

## Flight Manual LS6-c

### 0.1 Log 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 or left hand margin, and the revision No. and the date will be shown on the bottom of the page.

Rev. No.	Pages affected	Description	Date of issue	Approval	Date of approval
1	0-1, 0-2, 2-3, 2-7		18.Jan.93	LBA	11.02.1993
2	0-1, 0-2, 2-1, 2-5, 2-8, 2-9, 3-1, 3-2, 4-4, 4-7				28.10.1994
3	0-1, 0-2, 3-1, 4-4	LS-latch (Röger Hook) TN6025	Oct. 2010	EASA	3.11.2010
4	0-1, 0-2, 4-1, 4-2	15m Dillinger Winglets TN 6041	Dec. 2016	EASA	Feb. 1 <sup>st</sup> , 2017

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### 0.2 List of effective pages

Page	Issue Date	Current / TN	Page	Original	Current / TN
0-1	Jan. 18 1993	Dec.2016/6041	4-13	Nov. 30,1990	
0-2	Jan. 18 1993	Dec.2016/6041	4-14	Nov. 30,1990	
0-3	Nov. 30,1990		4-14	Nov. 30,1990	
			4-15	Nov. 30,1990	
1-1	Nov. 30,1990		4-16	Nov. 30,1990	
1-2	Nov. 30,1990		4-17	Nov. 30,1990	
			5-1	Nov. 30,1990	
2-1	Nov. 30,1990	Oct. 15 1994	5-2	Nov. 30,1990	
2-2	Nov. 30,1990				
2-3	Nov. 30,1990		6-1	Nov. 30,1990	
2-4	Nov. 30,1990		6-2	Nov. 30,1990	
2-5	Nov. 30,1990	Oct. 15 1994			
2-6	Nov. 30,1990		7-1	Nov. 30,1990	
2-7	Jan. 18 1993		7-2	Nov. 30,1990	
2-8	Nov. 30,1990	Oct. 15 1994	7-2	Nov. 30,1990	
2-9	Nov. 30,1990	Oct. 15 1994	7-3	Nov. 30,1990	
			7-4	Nov. 30,1990	
3-1	Nov. 30,1990	Oct.2010/6025	7-5	Nov. 30,1990	
3-2	Nov. 30,1990	Oct. 15 1994			
3-3	Nov. 30,1990		8-1	Nov. 30,1990	
3-4	Nov. 30,1990		8-2	Nov. 30,1990	
3-5	Nov. 30,1990		8-3	Nov. 30,1990	
			8-4	Nov. 30,1990	
4-1	Nov. 30,1990	Dec.2016/6041	8-5	Nov. 30,1990	
4-2	Nov. 30,1990	Dec.2016/6041	8-6	Nov. 30,1990	
4-3	Nov. 30,1990				
4-4	Nov. 30,1990	Oct.2010/6025	9-1	Nov. 30,1990	
4-5	Nov. 30,1990				
4-6	Nov. 30,1990				
4-7	Nov. 30,1990				
4-8	Nov. 30,1990				
4-9	Nov. 30,1990				
4-10	Nov. 30,1990				
4-11	Nov. 30,1990				
4-12	Nov. 30,1990				

**Pages 0-1 up to 0-3 and 2-1 up to 5-2 are LBA/EASA approved.**

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	4 - NORMAL PROCEDURES		

## SECTION 4

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### 4.1 INTRODUCTION

Section 4 provides checklist and amplified procedures for the conduct of normal operation. Normal operations associated with optional systems can be found in Section 9.

### 4.2 RIGGING AND DE-RIGGING

1. Before extending landing gear check for adequate ground clearance.
2. Clean and grease all pins and matching bushes including main pins.
3. Position flap handle to flap position 0° or 5°.

**IMPORTANT NOTE:** Rig wings in 15 m <49 ft> version always without winglets; for winglet installation see Normal Procedures on page 4.2.

4. Insert right spar end into fuselage, flaperon must be about neutral and watch for angle of dihedral.
5. Insert left spar end into fuselage, flaperon must be about neutral and watch for angle of dihedral.

**WARNING:** When ailerons are deflected downward during rigging, then the automatic flaperon connector prevents rigging. Do not use brute force!

**IMPORTANT NOTE:** The flaperon sandwich is pressure sensitive, handle carefully!

6. Insert main pins, when bushes are lined up correctly.

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#### 4.2 RIGGING AND DE-RIGGING continued

7. Secure main pins by placing handles behind spring loaded pegs.
8. Insert battery into vertical tail fin (if weighing was performed in this configuration, see Data Placard in cockpit or page 6-2), connect to system and check operation.  
The tail fin battery must be equipped with an appropriate main fuse !
9. Fill water ballast system (for loading instructions see also pages 4-9 or 4-11) and check:
  - a) opening of wing dump valves?  
Only when using the tail fin tank:

**CHECK**

  - a) if tail fin valve really opens.
  - b) wing system completely water tight?
10. Check forward horizontal tail attachment for ball being fixed.  
**WARNING: When ball is loose refer to page 8-3**
11. Install horizontal tail, secure with slotted nut against tapered pins (using supplied key or suitable coin) until free from play and red marking on attachment bracket is invisible.
12. Install total energy tube and temporary equipment (barograph etc.).
13. Connect automatic parachute ripcord to red marked portion at main bulkhead using special loop only.
14. Seal wing fuselage intersection by taping upper and lower sides and cutout on upper horizontal tail fin.
15. When using water ballast, then only according to instructions, pages 4-9 or 4-11) and check:
  - a) opening of wing dump valves?  
Only when using the tail fin tank:

**CHECK**

  - a) if tail fin valve really opens.
  - b) wing system completely water tight?
16. **Check control system functions using a helper.**
17. Perform Daily Inspection according to page 4-3.

**IMPORTANT NOTE: The aileron sandwich is pressure sensitive, handle carefully! Sufficient strength for handling around drive brackets.**

#### CONVERSION FROM 15 m TO 17.5 m WING SPAN or vice versa

1. Take off sealing tape from wing tip intersection.
2. Turn locking nut in such direction that wing-side nut pushes tip outward. Additionally, move tip fore and aft to ease sliding out.
3. Remove 15 m tip and insert 17.5 m tip until locking nut starts catching. Unless outer flaperon connection pins are positioned correctly, installation is not possible.
4. Turn nut in direction that it pulls tip into position.
5. Lock nut until tip is free from play: play is zero, when force increases remarkably during turning of nut with supplied key. Turn not further than next notch catching ratchet.
6. Tape wing tip intersection.

**IMPORTANT NOTE: Due to flutter considerations it is not allowed to mount additional masses (e.g. cameras) on the winglets!**

#### DE-RIGGING

Reverse assembly sequence. Air brake system should be unlocked to avoid permanent pressure on flexible covers and resulting possible deformations (overcenter in wing).

**WARNING: When de-rigging with water ballast bags filled, 17.5 m wing tip must be removed beforehand!**