

Flight manual DG-800B

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.

Note: Changes 1 up to 17 are not listed.

Rev. No.	Affected Pages/ section	Description	Issue Date	EASA Approval Date	Inserted Date Signature
18	all	New standardized format of the initial flight manual of Variant DG-800B	May 2012	14. Sept. 2012	
19	0.1, 1.2, 1.5, 1.6, 2.2, 2.5, 2.6, 2.9 ÷ 2.12, 3.4, 3.7, 4.5, 4.8, 4.9, 4.11, 4.15, 4.22, 4.25 ÷ 4.28, 5.3, 5.8 ÷ 5.10, 6.3, 7.2, 7.14, 7.16 ÷ 7.18, 8.7, 9.1 ÷ 9.5	Miscellaneous changes to the contents of the latest amendment of the initial flight manual, Coolant pump Pierburg, TN800/41	May 2012	14. Sept. 2012	
20	0.1, 0.5, 9.4	TN DG-G-11 NOAH Improvements	May2015	July 7. 2015	

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0.2 List of effective pages (cont.)

Section	page	issued	replaced	replaced	replaced	replaced
6	6.1	May 2012				
	6.2	May 2012				
	6.3	May 2012				
	6.4	May 2012				
	6.5	May 2012				
	6.6	May 2012				
	6.7	May 2012				
	6.8	May 2012				
	6.9	May 2012				
	6.10	May 2012				
7	7.1	May 2012				
	7.2	May 2012				
	7.3	May 2012				
	7.4	May 2012				
	7.5	May 2012				
	7.6	May 2012				
	7.7	May 2012				
	7.8	May 2012				
	7.9	May 2012				
	7.10	May 2012				
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	7.16	May 2012				
	7.17	May 2012				
	7.18	May 2012				
8	8.1	May 2012				
	8.2	May 2012				
	8.3	May 2012				
	8.4	May 2012				
	8.6	May 2012				
	8.5	May 2012				
	8.7	May 2012				
9	9.1	May 2012				
	9.2	May 2012				
	9.3	May 2012				
	9.4	May 2012	May 2015			
	9.5	May 2012				

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Section 3

Use of NOAH in case of an emergency bail out:

Note: We recommend strongly the use of an automatic parachute. Only with an automatic parachute will the bail out procedure be nearly automatic and precious time and altitude can be saved.

For the bail out jettison the canopy first, therefore pull the canopy emergency release and if necessary push the canopy upwards.

Then pull the NOAH handle (at the right hand side next to the control stick, marked black and yellow) **strongly and quickly** up to its stop.

Roll out of the cockpit to the right hand side if possible, as on the left hand side the airbrake handle may impede the procedure.

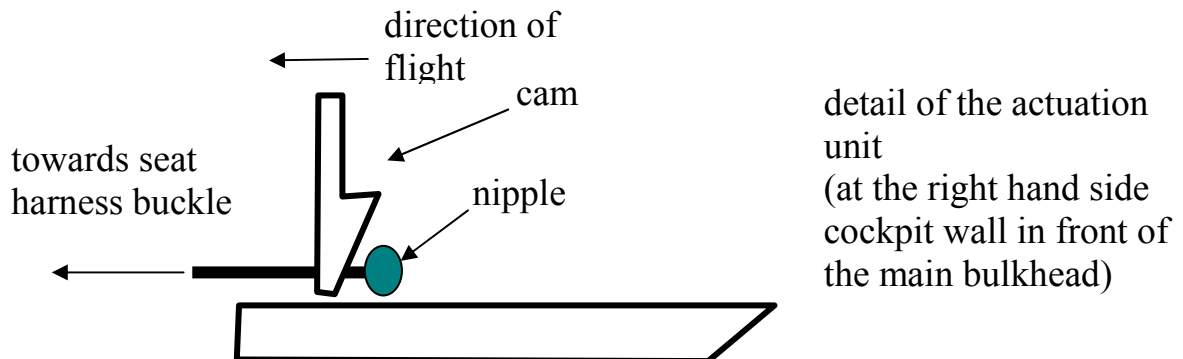
Caution: Don't operate the NOAH handle on the ground with open canopy as you may release NOAH and the pressurised gas cylinder must be filled again.

Section 4

a) Pre-flight inspection

Check the airbag, the high pressure hose and the operating cables for correct positioning and for any wear.

Check especially if the nipple of the cable which opens the seat harness buckle is positioned aft of the cam of the actuation unit (see sketch).



In case a pressure gauge is installed at the NOAH cylinder (TN DG-G-11 performed): Read the pressure gauge (Underneath the Plexiglas cover at the front of the tube for the oxygen cylinder). If the pressure is lower than 180 bar, the cylinder should be refilled, otherwise you have to expect a too small assistance for bailing out.

b) For normal opening of the seat harness buckle rotate the buckle only in clockwise direction.