

Flight Manual DG-1000M

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 under lying document for the revision and the date will be shown on the bottom of the page.

Rev. No.	Affected Pages/section	Description	Issue Date	EASA Approval Date	Inserted Date Signature
1	Title, 0.1, 0.2, 0.4÷0.7, 1.5, 2.5, 2.7, 2.10, 2.11, 2.13, 2.14, 3.2, 4.7, 4.9 ÷4.11, 4.14, 4.15, 4.21, 4.24, 4.29, 4.33, 5.1, 5.4 ÷ 5.12, 6.1 ÷ 6.3, 6.5, 6.7, 6.9 ÷ 6.15, 7.2, 7.6, 7.9, 7.12, 7.25 ÷ 7.28, 7.30, 8.3	Manual revision TN1000/22	October 2012	10. Dec. 2012	
2	0.2, 0.4 ÷ 0.6, 2.5, 2.6, 4.33, 7.19, 7.30	Manual revision TN1000/23	July 2014	7 August 2014	
3	0.2, 0.4, 0.5, 4.15	Manual revision TN1000/27	July 2015	10. August 2015	

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0.2 List of effective pages

Section		page	issued	replaced	replaced
0		Title	October 2010	October 2012	
		0.1	see manual amendments		
		0.2	"		
		0.3	"		
		0.4	"		
		0.5	"		
		0.6	"		
		0.7	"		
		0.8	October 2010		
1		1.1	October 2010		
		1.2	March 2011		
		1.3	October 2010		
		1.4	October 2010		
		1.5	October 2010	October 2012	
		1.6	October 2010		
2	EASA-app.	2.1	October 2010		
	"	2.2	October 2010		
	"	2.3	October 2010		
	"	2.4	October 2010		
	"	2.5	October 2010	October 2012	July 2014
	"	2.6	October 2010		July 2014
	"	2.7	October 2010	October 2012	
	"	2.8	October 2010		
	"	2.9	October 2010		
	"	2.10	October 2010	October 2012	
	"	2.11	October 2010	October 2012	
	"	2.12	October 2010		
	"	2.13	October 2010	October 2012	
	"	2.14	October 2010	October 2012	
3	"	3.1	October 2010		
	"	3.2	October 2010	October 2012	
	"	3.3	October 2010		
	"	3.4	October 2010		
	"	3.5	October 2010		
	"	3.6	October 2010		
	"	3.7	October 2010		
	"	3.8	October 2010		

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0.2 List of effective pages (cont.)

Section		page	issued	replaced
4	EASA-app.	4.1	October 2010	
	"	4.2	October 2010	
	"	4.3	October 2010	
	"	4.4	October 2010	
	"	4.5	October 2010	
4		4.6	October 2010	
		4.7	October 2010	October 2012
	"	4.8	October 2010	
	"	4.9	October 2010	October 2012
	"	4.10	October 2010	October 2012
	"	4.11	October 2010	October 2012
	"	4.12	October 2010	
	"	4.13	October 2010	
	"	4.14	October 2010	October 2012
	"	4.15	October 2010	October 2012 July 2015
	"	4.16	October 2010	
	"	4.17	October 2010	
	"	4.18	October 2010	
	"	4.19	October 2010	
	"	4.20	October 2010	
	"	4.21	October 2010	October 2012
	"	4.22	October 2010	
	"	4.23	October 2010	
	"	4.24	October 2010	October 2012
	"	4.25	October 2010	
	"	4.26	October 2010	
	"	4.27	October 2010	
	"	4.28	October 2010	
	"	4.29	October 2010	October 2012
	"	4.30	October 2010	
	"	4.31	October 2010	
	"	4.32	October 2010	
	"	4.33	October 2010	October 2012 July 2014
5	"	5.1	October 2010	October 2012
	"	5.2	October 2010	
	"	5.3	October 2010	
	"	5.4	October 2010	October 2012
	"	5.5	October 2010	October 2012
	"	5.6	October 2010	October 2012
	EASA-app.	5.7	October 2010	October 2012
		5.8	October 2010	October 2012
		5.9	October 2010	October 2012
		5.10	October 2010	October 2012
		5.11	October 2012	
		5.12	October 2012	

4.5.1.3 Resetting the emergency extension system for normal operation

After an emergency extension the system must be reset for normal operation. To accomplish this you must pull one of the 2 emergency extension handles and simultaneously switch the toggle switch down. The centre (red) and the lower green LED will shine.

Switch and handle must be operated until the centre LED stops shining and only the lower green LED continues shining. The spindle drive will then stop operating, then let go handle and switch.

Note: It may occur that the spindle drive stops before the gas strut is completely reset. Allow the system 5 minutes to cool down and start the resetting process again.

Thereafter you may retract the landing gear again according to section 4.5.1.1.

4.5.1.4 Part extension and retraction for inspection and servicing

The retraction may be stopped by switching the toggle switch down, The extension may be stopped by switching the toggle switch up and pressing simultaneously the press button.

Only the red LED will shine.

For any service work switch off the main switch!

With the procedures described in section 4.5.12.1 you may retract or extend the landing gear again.

4.5.1.5 Precautionary measures against retracting the landing gear while on the ground

If the glider is resting on the main landing gear the landing gear should not be retracted, as retraction will result in damage of the landing gear. To minimise the risk of such operating error the following safety features have been incorporated:

1. If the toggle switch is switched up, nothing will happen.
2. If the toggle switch is switched up and the press button is pressed 1 time a warning tone will sound sound (only installed in Ser. No. M1 up to M4), otherwise, nothing will happen.
3. The landing gear will be retracted only if one of the following procedures will be used:
 - a) Hold the toggle switch switched up and press the press button 2 times within 2 seconds.
 - b) Hold the press button pressed and switch up the toggle switch 2 times within 2 seconds.

Caution: If you leave the DG-1000M unattended switch off the main switch to prevent any operating error.