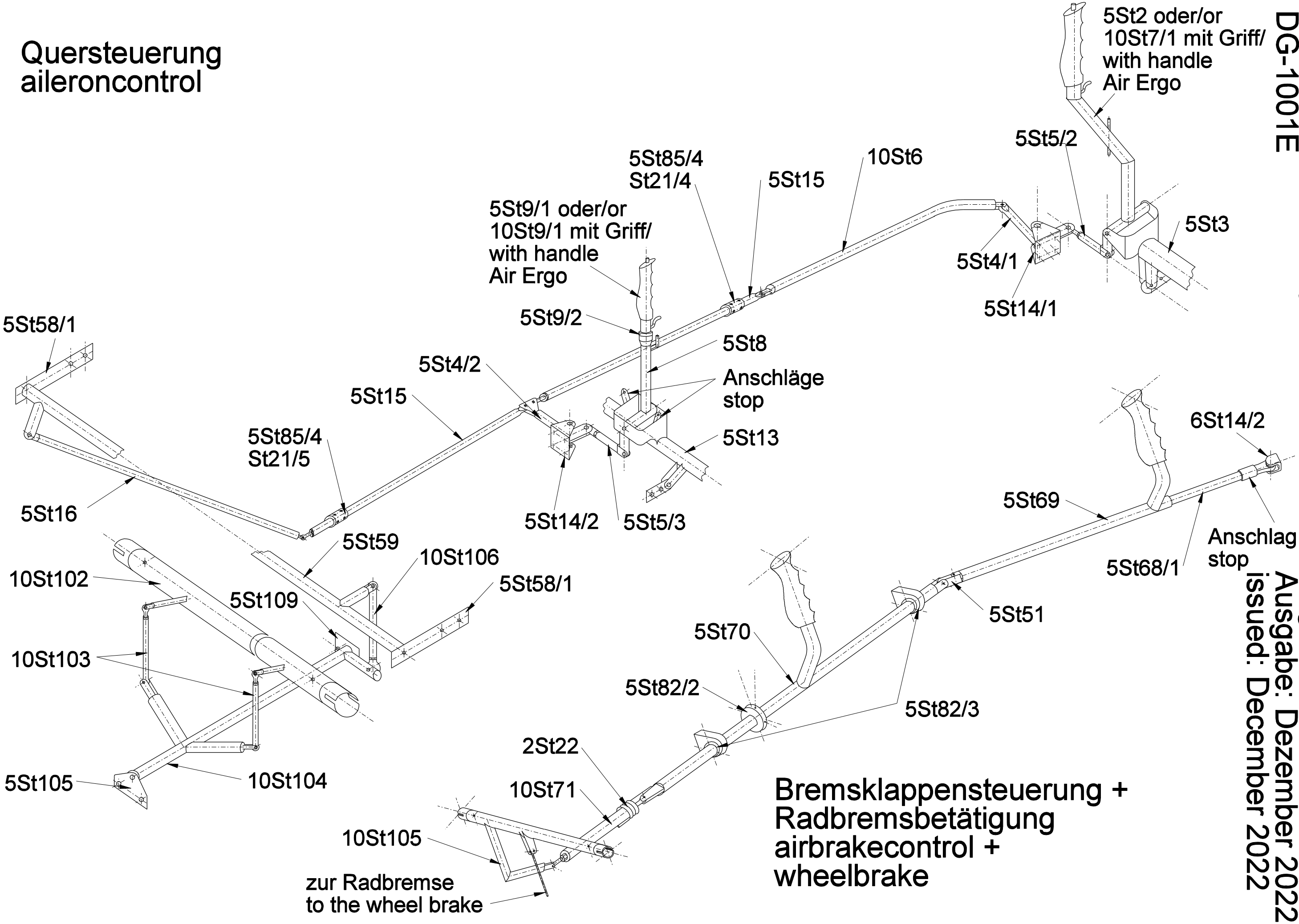
Ausgabe: Dezember 2018 TM1000/41
issued: December 2018 TN1000/41



DG-1001E
Diagramm 2b
diagram 2b
Ausgabe: Dezember 2022
issued: December 2022

Ergänzung zu Diagramm 2
Supplement to diagram 2
Handsteuerung des Seitenruders
Rudder control operated by hand

Quersteuerung
aileroncontrol



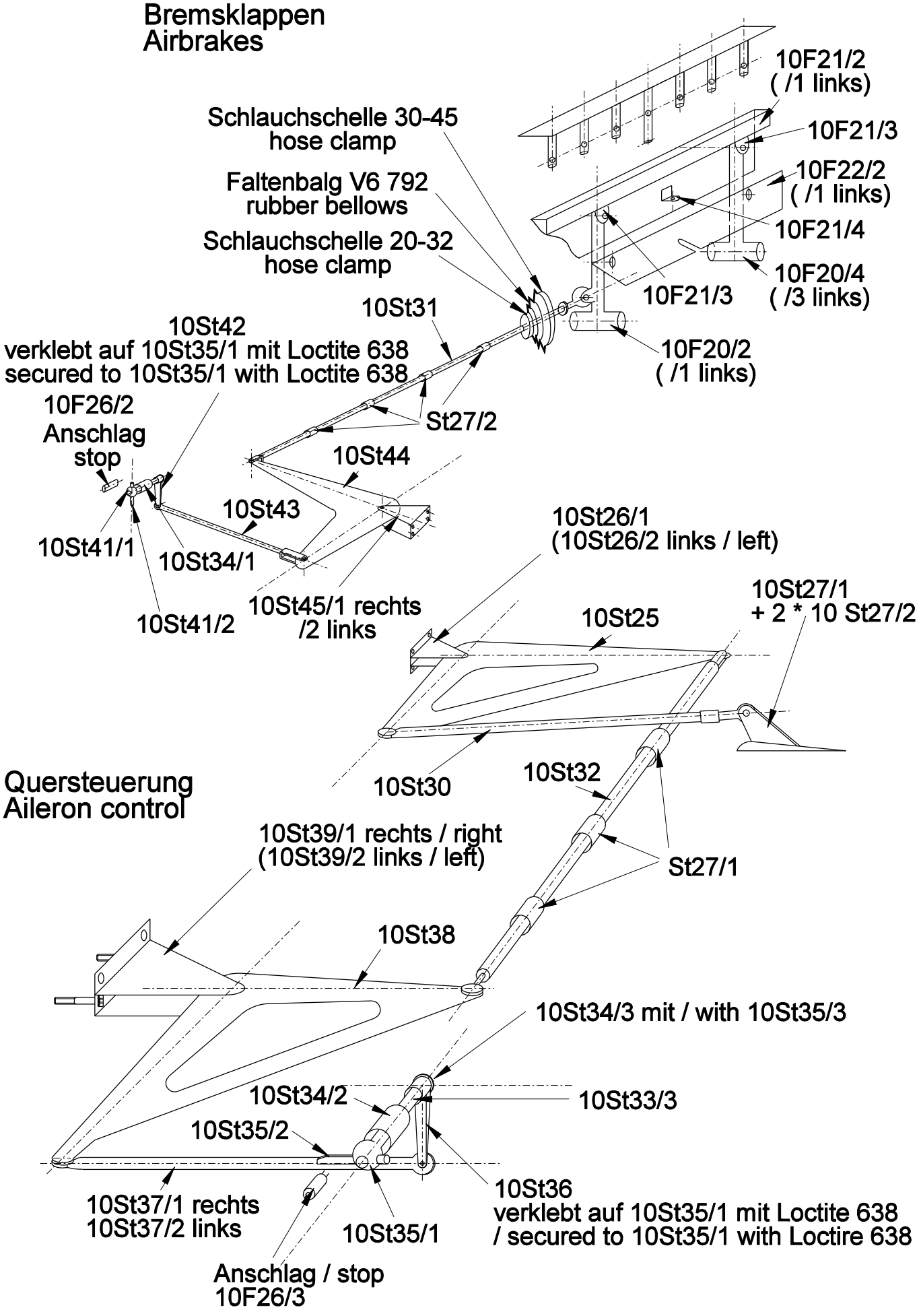
Bremsklappensteuerung + Radbremsbetätigung
airbrakecontrol + wheelbrake

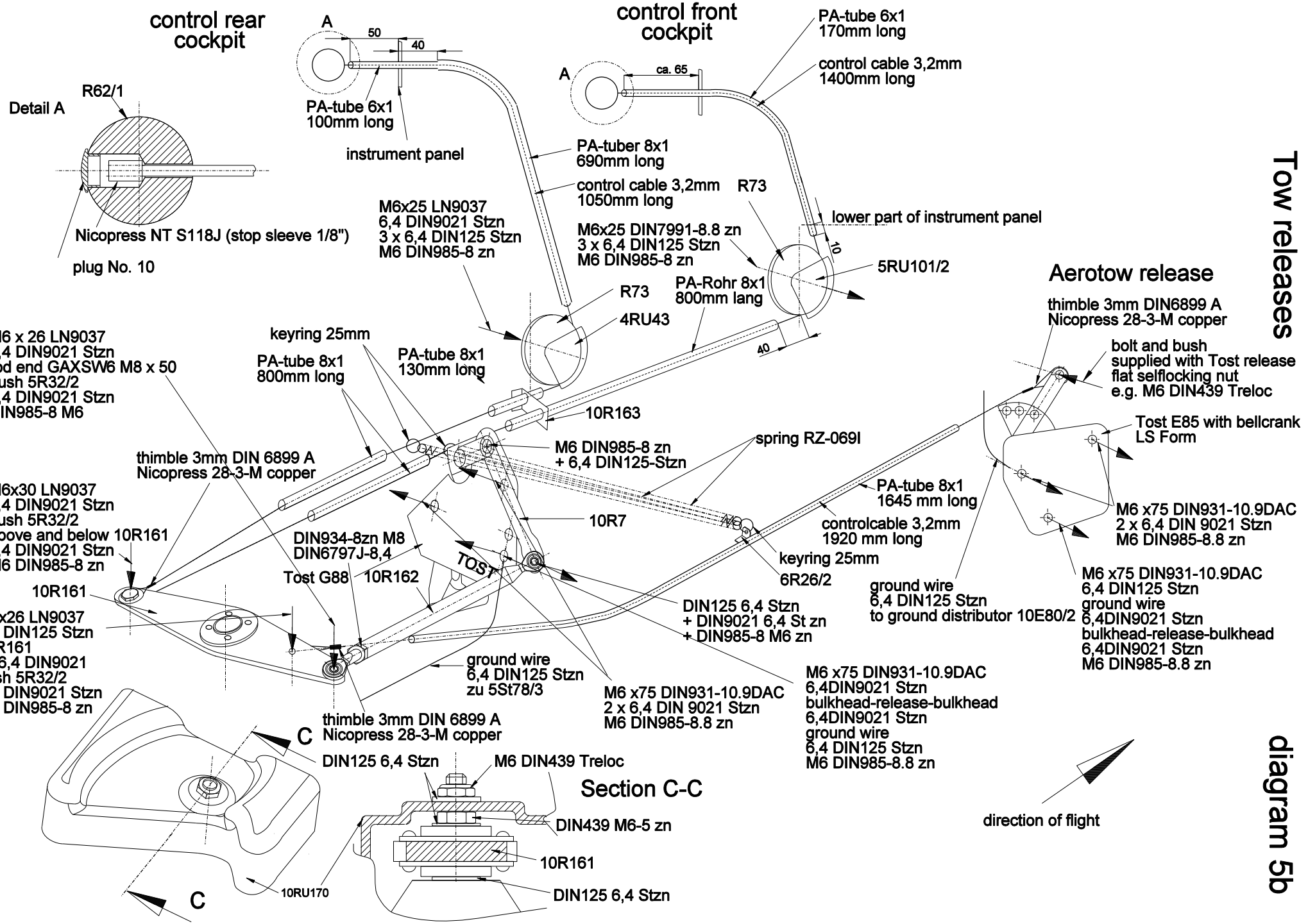
Steuerung im Rumpf
controls in the fuselage
DG-1001E

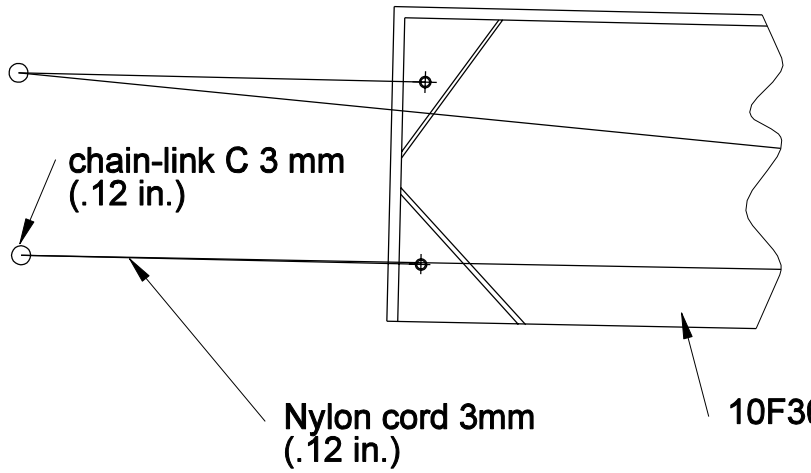
Diagramm 3
diagramm 3
Ausgabe: Dezember 2022
issued: December 2022

DG-1000
Steuerung im Flügel
Controls in the wings

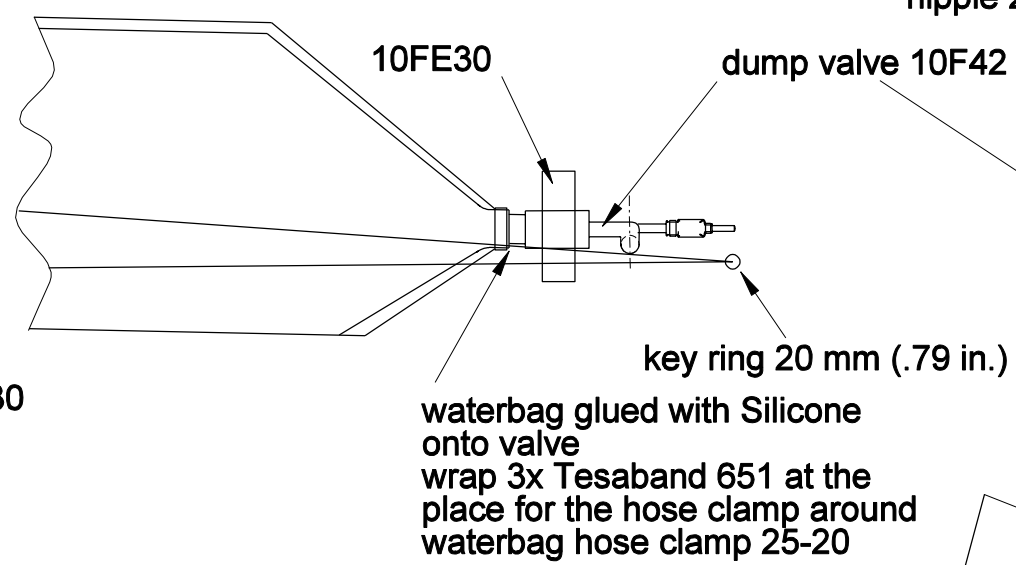
Diagramm 4
diagram 4
Ausgabe: Dezember 2022
issued: December 2022

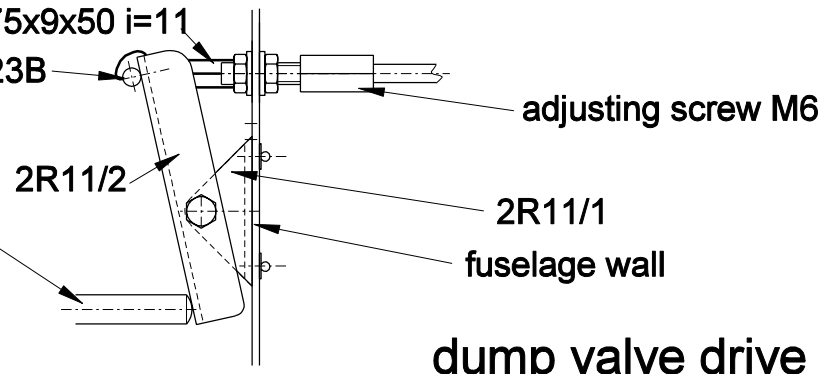



control rear cockpit
Detail A
R62/1
Nicopress NT S118J (stop sleeve 1/8")
plug No. 10
A
50
40
PA-tube 6x1
100mm long
instrument panel
control front cockpit
A
ca. 65
PA-tube 6x1
170mm long
control cable 3,2mm
1400mm long
PA-tuber 8x1
690mm long
control cable 3,2mm
1050mm long
R73
lower part of instrument panel
M6x25 LN9037
6,4 DIN9021 Stzn
3 x 6,4 DIN125 Stzn
M6 DIN985-8 zn
M6x25 DIN7991-8.8 zn
3 x 6,4 DIN125 Stzn
M6 DIN985-8 zn
10
5RU101/2
R73
4RU43
PA-Rohr 8x1
800mm lang
40
keyring 25mm
PA-tube 8x1
800mm long
PA-tube 8x1
130mm long
10R163
M6 x 26 LN9037
6,4 DIN9021 Stzn
rod end GAXSW6 M8 x 50
bush 5R32/2
6,4 DIN9021 Stzn
DIN985-8 M6
thimble 3mm DIN 6899 A
Nicopress 28-3-M copper
M6 DIN985-8 zn
+ 6,4 DIN125-Stzn
spring RZ-069I
M6x30 LN9037
6,4 DIN9021 Stzn
bush 5R32/2
above and below 10R161
6,4 DIN9021 Stzn
M6 DIN985-8 zn
10R7
DIN934-8zn M8
DIN6797J-8,4
Tost G88
10R162
TOST
10R161
M6x26 LN9037
6,4 DIN125 Stzn
10R161
2x 6,4 DIN9021
bush 5R32/2
6,4 DIN9021 Stzn
M6 DIN985-8 zn
PA-tube 8x1
1645 mm long
controlcable 3,2mm
1920 mm long
keyring 25mm
6R26/2
DIN125 6,4 Stzn
+ DIN9021 6,4 St zn
+ DIN985-8 M6 zn
ground wire
6,4 DIN125 Stzn
to ground distributor 10E80/2
ground wire
6,4 DIN125 Stzn
zu 5St78/3
thimble 3mm DIN 6899 A
Nicopress 28-3-M copper
M6 x75 DIN931-10.9DAC
2 x 6,4 DIN 9021 Stzn
M6 DIN985-8.8 zn
M6 x75 DIN931-10.9DAC
6,4DIN9021 Stzn
bulkhead-release-bulkhead
6,4DIN9021 Stzn
ground wire
6,4 DIN125 Stzn
M6 DIN985-8.8 zn
Aerotow release
thimble 3mm DIN6899 A
Nicopress 28-3-M copper
bolt and bush
supplied with Tost release
flat selflocking nut
e.g. M6 DIN439 Treloc
Tost E85 with bellcrank
LS Form
M6 x75 DIN931-10.9DAC
2 x 6,4 DIN 9021 Stzn
M6 DIN985-8.8 zn
M6 x75 DIN931-10.9DAC
6,4 DIN125 Stzn
ground wire
6,4DIN9021 Stzn
bulkhead-release-bulkhead
6,4DIN9021 Stzn
M6 DIN985-8.8 zn
C
C
10RU170
DIN125 6,4 Stzn
M6 DIN439 Treloc
Section C-C
DIN439 M6-5 zn
10R161
DIN125 6,4 Stzn
direction of flight
Tow releases
diagram 5b
issued October 2023



waterballast system in the wings

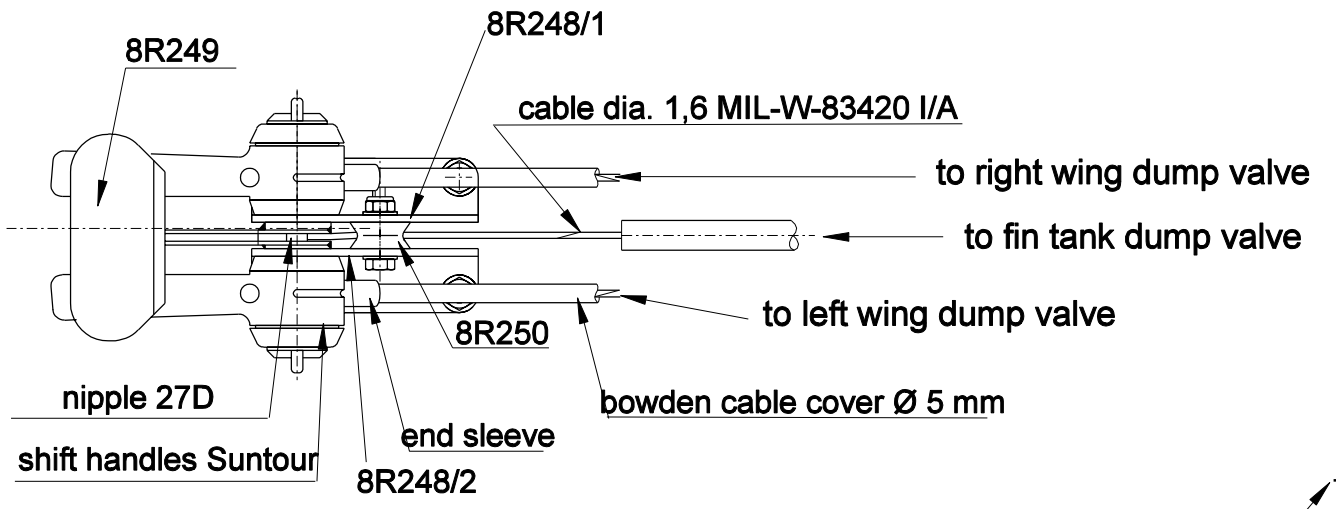




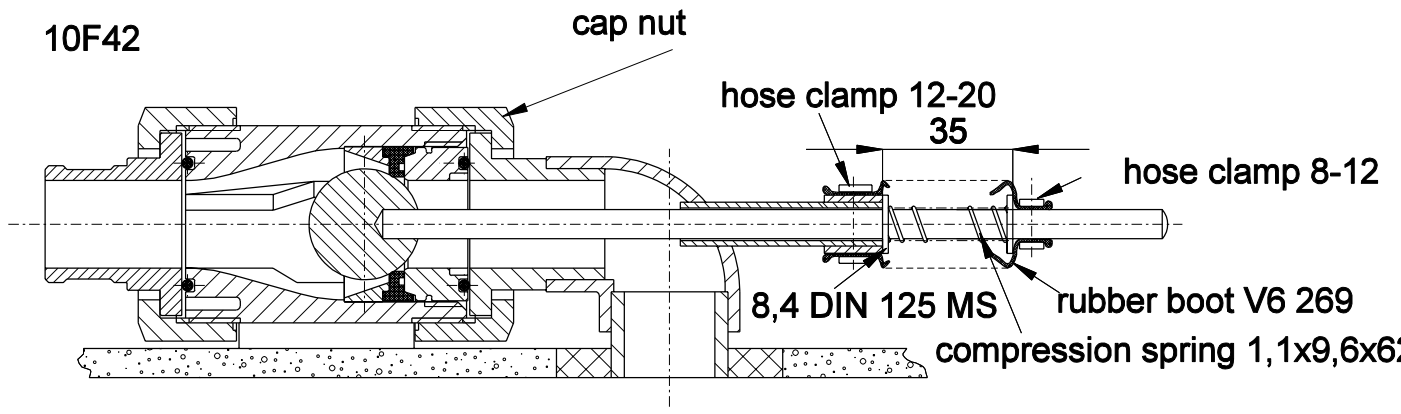
dump valve drive
at fuselage

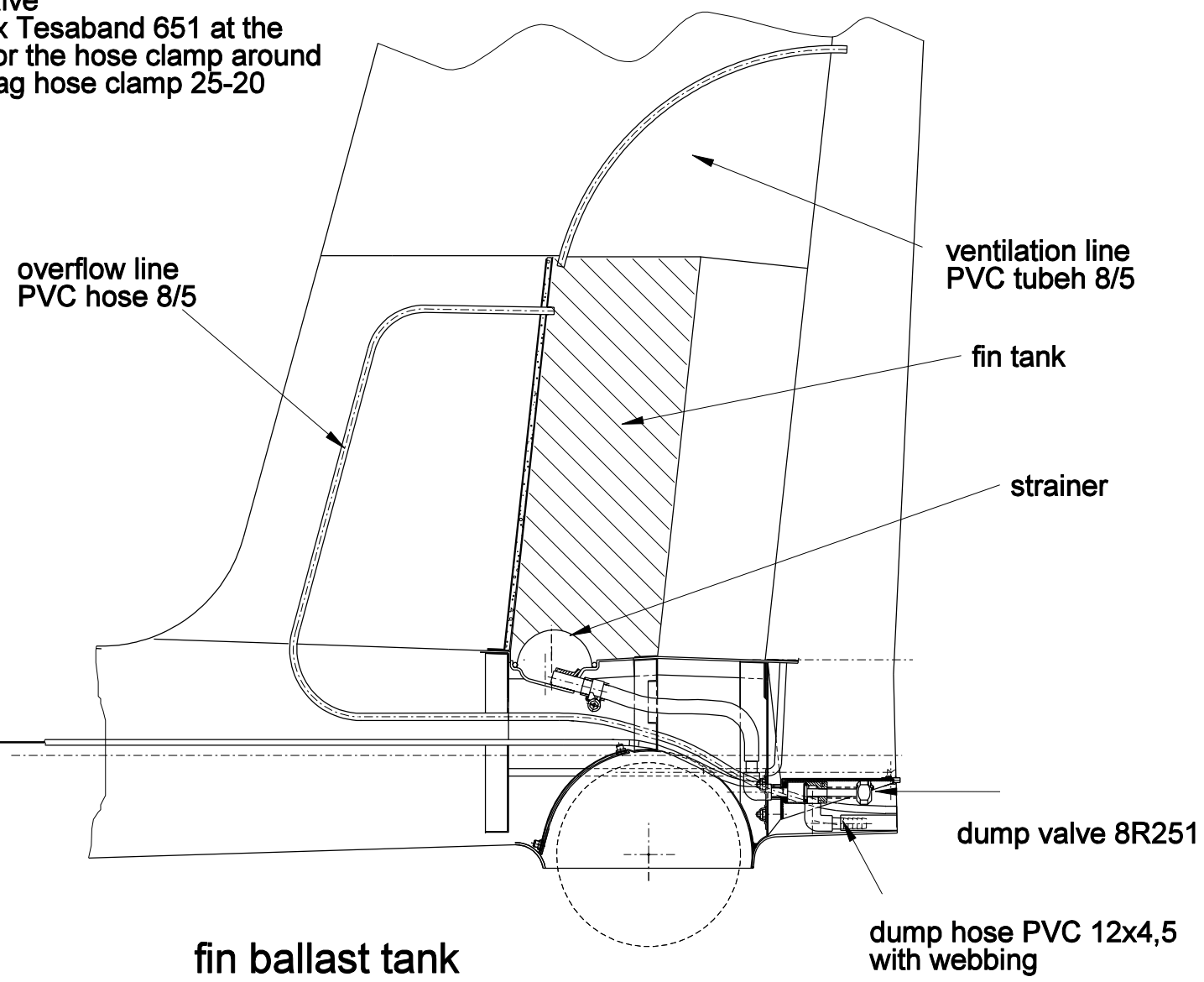
waterballast control handles in front cockpit

see drawing 8R247



dump valve in wing





fin ballast tank

All dimensions in mm, 25.4 mm= 1 in.

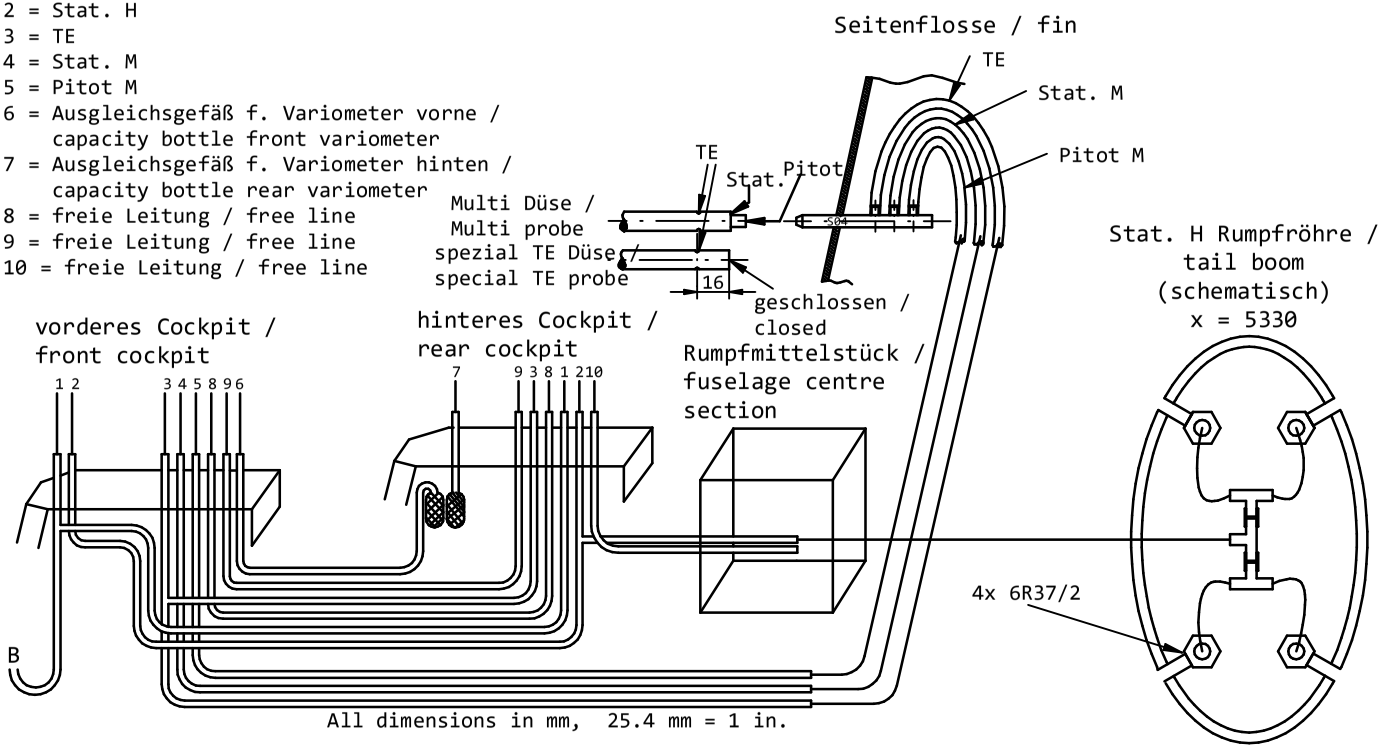
waterballast system

ser. no 10-101, from 10-128 on

diagram 6a
issued March 2008
ÄM1000/02

Datei 10ep23

1 = Pitot V (FES Motor)
2 = Stat. H
3 = TE
4 = Stat. M
5 = Pitot M
6 = Ausgleichsgefäß f. Variometer vorne /
capacity bottle front variometer
7 = Ausgleichsgefäß f. Variometer hinten /
capacity bottle rear variometer
8 = freie Leitung / free line
9 = freie Leitung / free line
10 = freie Leitung / free line



B = zur Gesamtdruckabnahme im FES Motor / towards pitot pressure probe in FES motor

Wichtiger Hinweis: Der Fahrtmesser darf nur an den Druckabnahmen Stat. H (Rumpfröhre) + Pitot V (FES) angeschlossen
Caution: The airspeed indicator must be connected to the probes Stat. H (tail boom) + Pitot V (FES).

Die Anschlüsse der Multi Düse sind zum Anschließen von Variometer- und Rechnersystemen bestimmt. /
The multi probe is intended to connect variometers and gliding computers.

Alle Schläuche PVC weich 8x1,5 farblos, die vorgesehenen Namen werden mit bedrucktem Schrumpfschlauch vor den Enden
All lines soft PVC 8x1,5 clear, coding is made with labeled heatshrink tubing near the ends.

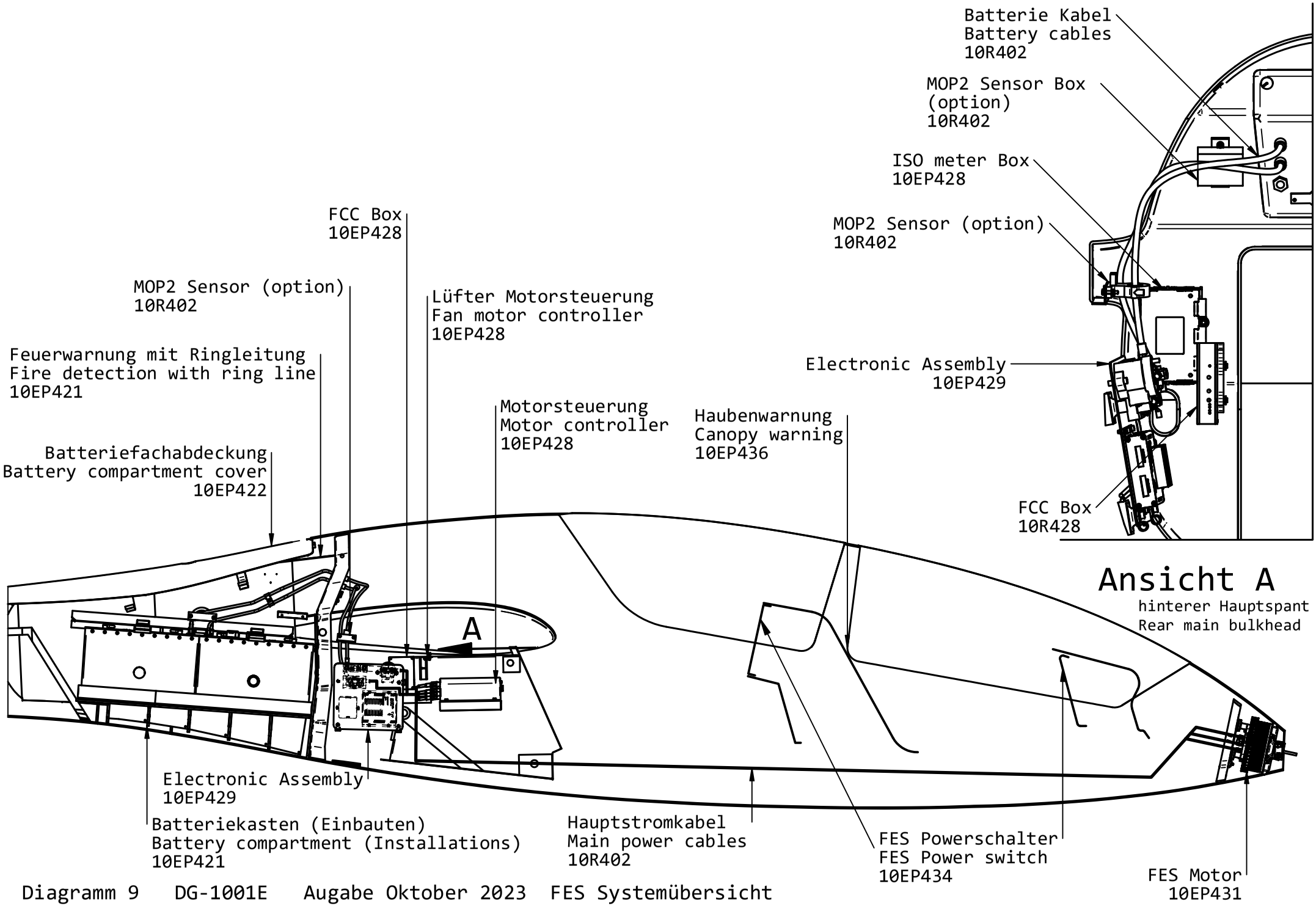
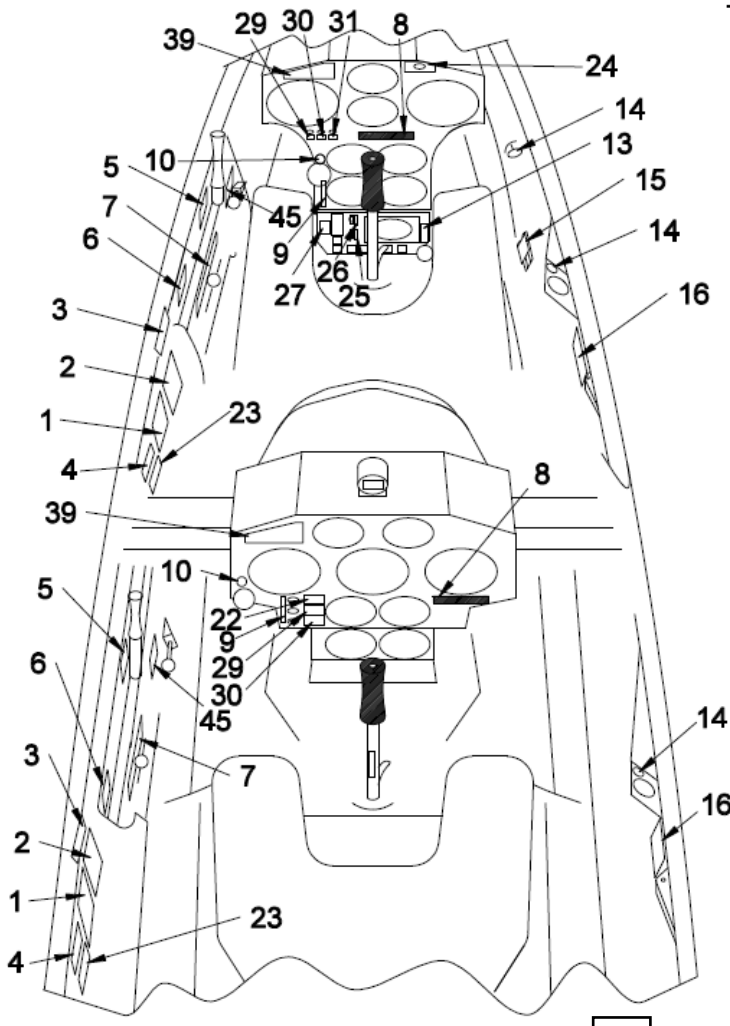


Diagramm 9 DG-1001E Augabe Oktober 2023 FES Systemübersicht
Diagram 9 DG-1001E issue october 2023 FES system overview

placards DG-1001E



LG ○ up ○ ○ ○ down 39

LG ext.-retr. up to185 km/h

on main off 25

intern battery fin 26

GEN2 9 oder GEN4

FIRE 29

1

DG Aviation GmbH
Type: DG – 1000S Serial No.: 10- E
Year of construction:

Maximum airspeeds	km/h	kts.
Winch launching	150	81
Aero-tow	185	100
Manoeuvring V_A	185	100
Rough air	185	100
Maximum speed V_{NE}	270	146
Propeller rotating (VPE)	160	86
Motor start VPO max.	120	65
Motor start VPO min.	80	43

Selflaunching is prohibited.
Taxiing is prohibited.

Approved aerobatic manoeuvres, Only allowed in configurations as described in AFM section 2.8.
Pos. Loop, Chandelle, Spin, Stall turn
In addition Category A:
Only allowed in configurations as described in AFM section 2.8.
Half loop and half roll, half roll and half loop, slow roll, inverted flight, half positive flick roll from normal flight with half loop, half negative flick roll from inverted flight

Maximum mass:

With wing span m	17.2 or 18		20	
Category A	630 kg	1389 lbs.	/	/.
Category U	750 kg	1653 lbs	790 kg.	1742 lbs.
Category U without waterballast	kg	kg	kg.	lbs.

4

Loading chart

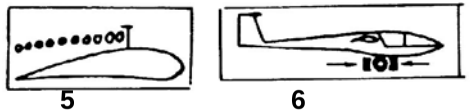
Cockpit load	front seat		rear seat		(Parachute
maximum	105 kg	231 lbs.	105 kg	231 lbs.	included)
or maximum	110 kg	242 lbs.	90 kg	198 lbs.	
minimum	kg	lbs.	/	/	

The load in the front and in the rear seat may be increased to max. 110 kg (242 lbs,) per seat. To accomplish this the mass of the rear pilot must be compensated by ballast in the ballast box in the fin.

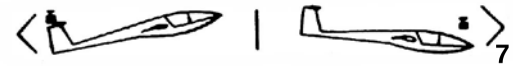
With lower pilot weight necessary ballast must be added.

Flughöhe m	0-3000	4000	5000	6000	7000	8000
V_{NE} IAS km/h	270	256	243	230	217	205

8



5 6



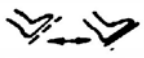
7

TEST FIRE WARNING 30

45



10

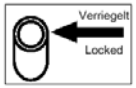


13

Cockpit Check

1. Lead ballast (for under weight pilot)?
2. Parachute worn properly?
3. Safety harness buckled?
4. Front seat: pedals adjusted?
   Rear seat: seating height adjusted?
5. All controls and knobs in reach?
6. Altimeter?
7. Dive brakes cycled and locked?
8. Positive control check ? (One person at the control surfaces).
9. Fin ballast tank emptied or correct amount filled in?
10. Trim ballast box in the fin, correct amount filled in? Locking device completely engaged?
11. Trim?
12. Both canopies locked?
13. Runway free?
14. Switch "FES power" off?
15. FCU on?

Senden transmit 22



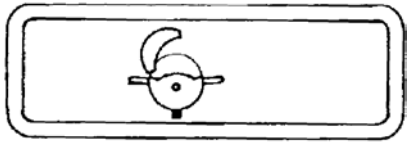
at cover plate of fin ballast box

Betriebsgrenzen für den Seitenflossenwasserballast 23

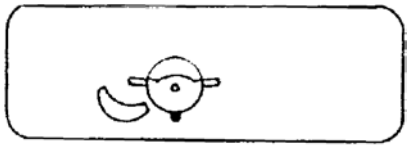
min. Temperatur °C	13,5	17	24	31	38
am Boden					
max. Flughöhe über Grund	m 1500	2000	3000	4000	5000

Ballastkasten Seitenflosse
Mindestzuladung im vorderen Sitz 24

kg	kg
Kasten leer	Kasten befüllt



3



16

14



15

Bauteil Nr.:

part no. of components at all parts

Typ:	DG-1001E
W.Nr.	

fire proof placard at front main bulkhead

Gepäck max. 15 kg
baggage max. 33 lbs.

at front main bulkhead

2

Abflugmasse	750 kg	790 kg
TOW	1653 lbs.	1742 lbs.
Reifendruck	2,5 bar	3 bar
Tyre pressure	36 psi	43.5 psi

at the right wheel door

Sollbruchstelle 10000 N
rated load 2200 lbs.

Reifendruck	4 bar
Tyre pressure	58 psi

on brake fluid reservoir

	Bemsflüssigkeit
---- min.	brake fluid
	DOT 3 / DOT 4

on brake fluid reservoir

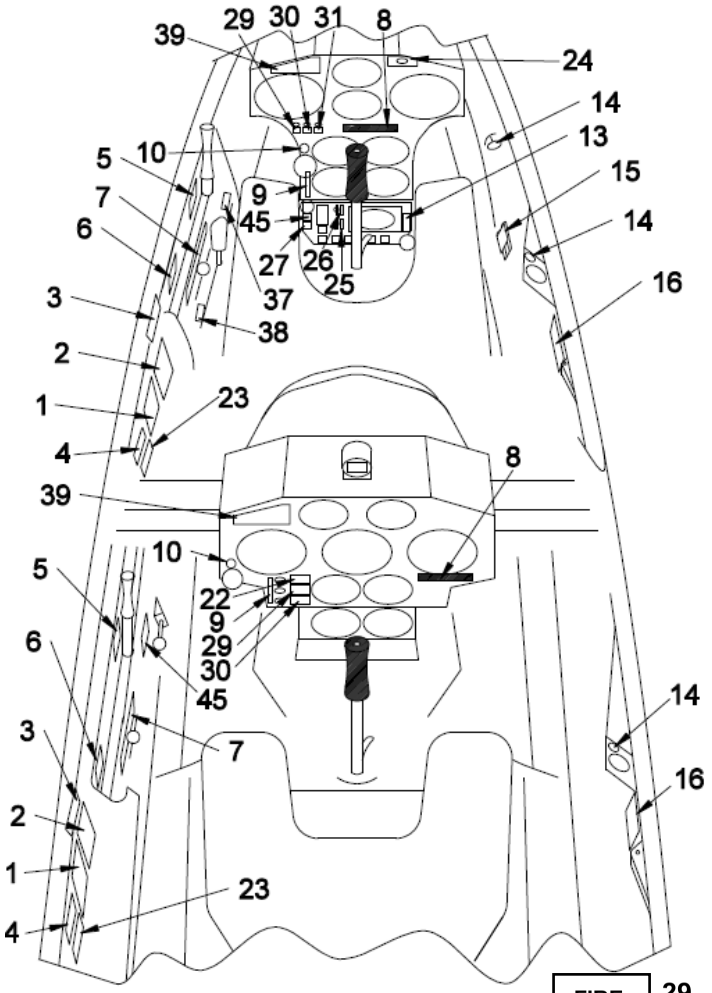
Warning:
Rigging of the horizontal tailplane is only permitted with nose down trim-setting!

Seitenflosse oben links

Diagramm 11
issued March 2022
continued on diagram 11b

placards DG-1001E

(with manual rudder control)



1

DG Aviation GmbH
Type: DG – 1000S Serial No.: 10- E
Year of construction:

	km/h	kts.
Maximum airspeeds		
Winch launching	150	81
Aero-tow	185	100
Manoeuvring V_A	185	100
Rough air	185	100
Maximum speed V_{NE}	270	146
Propeller rotating (VPE)	160	86
Motor start VPO max.	120	65
Motor start VPO min.	80	43

Selflaunching is prohibited.
Taxiing is prohibited.

Approved aerobatic manoeuvres, Only allowed in configurations as described in AFM section 2.8.
Pos. Loop, Chandelle, Spin, Stall turn
In addition Category A:
Only allowed in configurations as described in AFM section 2.8.
Half loop and half roll, half roll and half loop, slow roll, inverted flight, half positive flick roll from normal flight with half loop, half negative flick roll from inverted flight

Maximum mass:

With wing span m	17.2 or 18		20	
Category A	630 kg	1389 lbs.	/	/.
Category U	750 kg	1653 lbs	790 kg.	1742 lbs.
Category U without waterballast	kg	kg	kg.	lbs.

Cockpit Check

1. Lead ballast (for under weight pilot)?
2. Parachute worn properly?
3. Safety harness buckled?
4. Front seat: pedals adjusted?
   Rear seat: seating height adjusted?
5. All controls and knobs in reach?
6. Altimeter?
7. Dive brakes cycled and locked?
8. Positive control check ? (One person at the control surfaces).
9. Fin ballast tank emptied or correct amount filled in?
10. Trim ballast box in the fin, correct amount filled in? Locking device completely engaged?
11. Trim?
12. Both canopies locked?
13. Runway free?
14. Switch "FES power" off?
15. FCU on?

Bauteil Nr.:

part no. of components at all parts

Typ:	DG-1001E
W.Nr.	

fire proof placard at front main bulkhead

Gepäck max. 15 kg
baggage max. 33 lbs.

at front main bulkhead

2

Abflugmasse	750 kg	790 kg
TOW	1653 lbs.	1742 lbs.
Reifendruck	2,5 bar	3 bar
Tyre pressure	36 psi	43.5 psi

at the right wheel door

Sollbruchstelle 10000 N
rated load 2200 lbs.

4

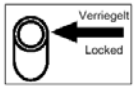
Loading chart

Cockpit load	front seat		rear seat		(Parachute
maximum	105 kg	231 lbs.	105 kg	231 lbs.	included)
or maximum	110 kg	242 lbs.	90 kg	198 lbs.	
minimum	kg	lbs.	/	/	

The load in the front and in the rear seat may be increased to max. 110 kg (242 lbs,) per seat. To accomplish this the mass of the rear pilot must be compensated by ballast in the ballast box in the fin.

With lower pilot weight necessary ballast must be added.

Senden transmit **22**



at cover plate of fin ballast box

Betriebsgrenzen für den Seitenflossenwasserballast **23**

min. Temperatur am Boden	°C	13,5	17	24	31	38
max. Flughöhe über Grund	m	1500	2000	3000	4000	5000

Ballastkasten Seitenflosse
Mindestzuladung im vorderen Sitz **24**

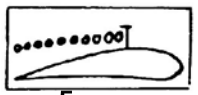
kg	kg
Kasten leer	Kasten befüllt

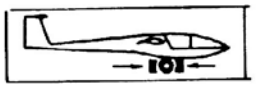
Reifendruck 4 bar
Tyre pressure 58 psi

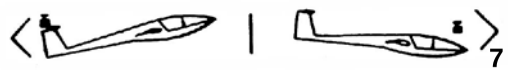
on brake fluid reservoir

Flughöhe m	0-3000	4000	5000	6000	7000	8000
V_{NE} IAS km/h	270	256	243	230	217	205

8

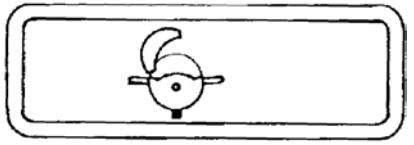

5

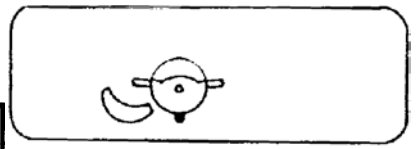

6


7

Bemsflüssigkeit
brake fluid
DOT 3 / DOT 4
---- min.

on brake fluid reservoir


3


16

Warning:
Rigging of the horizontal tailplane is only permitted with nose down trim-setting!

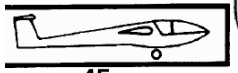
Seitenflosse oben links

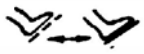
FIRE **29**

G E N 2 **9** oder GEN4

TEST FIRE WARNING **30**


10


45


13

LG up / down **39**

LG ext.-retr. up to185 km/h

on main off **25**

intern battery fin **26**

Nose left **37**

Nose right **38**


14


15

Diagramm 11a
issued March 2022

continued on diagram 11b

Placards continued

Flugzeug mit Elektroantrieb / Aircraft with electric propulsion

Im Notfall **Rettungskarte** im vorderen Cockpit beachten (Kartentasche auf der rechten Seite)!

In Case of emergency refer to **Rescue Card** in front Cockpit (on the right side in map pocket)!

Placard on fuselage top directly behind rear canopy

Rescue card

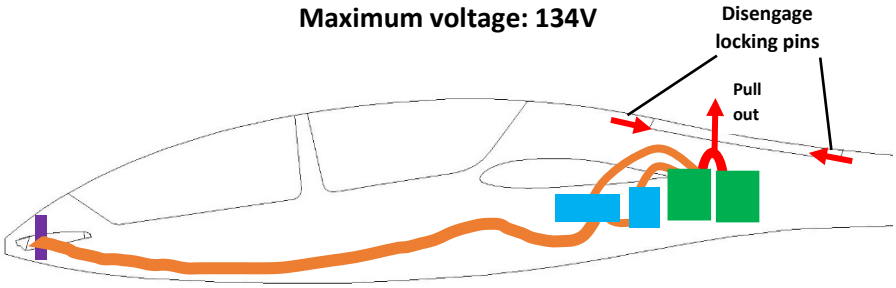
The card shall be carried on board in the front map pocket

Deutsche Version, siehe Rückseite

! Rescue Card !

Powered sailplane with electric propulsion system

Maximum voltage: 134V



Legende:

- Battery connecting cable
- Electric motor
- Power electronics
- Li-ion batteries
- High voltage cable

In case of crash, hard landing or similar emergency situation:

➔ Open battery compartment cover (operate 2x locking pins) on top of fuselage behind wing
Pull out battery connecting cable on the left side which connects front and rear battery pack

➔ In Case of fire in battery compartment:
Extinguish and cool batteries with lots of water even after extinguishing of the fire! Take care for possibly developing ignitable hydrogen / oxygen mixture!

Diagramm 20
diagram 20

TM1000/45

Ausgabe: Oktober 2021
issued: October 2021

TM1000/45

elektrisch betätigtes Hauptfahrwerk, hydraulische Radbremse
electrically operated main landing gear, hydraulic wheelbrake

Schnitt A-A
section

Vorratsbehälter
reservoir

Gepäckraumrückwand/
rear baggage compsrtment wall

10FW109, ab/from 10-268 10FW256

10FW124, ab/from 10/268
10FW252/1 verschraubt/bolted

10FW89

Endschalter (FW ein)
164-564
limit switch
(LG retracted)

Fahrwerkskasten 10Ru48
landing gear box
ab/from 10-268 10Ru48/3

10St105

EW 8x1-R1/8"

5R94/1 DG-1000S
10R94/1 DG-1000T

Gewinde mit
Teflonband
abgedichtet/
thread sealed
with Teflon tape

A

Ansicht X
view

Schnitt B-B
section

10FW127, ab/from 10/268
10FW251/1 verschraubt/bolted

alternativer
Anschluss/
alternative fitting

10FW108

A

10FW91

Schnitt C-C
section

10FW10/2

B

TOST Hauptbremszylinder Form 7
master cylinder

X

10FW91

10FW19/1

10FW10/1

C

C

Fahrwerksklappe 10Ru46 links (left)
landing gear door 10Ru47 rechts (right)
ab/from 10-268: 10Ru46/2 + 10Ru47/2

10FW102 rechts (right)
10FW102/2 links (left)

10FW21

10FW10/1

Siehe 10Fw2
see

10FW11/1

Schnitt D-D
section

D

D

10FW11/7

S84

A

10FW18

Reifen 380x150
tyre

10FW11/2

10FW11/7

10FW11/3

10FW17

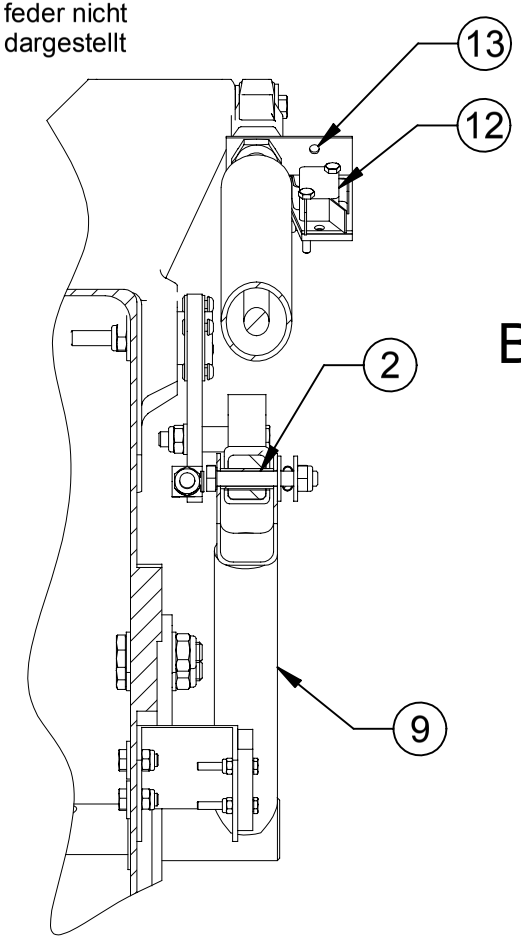
10FW11/6

10FW18

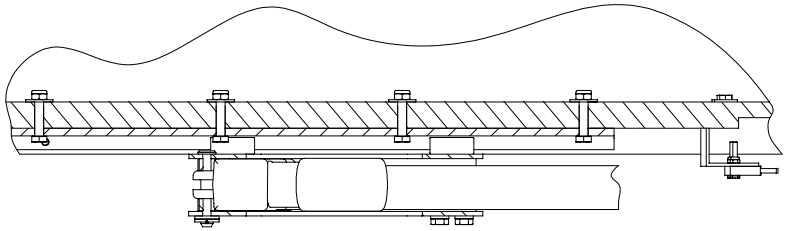
A

Benabteil A1-A1-0-0-105-317-6000N

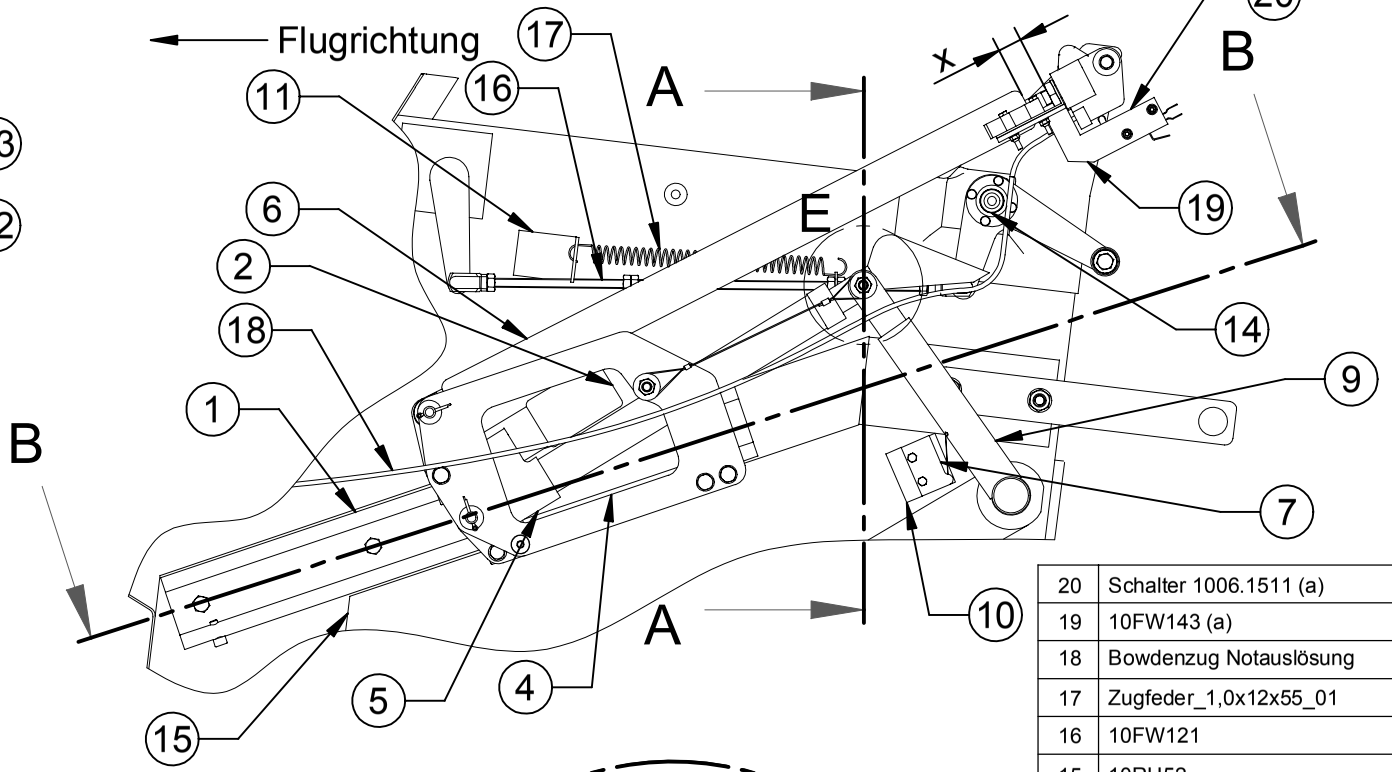
Kabel zum Endschalter Gasfeder nicht dargestellt



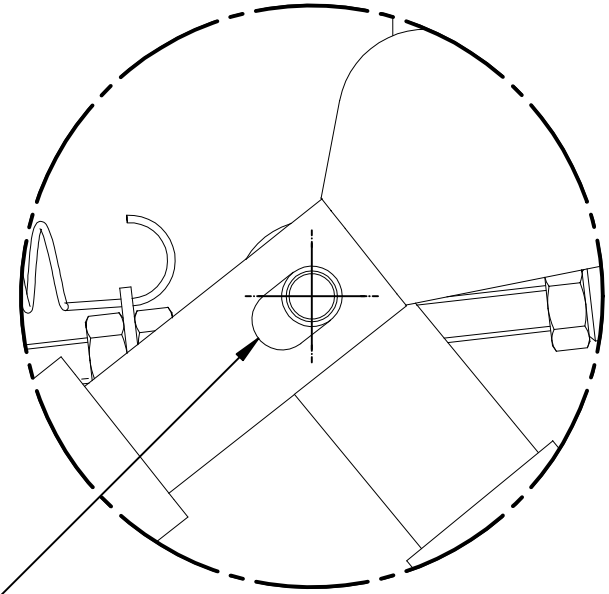
Schnitt A-A



Schnitt B-B



Detail E



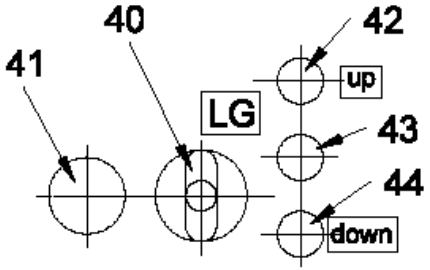
Langloch im Kopf des Spindeltriebs

Nr.	Bezeichnung	QTY
20	Schalter 1006.1511 (a)	1
19	10FW143 (a)	1
18	Bowdenzug Notauslösung	1
17	Zugfeder_1,0x12x55_01	1
16	10FW121	1
15	10RU52	1
14	10FW130	1
13	10FW120	1
12	Endschalter Gasfeder XGG2-88-S20Z1	1
11	10FW92	1
10	10FW93	1
9	10FW108	1
8	10FW90	1
7	Endschalter FW aus 164-574	1
6	K0V2P-3-200-647--001/460N	1
5	Spindeltrieb 10 FW140	1
4	10FW98	1
3	10FW89	1
2	10FW135	1
1	10FW103	1

(a) nur wenn TM1000/19 durchgeführt, serienmäßig ab W.Nr. 10-157

Datenschilder elektrisch betätigtes Hauptfahrwerk DG-1000S + DG-1001E
placards electrically operated mainlanding gear DG-1000S + DG-1001E

Bedienelemente und Anzeigen für das elektrisch betätigte Fahrwerk im vorderen und hinteren Cockpit jeweils links oben im Instrumentenbrett
Controls and control lights for the electrically operated landing gear in front and rear instrument panel (upper left hand side):

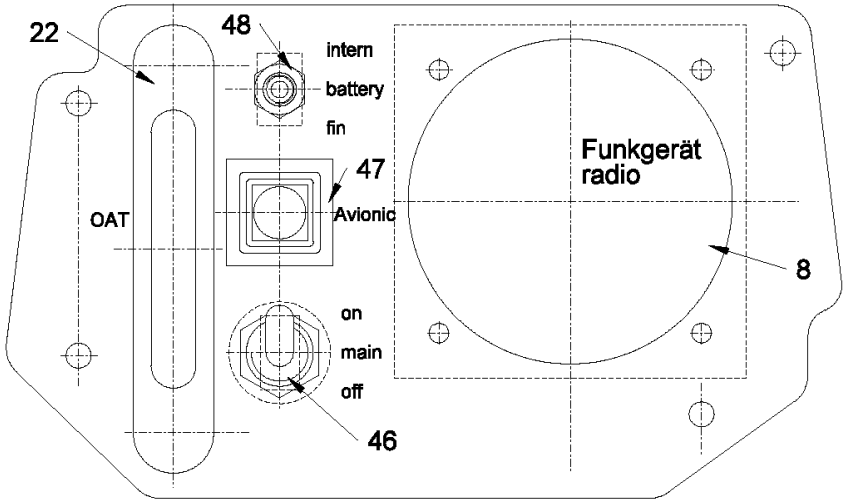


or english

LG ext.-retr. up to 185 km/h 100 kts.

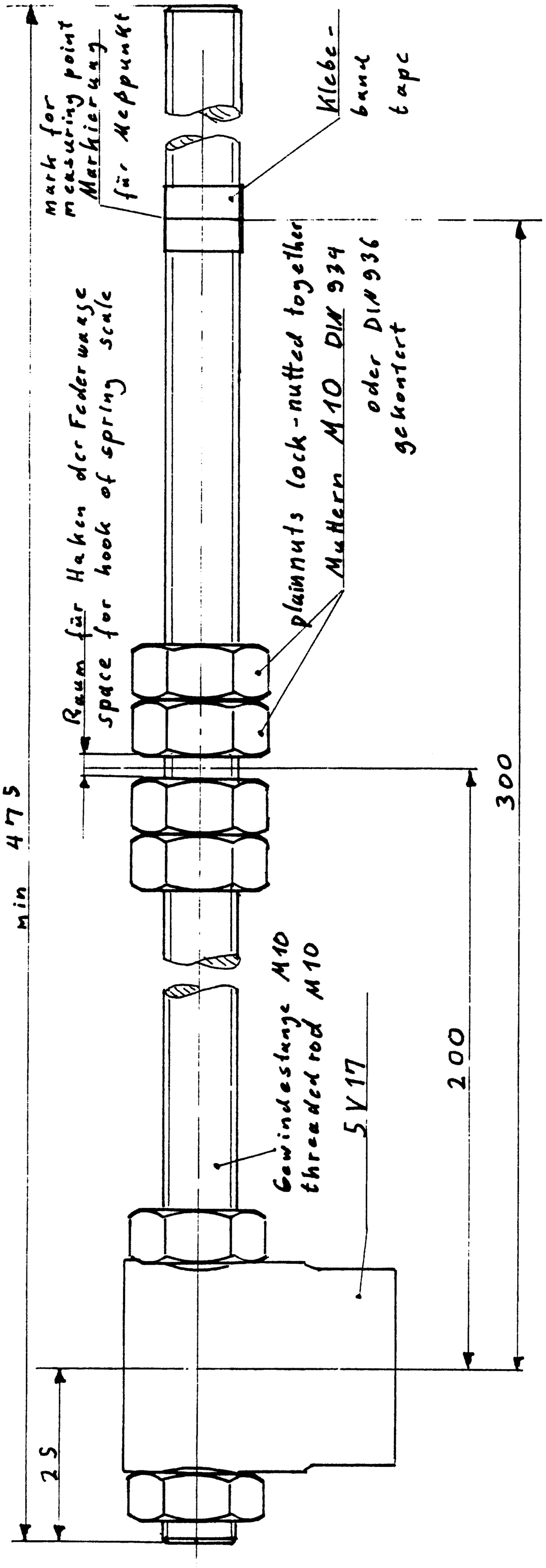


linke Bordwand vorderes und hinteres Cockpit
left fuselage wall front and rear cockpit



Instrumententurmunterteil vorn
console below the front instrument panel

Diagramm 22
Diagram 22
Ausgabe Dezember 2022
Issued December 2022



Ausg.	Änderung	ÄM	Tag	Name

	Tag	Name
Gez.	19.10.79	W. Dirks
Gepr.		
Norm.		

Maßstab: 1:1

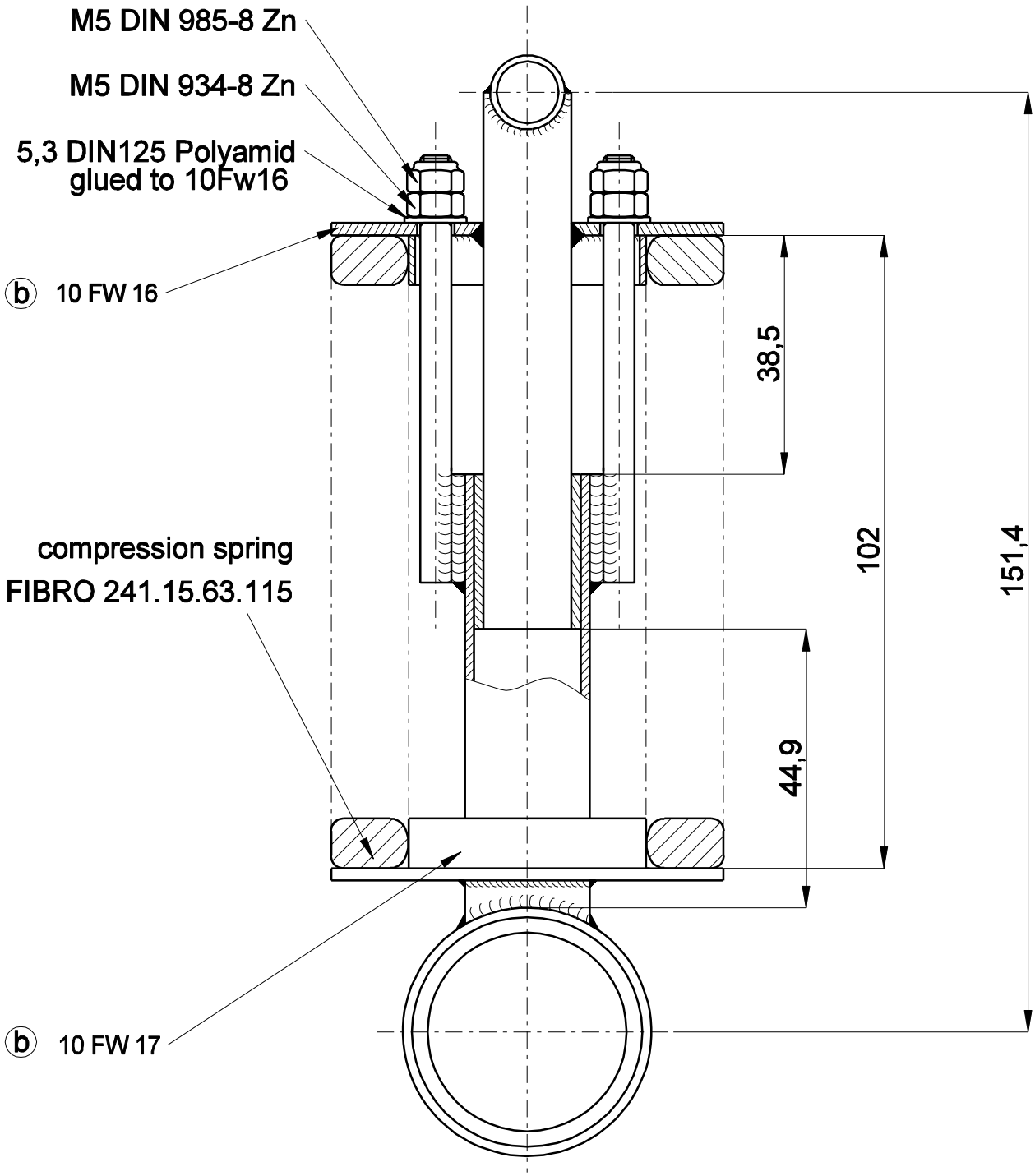
Maße ohne Toleranz-ang. nach:

Prüfwerkzeug für Bremsklappeneinstellung

Tool for airbrake adjustment

Glaser-Dirks Flugzeugbau GmbH
7520 Bruchsal 4
Im Schollengarten 19-20

5 V 18



spring travel 37 mm

all dimensions with spring precompressed

Toleranzen nach Arbeitsanweisung BA 1				
Schweißen nach Arbeitsanweisung SA 1				
b		10-2	05.10.99	Lehner
a		alle	18.02.99	Lehner
Ausg.	Änderung	ÄM	Tag	Name

	Tag	Name
Gez.	11.12.97	Camus
Gepr.		
Norm.		

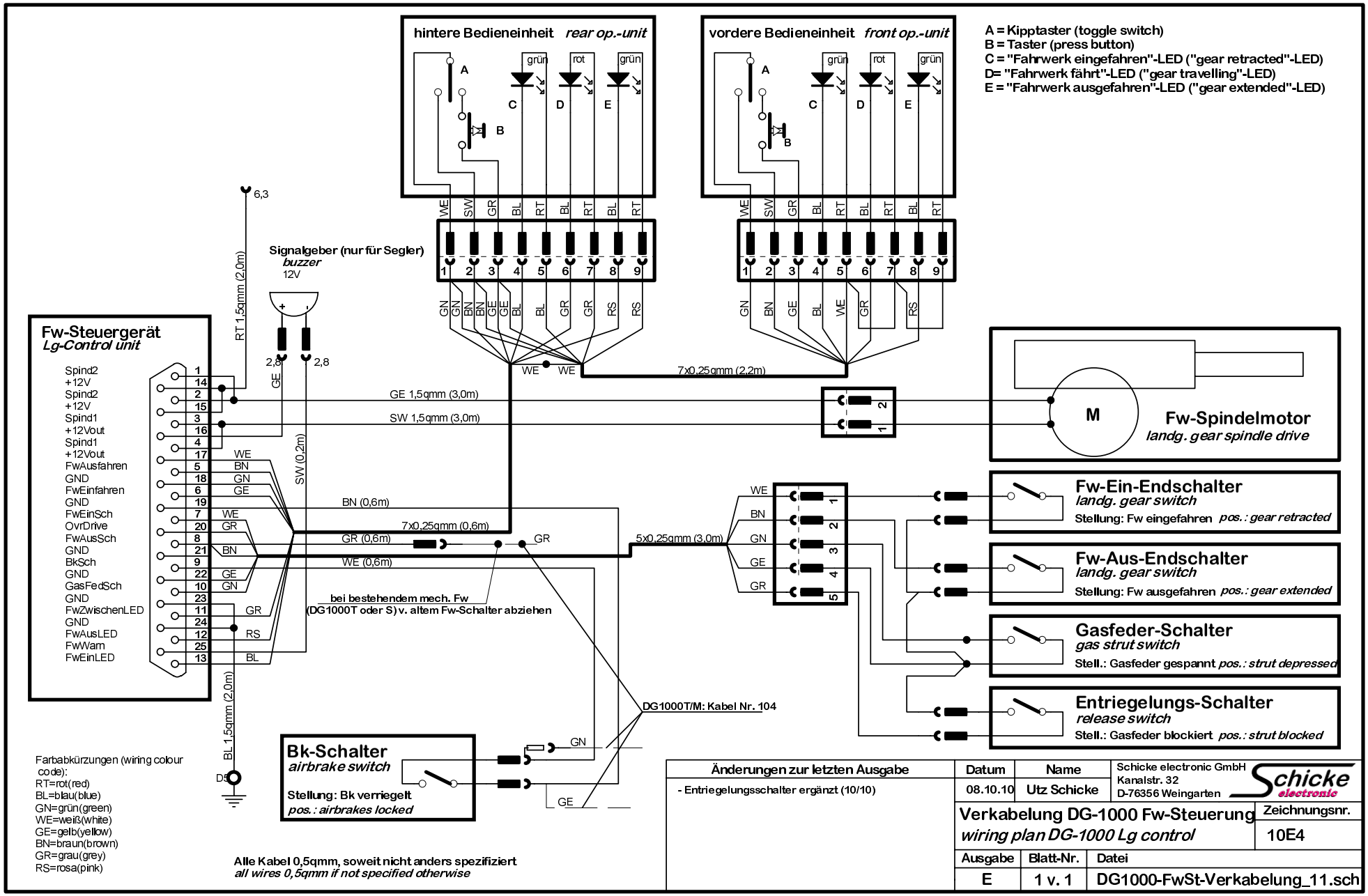
Maßstab 1:1 :

Maße ohne Toleranz-ang. nach:

Assembly Spring leg (landing gear)

DG Flugzeugbau GmbH
76646 Bruchsal 4
Im Schollengarten 20

10 FW 2


hintere Bedieneinheit rear op.-unit
vordere Bedieneinheit front op.-unit
A = Kipptaster (toggle switch)
B = Taster (press button)
C = "Fahrwerk eingefahren"-LED ("gear retracted"-LED)
D= "Fahrwerk fährt"-LED ("gear travelling"-LED)
E = "Fahrwerk ausgefahren"-LED ("gear extended"-LED)
grün
rot
grün
WE SW GR BL RT BL RT BL RT
1 2 3 4 5 6 7 8 9
GN GN BN BN GE GE BL BL GR GR RS RS
7x0,25qmm (2,2m)
Signalgeber (nur für Segler)
buzzer
12V
6,3
RT 1,5qmm (2,0m)
2,8
2,8
GE
SW (0,2m)
Fw-Steuergerät
Lg-Control unit
Spind2 1
+12V 14
Spind2 2
+12V 15
Spind1 3
+12Vout 16
Spind1 4
+12Vout 17
FwAusfahren 5
GND 18
FwEinfahren 6
GND 19
FwEinSch 7
OvrDrive 20
FwAusSch 8
GND 21
BkSch 9
GND 22
GasFedSch 10
GND 23
FwZwischenLED 11
GND 24
FwAusLED 12
FwWarn 25
FwEinLED 13
GE 1,5qmm (3,0m)
SW 1,5qmm (3,0m)
WE
BN
GN
GE
BN (0,6m)
WE
GR
7x0,25qmm (0,6m)
GR (0,6m)
BN
WE (0,6m)
GE
GN
GR
RS
BL
bei bestehendem mech. Fw
(DG1000T oder S) v. altem Fw-Schalter abziehen
BL 1,5qmm (2,0m)
D5
M
Fw-Spindelmotor
landg. gear spindle drive
5x0,25qmm (3,0m)
WE
BN
GN
GE
GR
Fw-Ein-Endschalter
landg. gear switch
Stellung: Fw eingefahren pos.: gear retracted
Fw-Aus-Endschalter
landg. gear switch
Stellung: Fw ausgefahren pos.: gear extended
Gasfeder-Schalter
gas strut switch
Stell.: Gasfeder gespannt pos.: strut depressed
Entriegelungs-Schalter
release switch
Stell.: Gasfeder blockiert pos.: strut blocked
DG1000T/M: Kabel Nr. 104
Bk-Schalter
airbrake switch
Stellung: Bk verriegelt
pos.: airbrakes locked
GN
GE
Farbabkürzungen (wiring colour code):
RT=rot(red)
BL=blau(blue)
GN=grün(green)
WE=weiß(white)
GE=gelb(yellow)
BN=braun(brown)
GR=grau(grey)
RS=rosa(pink)
Alle Kabel 0,5qmm, soweit nicht anders spezifiziert
all wires 0,5qmm if not specified otherwise
Änderungen zur letzten Ausgabe
- Entriegelungsschalter ergänzt (10/10)
Datum 08.10.10
Name Utz Schicke
Schicke electronic GmbH
Kanalstr. 32
D-76356 Weingarten
Schicke electronic
Verkabelung DG-1000 Fw-Steuerung
wiring plan DG-1000 Lg control
Zeichnungsnr. 10E4
Ausgabe E
Blatt-Nr. 1 v. 1
Datei DG1000-FwSt-Verkabelung_11.sch

Farbkodierung / colour codes	
RT	rot / red
BL	blau / blue
GN	grün / green
OG	orange
BR	braun / brown
WE	weiß / white
SW	schwarz / black
RS	rosa / pink
GR	grau / grey
GE	gelb / yellow
CU	Schirm / Shield

Kabeltypen/Cable Types	
Datenkabel 4-adrig	Kabeltronic LiYCY 4x AWG24
Datenkabel 8-adrig	Kabeltronic LiYCY 8xAWG24
Leistungselektronik	BETAtherm 155 35mm²
12V Kabel	Sommer 44A0111 AGW18

Zeichnungsdarstellung/Drawing representation			
Hochstromkabel Betatherm 155 35mm²	dicke Volllinie	Orange	
GND	dünne Volllinie	Blau	
+12V	dünne Volllinie	Rot	
mehradiges Datenkabel Kabeltronic LiYCY	Volllinie	Schwarz	
Schirm/Shield	dünne Volllinie	Schwarz	

ausschlaggebend für die tatsächliche Farbe der Kabel ist die Farbkodierung (colour code) mit Kurzzeichen entsprechend der Tabelle

colour code with abbreviations according to table is the decisive factor for actual cable colour

Schaltzeichen / signs	
	Steckkontakt / male
	Buchsenkontakt / female
	Steckverteiler / male + female
	Ringkabelschuhring / ring terminal
	Lotanschluss / soldering
	abgeschirmtes Kabel / shielded
	Sicherung / fuse

Funkplatte 10R424

20-646H d — Hauptschalter / main switch, Stellung: aus / position: off

20-646H d c — Batterieumschalter / battery selector

10E80/2

1/AWG14 · 2/AWG14 · 3/AWG18 · 4/AWG14 · 19/AWG14 · 20/AWG18 ACL · 021/AWG14

In vordere Sitzschale / In front seat — 12V Steckdose / 12V socket

In hintere Sitzschale / In rear seat — 12V Steckdose / 12V socket

2/AWG14 · 15A · 019/AWG14 · 005/AWG14 · 1/AWG14 · 15A

Gepäckraumbatterie / baggage compartment battery 12V / 7Ah (optional)

Heckbatterie / fin battery 12V / 7Ah (optional)

Schaltplan 10E4 / wiring plan 10E4 — Steuergerät elektrisches Fahrwerk / controller electric landing gear

FCC Box (FES connecting circuit)

MOTOR: +5V OUT, +5V_FCU, TE DATA, GND, HALL A, HALL B, HALL C, HALL D

J2 CTRL: 110V_CTRL, 110V_FUSED, HALL A, HALL B, HALL C, THROTLE, BRAKE, +5V OUT, BRAKE_ADJ, GND

DATA: GND, CAN HIGH, CAN LOW, +5V_FCU

J1 CTRL: LED GREEN, LED RED, GND, CAN L, CAN H

FCU 15P: shottky diode, +5V_FCU, TE DATA, THROTLE, BRAKE, LED GREEN, LED RED, GND

LX UI: GND, CAN H, CAN L, +12V

FCU 9P: GND, RXD, TXD, CAN H, CAN L

12V PWR: GND, +12V, +12V, GND

POWER: BAT+, BAT-, DC+, DC-, SW, +12V

MPDCD3-B

LXUI-4Pin-Stecker (Rückansicht/back side): CAN L, +12V, CAN H, GND

2 Pol - AMP weiblich (Rückansicht/back side): Lüfter Intercom Nr.020, Intercom Nr.18

FES power switch Relais Kilovac EV200 mit economizer

Motorkontrolleinheit / Motor Controller KHB14401CL

LXUI-8Pin-Stecker (Ruckansicht/back side)

DCPR

Shunt

BENDER Isometer "A" · BENDER Isometer "B"

MOP2 Sensor Box (Optional) · MOP2 Sensor (Optional) · 325A

FES Batterie Datenkabel — DB15 Stecker (kabelrückseite) / FES Battery Data cable — DB15 on cable back side

FES Batterie A / FES battery A — Batteriefach

FES Batterie B / FES battery B — Batteriefach

Batteriefach / battery compartment

ACD 57 d · Funk / radio · Transponder XPDR · E-Vario · 12V Steckdose / 12V Socket · FCU (FES Kontrolleinheit) / FCU (FES Control Unit) · Optional · Optional

E-Vario · electrical variometer · Segelflugrechner / Solfahrt/Vario Umschaltung / Gliding computer variio/speed command switch)

Im Griff oder im Brett / In control stick or instrument panel — Schalter Vario/Solfahrt / switch variio/speed commane

Schaltplan 10E002 / wiring plan 10E002 — HBI (Heck Ballast Indikator) / tail ballast indicator

Funkkopf PTT switch

"Master" FES Power switch · "Slave" FES Power switch

Haube geöffnet, Schalter geöffnet / Canopy opened, switch opened — Einbau Schalter Haubenwarnung s. 10EP436

Feuerwarnung s. 10E254 / Fire detection

Master FCU — FCU (FES Kontrolleinheit) / FCU (FES control unit)

DB9 Stecker pinseitig / DB9 pin side — DB15 Stecker pinseitig / DB15 pin side

DB9 Buchse kabelrückseitig (ohne Kunststoffgehäuse) / DB 9 on cable back side

DB15 Buchse kabelrückseitig (ohne Kunststoffgehäuse) / DB15 on cable back side

Slave FCU — FCU (FES Kontrolleinheit) / FCU (FES control unit)

DB9 Buchse female plug · FES Brücke / FES bridge

BLDC MOTOR — Motor type FES-DG-M100 — A C B

DB15 Stecker kabelrückseitig (ohne Plastik Gehäuse) / DB15 on cable back side

DB 15 Buchse im Motor (Kabelrückseitig) / DB 15 in Motor (cable back side)

RT · SW · HALL POZ · TEMP +5V · RS · BR · BL · GND · Temp. sensor DS1820 for motor (bottom view) · BL · GE · OG · GN · RT +5V

HALL EFECT SWITCH US5781 EUA (U57 110)

Draufsicht (top end view)

Diese Zeichnung ist Eigentum der DG Flugzeugbau GmbH. Nicht ausdrücklich freigegebene Vervielfältigung oder Weitergabe an Dritte ist verboten. DG Flugzeugbau GmbH

Bug / nose · vorderes Instrumentenbrett / front instrument panel · hinteres Instrumentenbrett / rear instrument panel · hinter dem vorderen Hauptspant / behind the front main spar

Ausg.	Änderung	ab Wnr.	Datum	Name
d	DC/DC Wandler gegen DCPR getauscht, div. Änd.		16.10.2023	Baur
c	div. Änderungen		29.09.2021	de Boer
b	div. Änderungen		09.09.2021	de Boer
a	MOP2 Sensor eingefügt		16.08.2021	de Boer

	Datum	Name
Gez.	13.07.2020	C. Müller
Gepr.		
Norm.		

Maßstab:

Verkabelungsplan DG-1001E

Toleranzen nach BA1 Schweißen nach SA 1

Nächster Zusammenbau:

DG Flugzeugbau GmbH, 76646 Bruchsal, Otto-Lilienthal-Weg 2

10E250

Seite 1 von 1

Rudder control operated by hand

Part designations see MM diagram 2a

In the following text the changes to those sections of the maintenance manual which are effected by the installation of the manual rudder control will be given.

Section 1.3 Rudder control

new subsection

1.3.7 Rudder control operated by hand

1.3.7.1 General

System see diagram 2b.

Position of placards see diagram 11a.

To enable handicapped pilots to operate the DG-1000 an optional hand operated rudder control system for left hand operation has been developed. This system is only available for the front seat.

The normal rudder control system will not be waived to allow normal operation of the DG-1000 too. The handle must not and can't be removed for normal operation.

1.3.7.2 Adjustment

With the hand operated rudder control the rudder cable system is no more an open circuit, so the tensions of the cables must be adjusted, see section 4.12.

Section 2 Inspections

2.1 Daily inspection

- With optional hand operated rudder control: Check especially the rudder control for slack in the cable system. If the cables are not tensioned full rudder displacements via the manual control are not possible (see section 4.12).

Section 3 Maintenance

3.3 Greasing and oiling

B

Apply "Molykote BR2 Plus" to part 10St130. No other grease or oil is permitted.

Caution: If 10St130 was greased inadvertently you have to disassemble parts 10St130 and 10St131, clean them completely with Acetone and apply "Molykote BR2 Plus" to 10St130 again.

Section 4 Detailed instructions for assembly and servicing work

New subsection

4.8 Servicing the hand operated rudder control

4.8.1 Rudder cables

Check rudder deflections, if full deflection is not reached increase the cable tension: Dismount cables at rudder and twist cables counter-clockwise (maximum 10 turns). Check if rudder deflection is symmetrical.

Caution: Never twist cables clockwise!

Should more than 10 turns be necessary for alignment, the cable between the rear rudder pedals may be tightened, see section 4.8.2. In case the adjustment range is not sufficient, exchange the cables between rudder and rear rudder pedals against new shorter cables.

4.8.2 Connecting cable between the rear rudder pedals.
This cable may be tightened.
To accomplish tightening loosen the counter-nuts at the adjustment screw R79/3 located at the rear rudder pedal at the connection to the upper cable. Remove the adjustment screw. Remove the old Loctite. Apply new Loctite 243 to the screw R79/3 and reassemble the unit. Tighten the cable via R79/3 and the counter nuts, all items must be performed as long as the Loctite is still liquid.

Section 8 Parts list

New Subsection

Parts for the manual rudder control

10St130	Guide rod for handle
10St131	Handle
10St132	Pushrod
10St133	Linear guide cylinder
10St143	Airbrake guide plate (with notches)
10St144	Bushes
10St145	Linear guide piston
R73/1	Pulley 2 pieces
R79/3	Adjustment screw
	Fork end S 6x24 DIN 71751
	Fork end S 6x12 DIN 71751 left hand thread
	2 pieces bolt 6H11 16x13,5 DIN 1434 St
	2 piece split pin 1,6 DIN 94 Zn
	2 piece washer DIN 125 6,3 StZn
	Special grease Molykote BR2 Plus
	Loctite 243

Attachments to enclosure 1

Diagram		issued
2b	Rudder control operated by hand, supplement to diagram 2	December 2022
11a	Placards with rudder control operated by hand	December 2022

Subject : Ballast box in the fin, foam rubber rings

Affected : DG-1000S, DG-1000T, DG-1000M all ser.no.'s

Urgency : prior to next flight and upon changing the trim ballast in the ballast box

Reason : In a DG-1000T a foam rubber ring glued to the mounting plate of the optical sensors for checking the trim ballast has detached. This caused an indication error of the control lamp in the front instrument panel.

Instructions :
1. Check condition and correct gluing of the foam rubber rings 10L45/2 (in older factory serial numbers felt strips and/or rings) in the ballast box in the fin.
2. Remove detached and damaged rings and replace them by new rings according to drawing on page 2. If felt strips are installed, replace them if damaged by foam rings.
   Remove adhesive remains before bonding the new rings.
3. Check the foam rubber rings according to point 1 when changing the trim ballast.

Material :
- order no. 41020452 Foam rubber rings 10L45/2
- order no. 30002009 Instant adhesive (Cyanoacrylate)
  Type Pattex Blitz

Weight and balance : influence negligible

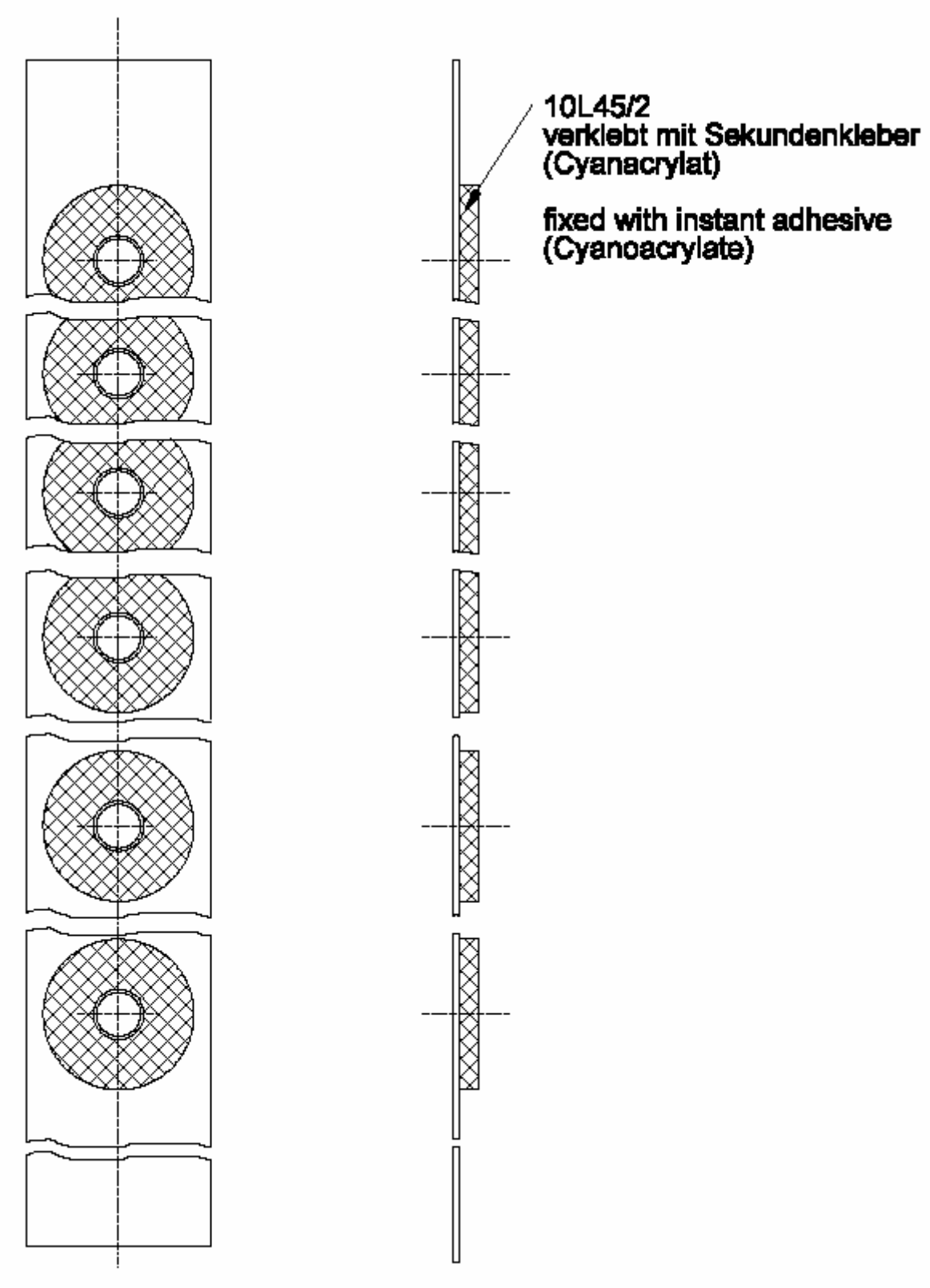
Remarks : The instructions may be executed by the owner himself.

Bruchsal, date:
05.11.2007

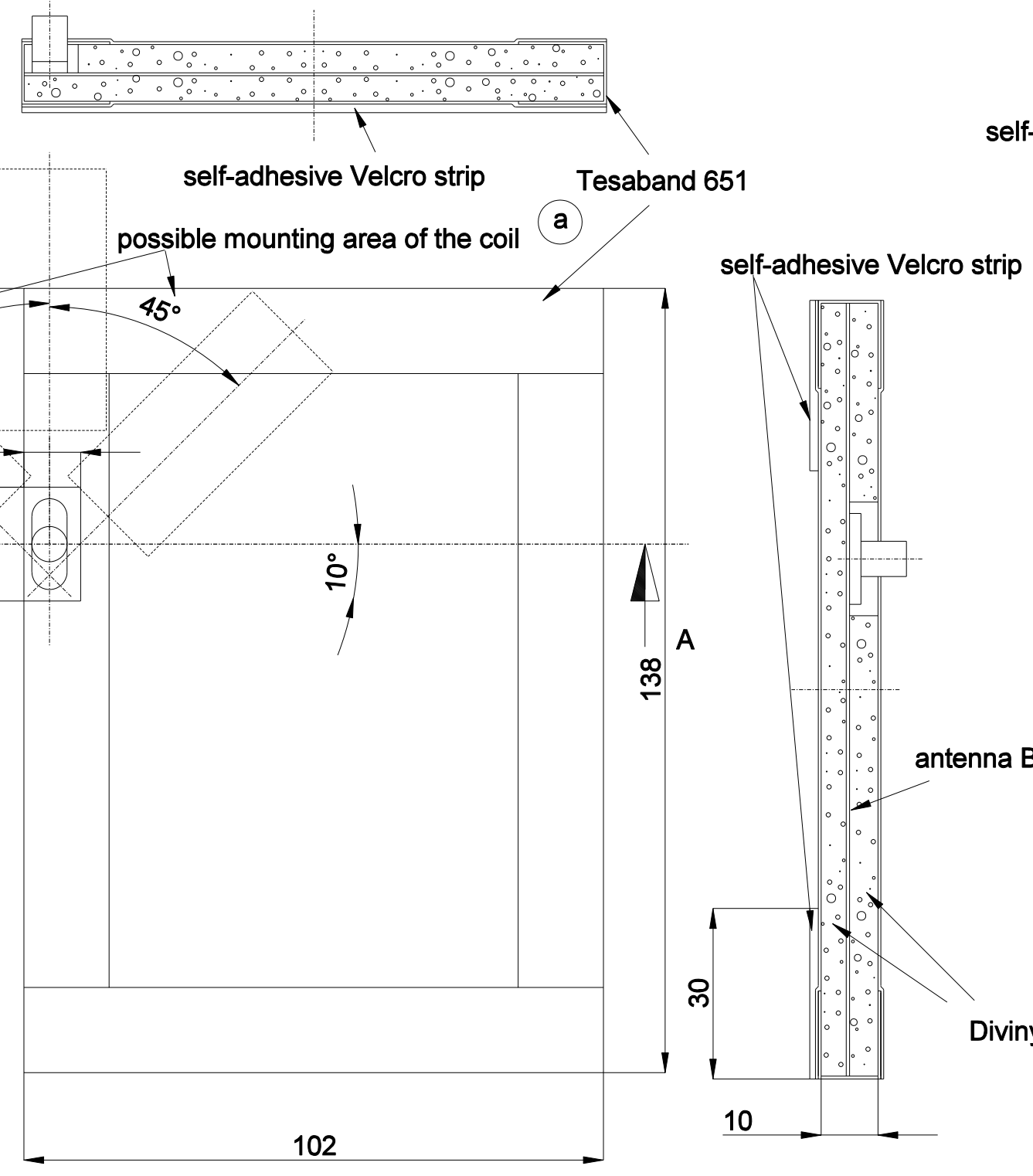
Author:
H. Könen

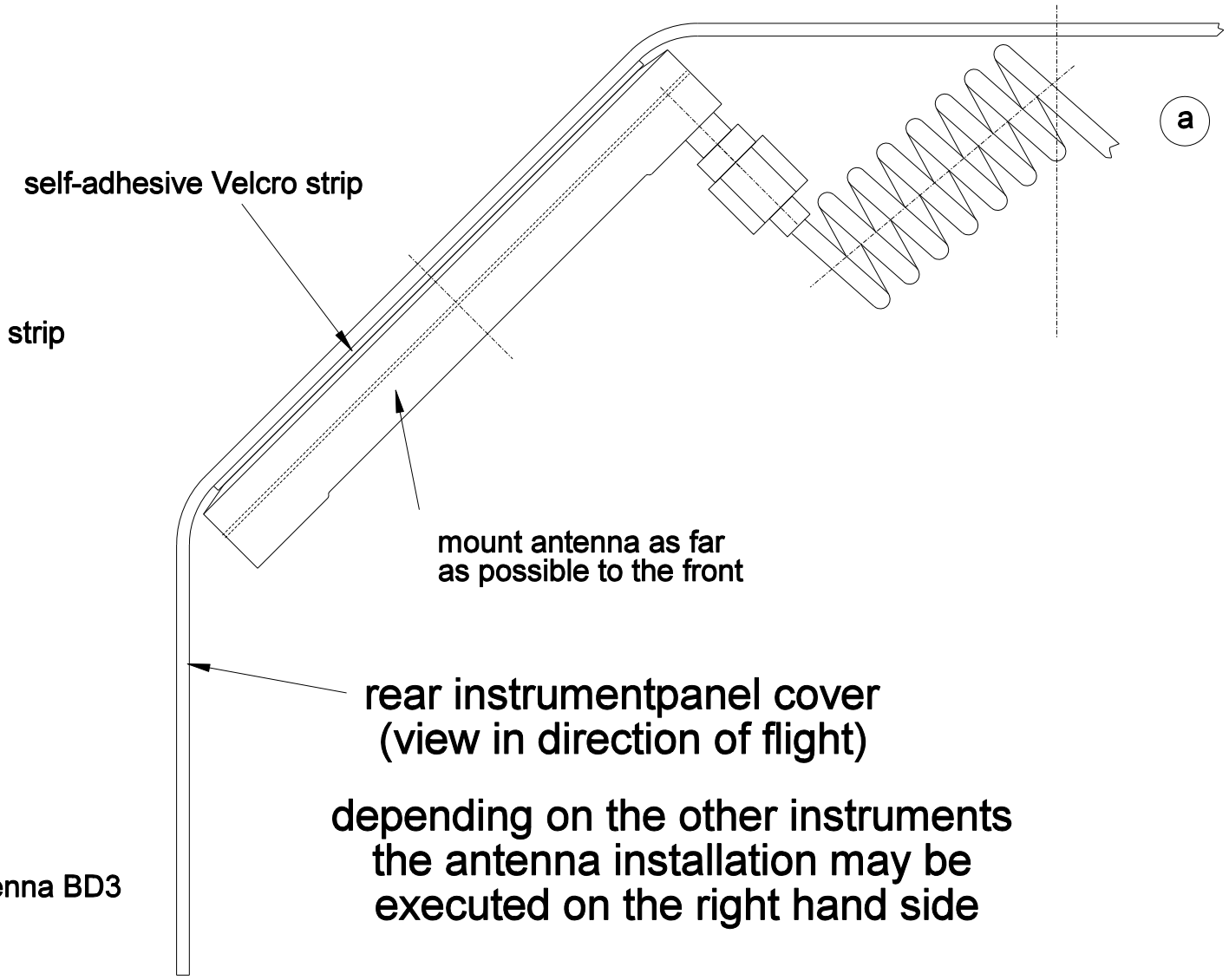
This service info has been approved by EASA date 23. April 2008 with technical note DG-G-04.
Approval No. EASA.A.C.09568.

Assembly drawing for foam rubber rings 10L45/2:



cross section A-A



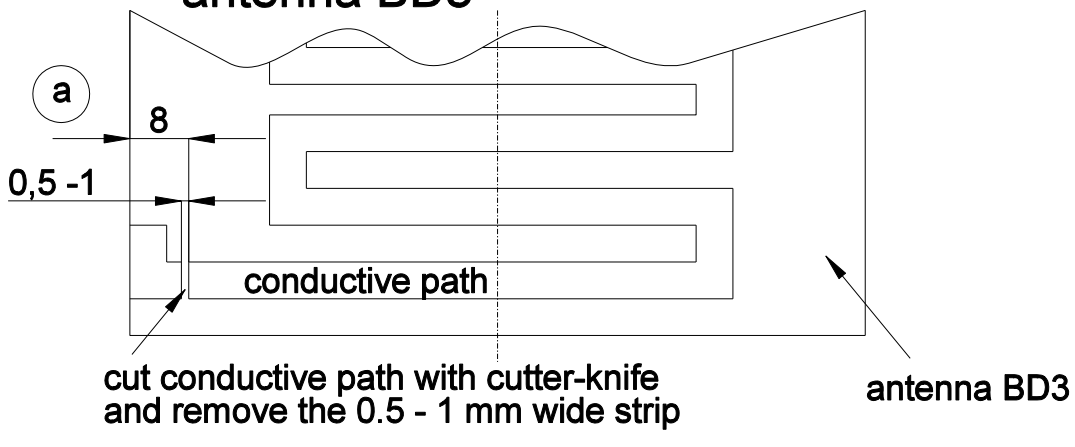


rear instrumentpanel cover
(view in direction of flight)

depending on the other instruments
the antenna installation may be
executed on the right hand side

Divinycell H60 5 mm thick 102 mm x 136 mm

modification of the
antenna BD3



Toleranzen nach Arbeitsanweisung BA 1				
Schweißen nach Arbeitsanweisung SA 1				
a	coil rotated, conductive path shortened		19.02.14	W.Dirks
Ausg.	Änderung	ÄM	Tag	Name

	Tag	Name
Gez.	04.11.09	C. Stein.
Gepr.		
Norm.		

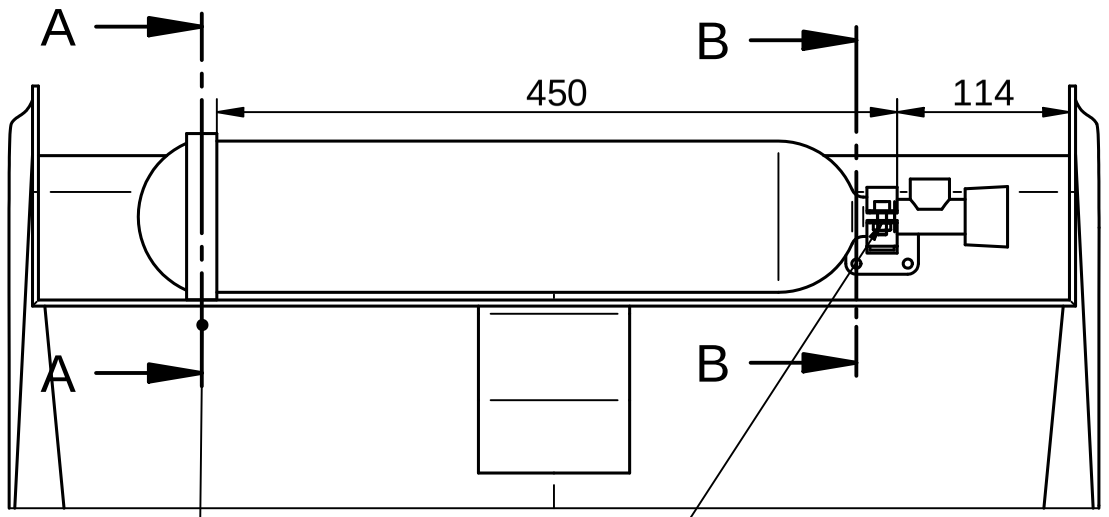
Maßstab 1:1

Maße ohne Toleranz-ang. nach:

406 MHZ ELT
antenna BD3
installation 2-seaters

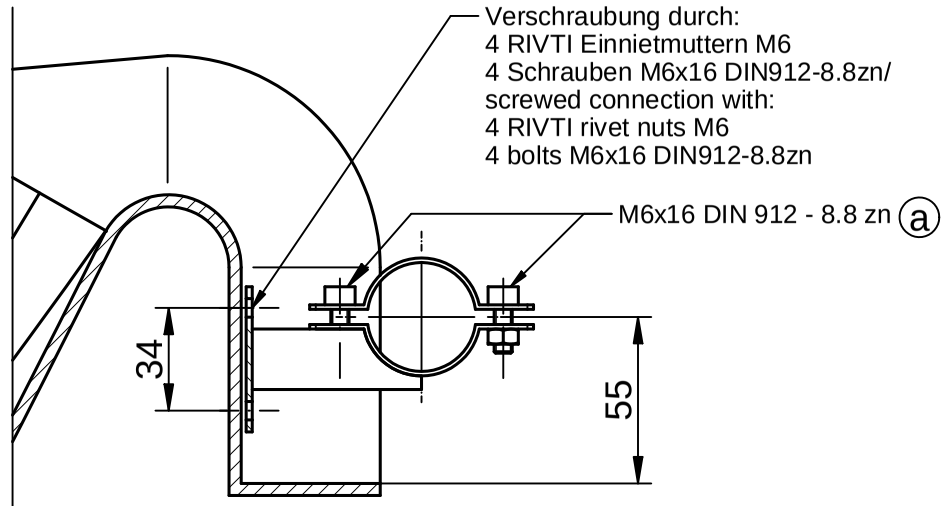
DG
Flugzeugbau GmbH
76646 Bruchsal
Otto-Lilienthal-Weg 2

Z193



Halterung für
Sauerstoffflasche Z37/
holder for oxygen cylinder

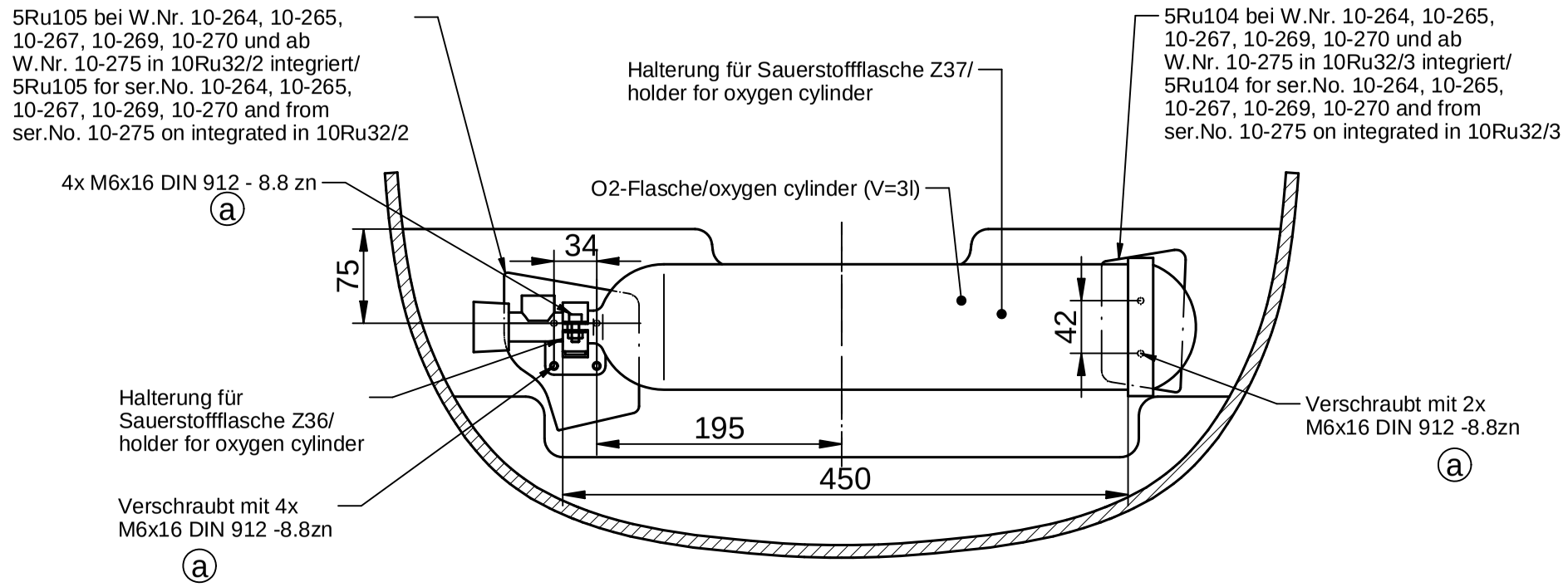
Halterung für
Sauerstoffflasche Z36/
holder for oxygen cylinder

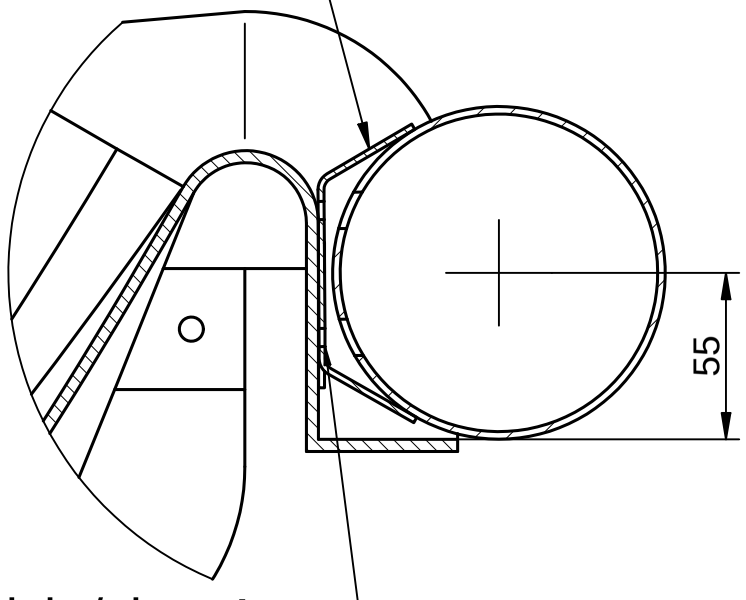


Schnitt B-B

Montage Gepäckraum/Installation in baggage compartment

Montage Fußraum (Blickrichtung entgegesetzt Flugrichtung)/ Installation behind pilots feet (view against direction of flieght)





Ansicht/view A

Halterung Z36 ausgeblendet
holder Z36 not shown

Verschraubung durch:
2 RIVTI Einnietmuttern M6
2 Schrauben M6x16 DIN912-8.8zn/
screwed connection with:
2 RIVTI rivet nuts M6
2 bolts M6x16 DIN912-8.8zn

Rev.	Change Description	S/N	Date	Name
a	Verschraubung hinzugefügt		09.08.19	Schenk

	Date	Name
Design	09.01.19	Breidenbach
Checked	26.09.19	
Approved		

Scale: 1:x

General Tolerance according to: BA1
Welding according to: SA1

Einbau Sauerstoffflaschen 3L/
Installation of 3L oxygen cylinders

Next Assembly:

DG Flugzeugbau GmbH
76646 Bruchsal
Otto-Lilienthal-Weg 2

10R146

Solid Edge

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