

Flight manual DG-1000S

0.1 Record of revisions continued

Rev. No.	Affected Pages/ section	Description	Issue Date	EASA Approval Date	Inserted Date Signature
8	0.5, 9.1-9.12	Electrically operated main landing gear TN1000/14	November 2008	28. January 2009	
9	0.6, 9.1, 9.2, 9.13	Special equipment for very small pilots TN1000/17	May 2010	20. July 2010	
10	0.2 – 0.5, 1.4, 1.5, 2.9, 2.10, 4.3, 4.5, 4.6, 4.8, 4.9, 4.12, 6.3 ÷ 6.6, 6.11, 7.1, 7.2, 7.8, 7.10, 7.12, 7.13, 9.7, 9.13	Manual revision TN1000/18	February 2011	13.05.11	
11	0.2, 0.5, 9.1, 9.2, 9.14, 9.15	Special equipment for aerobatics TN1000/20	March 2011	6.05.2011	
12	0.2, 0.5, 9.15	TN1000/20 Revision 1	June 2012	20.07.2012	

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0.2 List of effective pages (cont.)

Section	Page	issued	replaced/	replaced/
7	7.1	March 2002	Febr. 2011	
	7.2	"	Febr. 2011	
	7.3	"		
	7.4	"		
	7.5	"	Febr. 2008	
	7.6	"	June 2004	
	7.7	"		
	7.8	"	Febr. 2011	
	7.9	"	Febr. 2011	
	7.10	"	Sept. 2003	Febr. 2011
	7.11	"	Oct. 2004	
	7.12	"	Febr. 2011	
	7.13	"	May 2008	Febr. 2011
8	8.1	March 2002		
	8.2	"		
	8.3	"		
	8.4	"		
	8.5	"		
	8.6	"		
9	9.1	March 2002	May 2010	March 2011
	9.2	"	May 2010	March 2011
	9.3	"		
	9.4	"		
	9.5	"		
	9.6	"		
	9.7	"	Febr. 2011	
	9.8	"		
	9.9	"		
	9.10	"		
	9.11	"		
	9.12	"		
	9.13	May 2010	Febr. 2011	
	9.14	March 2011		
	9.15	March 2011	June 2012	

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9 Supplements

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9.1 Introduction

This section contains the appropriate supplements necessary to safely and efficiently operate the sailplane when equipped with various optional systems and equipment not provided with the standard sailplane.

9.2 List of inserted supplements

Date of insertion	Document No.	Title of the inserted supplement
November 2008	Section 9.3	Electrically operated main landing gear TN1000/14
May 2010	Section 9.4	Special equipment for very small pilots TN1000/17
March 2011	Section 9.5	Special equipment for aerobatics TN1000/20

9.5 Special equipment for aerobatics TN1000/20

9.5.1 Smoke grenades at the 18 m wing tips

Section 4 normal procedures

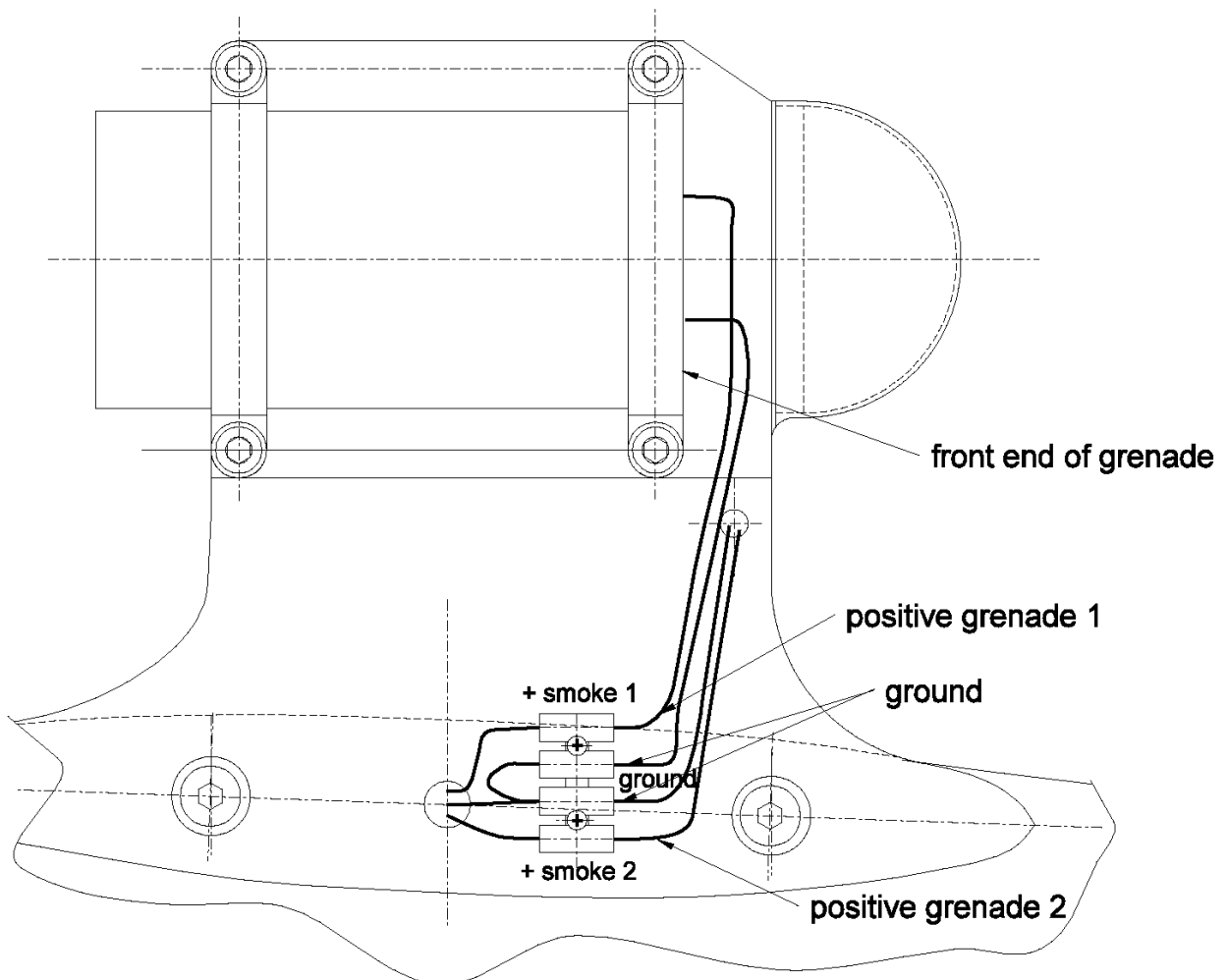
As optional equipment 18 m wing tips with holders for 2 smoke grenades per wing according to TN1000/20 instruction 1 may be installed.

Fix the 2 grenades to the endplate according to the sketch by tightening the 4 bolts of the mounting brackets.

Connect the wires of the grenades according to the sketch:

Caution: Switch off main switch prior to connecting the grenades.

To ensure there is no heat damage to the nose cone there must be an air gap between the forward end of the smoke grenade and the nose cone.. The front end of the grenade should match with the edge of the forward clamp, see sketch.



Warning: Don't ignite the grenades while aircraft is on the ground.

If a grenade is still producing smoke after landing, keep away from smoke.

Don't touch the grenade. Avoid breathing in smoke.

Section 7 Sailplane and system description

Guarded momentary switches to activate the grenades are mounted at the front instrument panel. The switches are guarded by red covers which must be lifted first to activate the switch.

Left switch: smoke grenades system 1,

Right switch: smoke grenades system 2

Up= activate left grenade, centre= off, down= activate right grenade

The momentary switches return by itself to the off position.

A 1 amp circuit breaker for the smoke system is provided in the console below the instrument panel at the left hand side of the radio.

Ignite only 1 system at a time.

Ignite one grenade after the other for one of the 2 systems.

If one grenade doesn't fire try to ignite a second time.

Don't operate the switch for a grenade already burning as an internal short circuit may occur in the grenade and the 1 A circuit breaker will pop out.

9.5.2 5 point harnesses

Section 2.10 Minimum equipment

Instead of four piece symmetrical safety harnesses four piece symmetrical safety harnesses with additional 5th strap (crotch belt) may be installed. To accomplish this mounting bolts for the 5th strap must be installed during production or retrofitted according to TN1000/20 instruction 2..

Section 4 normal procedures

Tighten first the lap and shoulder belts before tightening the crotch belt.

9.5.3 G-logger

Section 7 Sailplane and system description

A G-logger type DG-GL may be installed according to installation plan 10EP41 (attached to the MM).

At the main bulkhead behind the right shoulder of the rear pilot a socket for data transfer and a push button (black cap) to test the G-logger are installed.

Test: Press the push button for 2 seconds. If the G-logger only beeps once the logger is OK. If the G-logger beeps multiple times (** - - - **) this indicates that g-limits or speed limits have been exceeded.

To reset you have to download the data from the G-logger and reset the alarms via the G-logger software.

Download see manual for G-logger DG-GL.

Caution: All over-limits of g-loads and speeds should be noted in the glider's log-book including information on how high the over-limit was.

Carefully check the glider for any damage prior to next flight.