

Flight Manual DG-500 ELAN ORION

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, 0.4, 1.4, 2.8, 4.11, 6.4, 6.8	TN 348/8 Ser.no 5E155-159 +5E164 only	Jan. 96	02.04.96	
2	0.3, 4.11	AM 500/9/96 not for Ser.no 5E155-159 +5E164	Mar. 96	12.06.96	
3	0.3, 0.4, 4.2, 4.18, 5.6, 6.7, 7.1, 7.9, 7.10	TN 348/9	Oct. 97	26.11.97	
4	0.1, 0.3, 0.4, 2.3, 2.4, 2.5, 2.6, 2.7, 2.8, 4.7, 4.16, 4.18, 6.6, 7.6	Manual revision TN 348/14	March 2000	09.05.00	
4	0.3,0.4, 4.7, 7.6, 8.2	TN 348/15	Jan. 2001	07.02.01	
6	0.4, 7.5, 7.5a	TN 348/16 Parking brake/ Piggott-hook	February 2004	25.02.04	

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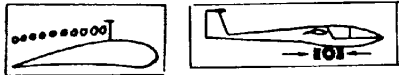
0.2 List of effective pages (cont.)

Section	page	issued	replaced	replaced
5	App. 5.1	July 95		
	" 5.2	"		
	" 5.3	"		
	App. 5.4	"		
	5.5	"		
	5.6	"	Oct. 97	
6	6.1	"		
	6.2	"		
	6.3	"		
	6.4	"		
	6.4	Jan. 96 (only ser.no. 5E155-159)		
	6.5	July 95		
	6.6	"	March 00	
	6.7	"	Oct. 97	
	6.8	"		
	6.8	Jan. 96 (only ser.no. 5E155-159)		
	6.9	July 95		
7	7.1	"	Oct. 97	
	7.2	"		
	7.3	"		
	7.4	"		
	7.5	"	Febr. 04	
	7.5a	"	Febr. 04	
	7.6	"	March 00	Jan. 01
	7.7	"		
	7.8	"		
	7.9	"	Oct. 97	
	7.10	"	Oct. 97	
8	8.1	"		
	8.2	"	Jan. 01	
	8.3	"		
	8.4	"		
	8.5	"		
9	9.1	July 95		

The undercarriage is locked in the extended position by an overcentre locking arrangement and an additional safety catch. The handle is to be turned towards the cockpit wall, so that the locking catch will engage.

11) Airbrake handle - blue

The wheel brake is operated at the end of the airbrake handle travel.



Optional parking brake combined with an airbrake securing device

(Piggott-hook): Pull the airbrake handle back to actuate the wheelbrake and rotate the handle to the cockpit wall. A detent will engage in one of 4 notches to hold the system in this position.

In case the airbrakes mistakenly haven't been locked, a detent engages in one of several notches to avoid inadvertent deployment of the airbrakes. To open and to close the airbrakes the operating handle must be rotated into the cockpit so far that the detent passes the notches.

12) Constantly open de-misting air vents

13) Main air vent

14) Main air vent operating knob

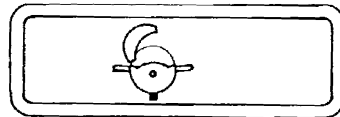
pushed to front = closed
pulled = open



15) Swivel air vents

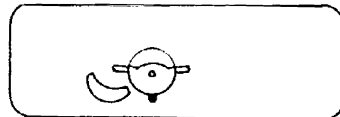
16) Canopy opening handle - white-red

towards the nose = closed
into cockpit = open



17) Canopy emergency release handle - red

towards the nose = closed
into cockpit = open



Emergency release procedure see sect. 3.2.

- 18) a) Water ballast dump handles - silver
upper handle = right wingtank
lower handle = left wingtank
forward = valve closed
into the cockpit = valve open. ly be



b) fin ballast tank dump handle for Tank A (option)

forward to dump.

The wing waterballast can't be dumped before dumping the fin tank (tank A)

19) Push to talk button (Option)

Senden
transmit

20) 12 V socket for charging the batteries.

21) Adjustment strap for the rear seat shell (to be operated on the ground)

22) Outside-air temperature gauge (required with fin tank).

23) Indication lights for the fin ballast Tank B (compensation of weight of the rear pilot) (required with fin tanks).

With Tank B empty - the light is on near the placarded value of the min. cockpit load for empty tank.

With ballast in Tank B (partly or completely filled) the other light is on near the value for the min. cockpit load with Tank B filled completely.

There is no indication for intermediate values.