For the following empty weights the following center of gravity positions are approved:

<table>
<thead>
<tr>
<th>Empty weight kp</th>
<th>Minimum pay-load 60 kp</th>
<th>Minimum pay-load 65 kp</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>200 210 220 230 240</td>
<td>200 210 220 230 240</td>
</tr>
<tr>
<td></td>
<td>597 559 543 528 514</td>
<td>577 559 543 528 514</td>
</tr>
<tr>
<td></td>
<td>max. mm forward</td>
<td>max. mm forward</td>
</tr>
<tr>
<td></td>
<td>638 626 615 604 595</td>
<td>660 646 634 623 613</td>
</tr>
<tr>
<td>Position of glider: Tangent on rib 3 horizontal</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ref. point (BP): Wing leading edge rib 3</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

If the empty weight center of gravity is within the given limits it is certain to have the center of gravity (in-flight center of gravity) within the approved limits provided that the pay-load is within the approved limits. The center of gravity position has a considerable influence to the handling characteristics. Therefore, care for that is most important.

Most dangerous can be to have the C. of G. too far behind because the stalling and especially the spinning characteristics (flat spin) will deteriorate. The sensitivity of the elevator is increasing.

The C. of G. too far forward has an adverse effect to the flight performance and may not allow to fly with max. lift (pull up during touch down).

The following limits of the in-flight center of gravity are tested:

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a) max. forward 200 mm behind ref. point
b) max. rearward 379 mm behind ref. point

7. Trim plan

Pay-load
max. 110 kp incl. parachute
min. 60 kp incl. parachute *)

*) depends on empty weight center of gravity

With less pay-load some ballast will be necessa-
ry.
The 7.7 kp standard ballast weight on the floor
board compensates for 12 kp on the seat.

Note:
If no parachute is carried, a back cushion of
10 cm thickness compressed has to be used.

Load in the luggage compartment : max. 5 kp.

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