0 Revisions

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 right hand margin, and the Revision No. and the date will be shown on the bottom left hand of the page.

Rev. No.	Affected Pages/ section	Description	Issue Date	EASA Approval Date	Inserted Date Signature
1	0.5, 7.14, 7.15	TN1000/09	October 2006	12.12.2006	
2	0.3-0.5, 1.5, 1.6, 2.5, 2.11, 2.12, 2.14, 2.15, 3.3, 4.13, 4.16-4.18, 4.21, 4.24, 4.25, 5.3, 5.5-5.8, 6.6, 6.8	TN1000/10 Manual revision	January 2007	March 27. 2007	
3	0.3 – 0.5, 2.12, 4.6, 4.12, 4.13, 7.14 – 7.17	TN1000/11 Manual revision	October 2007	5. Dec. 2007	
4	0.1, 0.4, 0.5, 4.9, 4.17, 7.5	landing gear positive locking device TN1000/13	February 2008	28. April 2008	
5	0.5, 7.9	TN1000/15 Throttle handle in rear cockpit, Option	March 2008	17.April. 2008	
6	0.3, 0.5, 2.11, 7.24	Rudder pedals-loops (safety bows), manual revisions TN1000/16	May 2008	June 11. 2008	

0.2 List of effective pages

Section		page	issued	replaced	replaced	replaced	replaced
0		0.0	July 2005				
		0.1	see manual amendments				
		0.2	"				
		0.3	"				
		0.4	"				
		0.5	"				
		0.6	July 2005				
1		1.1	"				
		1.2	"				
		1.3	"				
		1.4	"				
		1.5	"	Jan. 07			
		1.6	"	Jan. 07			
2	App.	2.1	July 2005				
	"	2.2	"				
	"	2.3	"				
	"	2.4	"				
	"	2.5	"	Jan. 07			
	"	2.6	"				
	"	2.7	"				
	"	2.8	"				
	"	2.9	"				
	"	2.10	"				
	"	2.11	"	Jan. 07	May 2008		
	"	2.12	"	Jan. 07	Oct. 07		
		2.13					
		2.14		Jan. 07			
		2.15		Jan. 07			
3	"	3.1	July 2005				
	"	3.2	"				
	"	3.3	"	Jan. 06			
	"	3.4	"				
	"	3.5	"				
	"	3.6	"				
	"	3.7	"				
	"	3.8	"				

0.2 List of effective pages (cont.)

Section	Page	issued	replaced	replaced	replaced	replaced
6	6.1	July 2005				
	6.2	"				
	6.3	"				
	6.4	"				
	6.5	"				
	6.6	"	Jan. 07			
	6.7	"				
	6.8	"	Jan. 07			
	6.9	"				
	6.10	"				
	6.11	"				
7	7.1	July 2005				
	7.2	"				
	7.3	"				
	7.4	"				
	7.5	"	Febr. 08			
	7.6	"				
	7.7	"				
	7.8	"				
	7.9	"	March 08			
	7.10	"				
	7.11	"				
	7.12	"				
	7.13	"				
	7.14	"	Oct. .06	Oct. 07		
	7.15	"	Oct. 06	Oct. 07		
	7.16	"	Oct. 07			
	7.17	"	Oct. 07			
	7.18	"				
	7.19	"				
	7.20	"				
	7.21	"				
	7.22	"				
	7.23	"				
	7.24	"	May 2008			

2.13 Minimum equipment

As minimum equipment only the instruments and equipment specified in the equipment list (see maintenance manual) are admissible.

Note: The actual equipment list is filed in the enclosures of the maintenance manual.

Normal operation
Airspeed indicator Range: 0-300 km/h (0-165kts.);
Speed range markings see sect. 2.3
Altimeter Range: 0 – min. 10.000 m,
Altimeter with fine range pointer, 1 turn max. 1000 m (3000 ft.)
Magnetic compass (compensated in the aircraft)
Four piece symmetrical safety harness
VHF - transceiver (ready for operation)
Engine speed indicator, Fuel quantity indicator, Cylinder head temperature indicator, Engine elapsed time indicator (counts as long as the engine is running):
These 4 indicators are incorporated in the DEI-NT. Markings and display of the limitations see sect.2.5
Outside air temperature gauge: with probe in the fuselage nose, also incorporated in the DEI-NT.
Rear view mirror
Parachute automatic or manual type or a suitable firm back cushion approximately 8 cm (3 in.) thick for the front seat and 3 – 8 cm (1 – 3 in.) thick for the rear seat
Required placards, check lists
Flight and maintenance manual.

a) **In addition for cloud flying**
(Not permitted in Canada and Australia)
Variometer
Turn and bank indicator

b) **In addition for aerobatics** (Category Aerobatic)
Accelerometer capable of retaining max. and min. g-values with markings red radial lines at +7 g and -5 g.

Remark:
Experience has shown that the installed airspeed indicator system may be used for cloud flying.

7.17.4 Heavy tailwheel

Instead of the standard tailwheel with plastic hub S23 a tailwheel with brass hub S27/1 may be installed. The installation kit S27/4 is available at DG Flugzeugbau.
The difference in mass between both hubs is 3.1 kg (6.84 lbs.). With the brass hub the min. front cockpit load is increased by 8.5 kg (18.74 lbs.). This higher value must be entered in the cockpit data placards and on page 6.7. Even if the heavy tailwheel is installed only sometimes, the higher min. cockpit load must be entered.

7.17.5 Battery in the baggage compartment with battery selector switch

An additional battery Z01 may be installed in the baggage compartment. In this case a battery selector switch must be installed in the front instrument panel.
Selector positions:
up = internal battery centre position = off down = additional batteries

Preferably the gliding computers and loggers shall be connected to this switch.

The battery fuse is installed at the battery, type: G fuse 250 V with indicator 5 x 25 medium slow / 4 A.

7.17.6 Battery in the fin

A battery may be installed in the fin.
Section 4.2.5 and the loading chart see section 6.8.4 must be regarded.
Only the use of the factory supplied battery Z110 (12 V, min. 12 Ah, mass 5.75 kg, 12.7 lbs.) is permitted.
The battery fuse is installed at the battery, type: G fuse 250 V with indicator 5 x 25 medium slow / 4 A.
The wiring for this battery is in parallel to the battery in the baggage compartment

7.17.7 Radio installation with automatic commutation

If the factory approved radio installation set is installed, the radio will be switched automatically from "normal" mode to "engine on" mode with the engine extended. With "normal mode" only the goose neck microphones are working.
With "engine on" mode the intercom system is working. Only the microphones of the headsets are working.
The loudspeaker and the speakers of the headsets are working together in both modes.