

Flight manual DG-1000S

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	LBA Approval Date	Inserted Date Signature
1	0.3-0.5, 2.1, 2.9, 2.11, 4.5, 5.4, 6.3, 6.5, 6.10, 7.10	Manual revision TN 413/2	September 2003	Sept. 25. 2003	
2	0.3, 2.12, 3.2, 4.3	Manual revision TN 413/3	May 2004	May 10. 2004	
3	0.3, 0.5, 4.5, 7.6	Ballast box in the fin TN 413/4	June 2004	June 29. 2004	
4	0.3, 0.5, 3.2, 7.11	Canopies Gas-struts TN 413/6	October 2004	January 13. 2005	

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0.2 List of effective pages

Section		page	issued	replaced/	replaced/
0		0.0	March 2002		
		0.1	see manual amendments		
		0.2		"	
		0.3		"	
		0.4		"	
		0.5		"	
		0.6	March 2002		
1		1.1	"		
		1.2	"		
		1.3	"		
		1.4	"		
		1.5	"		
		1.6	"		
	2	App.	2.1	March 2002	Sept. 2003
"		2.2	"		
"		2.3	"		
"		2.4	"		
"		2.5	"		
"		2.6	"		
"		2.7	"		
"		2.8	"		
"		2.9	"	Sept. 2003	
"		2.10	"		
"		2.11	"	Sept. 2003	
"		2.12	"	May 2004	
3		"	3.1	March 2002	
	"	3.2	"	May 2004	Oct. 2004
	"	3.3	"		
	"	3.4	"		
	"	3.5	"		
4	"	4.1	March 2002		
	"	4.2	"		
	"	4.3	"	May 2004	
	"	4.4	"		
	"	4.5	"	Sept. 2003	June 2004

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0.2 List of effective pages (cont.)

Section	Page	issued	replaced/	replaced/
7	7.1	March 2002		
	7.2	"		
	7.3	"		
	7.4	"		
	7.5	"		
	7.6	"	June 2004	
	7.7	"		
	7.8	"		
	7.9	"		
	7.10	"	Sept. 2003	
	7.11	"	Oct. 2004	
	7.12	"		
	7.13	"		
8	8.1	March 2002		
	8.2	"		
	8.3	"		
	8.4	"		
	8.5	"		
	8.6	"		
9	9.1	March 2002		

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3.1 Introduction

Section 3 provides a checklist and amplification for coping with emergencies that may occur. Emergency situations can be minimized by proper pre-flight inspections and maintenance.

Caution: Canopy jettison and bailing out should be trained several times on the ground before flying the aircraft.

3.2 Canopy jettison

To bail out the white-red canopy opening handle (left) has to be operated with your right hand. Open the canopy as far as possible.

If the canopy doesn't stay open (or is not blown away by the oncoming air), but is closed by the air pressure, you have to release the canopy in its closed position by operating the red emergency release handle (right) with your left hand, then push the canopy upwards.

The retaining lines will tear off.

The gas struts (if installed) will disengage automatically

3.3 Bailing out

First jettison both canopies, then open the safety harness and bail out.

The low walls of the front cockpit allow for a quick push-off exit.

3.4 Stall recovery

Easing the stick forward and picking up a dropping wing with sufficient opposite rudder the glider can be recovered from the stall.

To recognize and prevent the stall, please refer to section 4.5.2.

7.13 Pitot and static system

see diagram 8 M.M.

Pitot probe in fuselage nose, static ports a short distance behind fuselage nose. The airspeed indicator and the altimeter are to be connected to these ports and probe. Additional holder for a TE-probe or a Multiprobe in the fin is to operate variometer and flight computer systems. To preserve the sealings inside the holder, the end of the probe should be greased with e.g. Vaseline from time to time.

7.14 Canopies

To **jettison** the canopies in flight see section 3.2.

Removing a canopy:

Open the canopy, detach the restraining cable and if installed detach the gas strut from the front canopy. Then close the canopy and operate the red canopy emergency release handle (right) and the white-red canopy opening handle (left). Lift the canopy upwards.

Reinstalling a canopy:

Open emergency release and canopy locking levers. Place the canopy in vertical direction onto the fuselage. Close the emergency release. Open the canopy and snap in the retaining cable and the gas-strut (if installed).

Checking the canopy emergency release system:

- a) check with open front canopy if the gas-struts (if installed) can be disengaged from their ball fittings (from canopy and from fuselage). Grease the ball fittings.
- b) check with closed canopy if the emergency release handle can be operated and if the canopy can be removed easily, resp. if the canopy will be lifted by the gas-strut. Grease the locking pins.

7.15 Miscellaneous equipment (Options)

7.15.1 Removable ballast for under weight pilots

The ballast boxes (Option) at the right and left hand side of the instrument console underneath the carpets can accommodate 2 ballast weights of min 2.4 kg (5.3 lbs.) each. Each weight compensates a pilot mass of 3.2 kg (7 lbs.). So a max. of 12.8 kg (28 lbs.) missing pilot mass can be compensated.

The ballast weights are to be fixed in the box with a M8 knurled nut.

Note: The ballast weights used for the ballast box in the fin may be used for these ballast boxes too.