

0 MANUAL CONTENTS

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

Rev. No.	Pages affected	Description	Date	EASA Approval
1	0.1,0.2, 0.4, 0.5, 0.6, 0.7, 4-9, 4-55, 7-15, 7-21, 8-7	TN8017, necessary changes to the power plant	Nov. 2010	14.03.11
2	0.1, 0.2, 0.4, 0.5, 0.6, 4-27, 4-42, 4-43, 4-52, 7-3	TN8019, wheel brake actuated by airbrake handle	February 2011	13.10.11
3	Title page, 0.1, 0.2, 0.4, 0.6, 1-4, 2-5, 2-6, 4-4, 4-16, 4-21, 7-3, 7-6, 7-13a, 7-15a, 7-16, 7-40	ÄM LS8-1, Miscellaneous improvements Ser.no. 8474 and from ser. No. 8527 on	December 2011	14.02.12
4	0.1, 0.4, 0.6, 4-15, 7-7	TN8021 small tailwheel	January 2015	24.02.2015
5	0.1, 0.7, 9-5	TN DG-G-11 NOAH Improvements	May2015	7.07.2015

0.2 List of Effective Pages continued

Chapter	Page	Issued	Issued	Issued	Issued
8	8-1	April 2005			
	8-2	April 2005			
	8-3	April 2005			
	8-4	April 2005			
	8-5	April 2005			
	8-6	April 2005			
	8-7	April 2005	Nov. 2010		
	8-8	April 2005			
	8-9	April 2005			
	8-10	April 2005			
	8-11	April 2005			
9	9-1	April 2005			
	9-2	April 2005			
	9-3	April 2005			
	9-4	April 2005			
	9-5	April 2005	Mai 2015		
	9-6	April 2005			

9.3 Emergency Exit Assist System NOAH (Optional)

Chapter 3

Use of NOAH in an emergency exit:

Caution: Use of an automatic parachute is strongly recommended. Only then the emergency exit including parachute activation is more or less automatic and saves valuable time and altitude.

First of all, jettison canopy by pulling both red handles **to stops** and push off when required at **both** red handles.

Then pull NOAH activator lever strongly and swiftly against stop (yellow-black marked handle at right side of cockpit frame). After cushion inflated, roll out of cockpit.

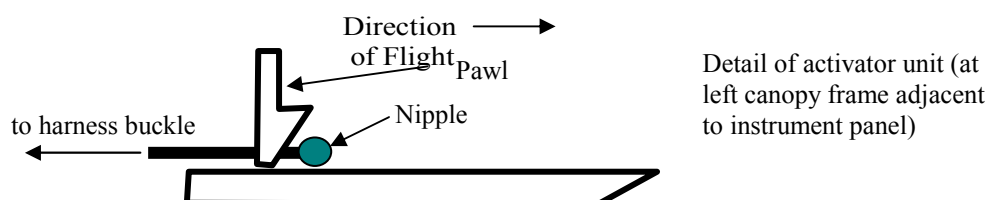
Caution: Avoid activator lever operation on ground with canopy open – NOAH becomes activated.

Chapter 4

a) Pre-flight inspection

Check NOAH cushion, high pressure hose and operating cables for proper positioning and for damage.

Check especially whether the nipple of the cable opening the harness buckle is **behind** the activator lever pawl, see sketch.



In case a pressure gauge is installed at the NOAH cylinder (TN DG-G-11 performed): Read the pressure gauge. If the pressure is lower than 180 bar, the cylinder should be refilled, otherwise you have to expect a too small assistance for bailing out.

b) For normal opening of the seat harness buckle rotate the buckle only in anti-clockwise direction.