

Flight manual DG-800B

Rev. No.	Affected Pages/section	Description	Issue Date	LBA Approval Date	Inserted Date Signature
8	0.4, 0.5, 4.8, 4.9, 7.14	Hydraulic disc brake TN 873/17	October 1999	Nov. 1. 1999	
9	0.4, 4.4, 4.5	Permanently installed refuelling pump / pump control from ser.no. 8-173 on ÄM 800-10-99	Nov. 1999	Nov. 12. 1999	
10	0.3, 0.5, 2.7, 6.2	Maximum mass of all non lifting parts ÄM 800-11-99	Nov. 1999	Dec. 14. 1999	
11	0.4, 0.5, 4.12, 7.6,	TN 873/19 powerplant control extension-retraction switch unit	May 2000	July 5. 2000	
12	0.3, 0.5, 2.10, 7.14	Tow hooks/ only for aerotow ÄM 800-12-00	Sept. 2000	24.10.00	
13	0.5, 7.5	TN 873/20 Parking brake combined with an airbrake securing device	Dec. 2000	07.02.01	

Issued: see last item

0.2

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0.2 List of effective pages (cont.)

Section	page	issued	replaced	replaced	replaced	
6	6.1	"				
	6.2	"	Nov. 99			
	6.3	"				
	6.4	"				
	6.5	"				
	6.6	"				
	6.7	"				
	6.8	"				
	6.9	"				
	6.10	"				
7	App.	7.1	"			
		7.2	"	Febr. 99		
		7.3	"			
		7.4	"			
		7.5	"	Dec. 00		
		7.6	"	May 00		
		7.7	"			
		7.8	Dec. 97	Febr. 99	June 99	Sept. 99
		7.9	Nov. 97			
		7.10	"			
		7.11	"	Febr. 99		
		7.12	"	Febr. 99		
		7.13	"			
		7.14	"	Oct. 99	Sept. 00	
		7.15	Dec. 97	Febr. 99		
		7.16	Nov. 97	Febr. 99		
		7.17	"			
		7.18	"			
8		8.1	"			
		8.2	"	Febr. 99		
		8.3	"			
		8.4	"			
		8.6	"			
		8.5	"			
		8.7	"			
9		9.1	"			

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- 10) Airbrake handle - blue

The wheel brake is operated at the end of the airbrake handle travel and the flaps will be moved from negative to neutral.

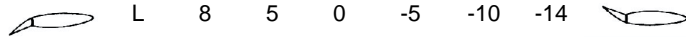


Optional parking brake: Pull the airbrake handle back to actuate the

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.

Parking brake combined with an airbrake securing device (Piggott-hook) (optional, standard from ser.no. 8-219 on): 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.

- 11) Wing flap handle – black



- 12) Constantly open anti fogging air vents

- 13) Main air vent

- 14) Air vent operating knob - pushed in - closed
pulled out- open

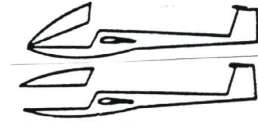


- 15) Canopy opening handle - white

towards the nose - closed
into cockpit - open

- 16) Canopy emergency release handle - red

towards the nose - closed
into cockpit - open



- 17) Locking mechanism for the canopy emergency release towards the front – locked

15,16,17) please refer to section 7.15 too.

- 18) Wing water ballast dump handles - silver

upper handle - right hand water bag
lower handle - left hand water bag
forward - valve closed
into the cockpit - valve open



- 19,20) not effective

- 21) Head rest.

The head rest is integrated in the back rest to take up the rebound forces of the pilots head in the case of a crash landing.

Warning: If the DG-800 shall be flown without back rest, a separate headrest (Option) must be installed.

- 22) Pneumatic back rest adjustment with air release thumbscrew.

The adjustment should only be used for minor comfort adjustment. For major adjustment, a harder material like a foam block approximately 300 mm x 300 mm (12 in. x 12 in.) should be used.