

0 Manual Contents**0.1 Log of Revisions**

Rev no.	Pages	Reference	Rev. date
1	0-1, 0-3, 0-4, 0-5, 0-6, 0-8, 0-11, 1-27, 3-4, 4-16, 4-19, 4-21, 10-2, 10-8, 11-2, 11-18, 11-20	TN 8017, necessary changes to the power plant	Nov. 2010
2	0-1, 0-3, 0-7, 1-1, 1-7, 1-11, 1-12, 8-3	TN8019, wheel brake actuated by airbrake handle.	Feb. 2011
3	Title page, 0-1, 0-3, 0-4, 0-6 ÷ 0-8, 0-11, 1-3, 1-7 ÷ 1-9, 1-22, 1-29, 1-36, 1-40, 1-48a, 4-1, 4-21, 4-27, 6-4, 10-2a, 11-15, 9E2	ÄM LS8-1, Miscellaneous improvements Ser.no. 8474 and from ser. No. 8527 on	December 2011
4	0-1, 0-3, 0-7, 1-17, 8-1	TN 8021 Small tailwheel	January 2015
5	0-1, 0-4 up to 0-8, 1-28, 1-30, 3-7, 4-12, 4-13, 4-23, 4-24, 4-28, 6-1, 6-2, 9-1, 10-2, 10-2a, 10-9	Mechanical fuel pump Manual revision TN 8022	October 2015
6	0-1, 0-3, 0-6 ÷ 0-8, 0-12, 1-10, 4-11, 5-3, 5-4, 5-6, 6-2, 8-1, 8-2, 9-1, 9-2, 10-2	TN 8024 Manual revision, repair manual	June 2016

0.2 List of Effective Pages

Chapter	Page	Edition	Replaced	Replaced	Replaced
0	Title page	April 2005	Dec. 2011		
	0-1	See log of revisions			
	0-2	See log of revisions			
	0-3	See log of revisions			
	0-4	See log of revisions			
	0-5	See log of revisions			
	0-6	See log of revisions			
	0-7	See log of revisions			
	0-8	See log of revisions			
	0-9	April 2005			
	0-10	April 2005			
	0-11	April 2005	Nov. 2010	Dec. 2011	
	0-12	April 2005	June 2016		
	0-13	April 2005			
1	1-1	April 2005	Feb. 2011		
	1-2	April 2005			
	1-3	April 2005	Dec. 2011		
	1-4	April 2005			
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4	4-1	April 2005	Dec. 2011		
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	5-5	April 2005	June 2016		
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	5-10	April 2005			
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	5-12	April 2005			
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	5-15	April 2005			
	5-16	April 2005			
	5-17	April 2005			
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7	7-1	April 2005			
8	8-1	April 2005	Jan. 2015	June 2016	
	8-2	April 2005	June 2016		
	8-3	April 2005	Feb. 2011		
9	9-1	April 2005	Oct. 2015	June 2016	
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	9-3	April 2005			

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10	10-1	April 2005			
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	10-4	April 2005			
	10-5	April 2005			
	10-6	April 2005			
	10-7	April 2005			
	10-8	April 2005	Nov. 2010		
	10-9	April 2005	April 2005	Oct. 2015	
11	11-1	April 2005			
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	11-3	April 2005			
	11-4	April 2005			
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	11-19	April 2005			
	11-20	Nov. 2010			
	4E01-02	26.05.2005			
	2E01-01	28.07.2005			
	9E2	28.11.2008			

0.4 LIFE LIMITED PARTS, MAINTENANCE INSTRUCTIONS

0.4.1 Repairs

Repair or replace damaged parts prior to next flight. Follow the instructions in the Repair Manual LS8.

Major repairs must be accomplished by an approved repair station or by an approved mechanic rated for composite aircraft structure work in accordance with DG repair methods.

Use only genuine spare parts.

For all aircraft under EASA regulations the following applies: According to part 21, subpart M to accomplish major repairs an approved repair instruction is required, see also TN DG-G-01 “Approved repair methods according to EU Commission Regulation 1702/2003 part 21, subpart M”

0.4.2 Airframe structural Life limit

Maximum FRP structural life limit of sailplanes and powered sailplanes is 12000 hours of flight. To reach this limit, special inspections according to chapter 2.4 of this manual at 3000, 6000, 9000 and beyond that at every 1000 hours of flight must be performed.

0.4.3 Life Limits of Equipment Items

- a) **Rubber fuel hose** (connection between main and feeder tanks) and **drainer sealing (Mogas resistant O-Ring)** have a 6 year life limit and must be exchanged accordingly.
- b) **Spark plugs** have a 25 hours engine time limit and must be exchanged accordingly.
- c) **Safety harness webbing** life limited to 12 years after manufacture. Multiple point buckle and brackets on condition (Wear, corrosion etc.).
- d) **Further parts:**
These parts as for instance wheels, gas struts, control system parts, pins and bushes are not life limited, but may require exchange based on condition (Wear, damage, corrosion).

1. SYSTEM DESCRIPTION AND ADJUSTMENT DATA (continued)

1.4 Elevator Control System (continued)

1.4.2 Deflections and Tolerances

Elevator:	up	28° - 30°
	down	22° - 26°

For easier checking, measured angles may be converted to mm / in deflection values, using the actual local radius of the defined measuring place. See also table below.

Limit values for elevator deflections in Millimetres/Inches

local radius		22°to 26°		28°to 30°	
		down		up	
mm	in	mm	in	mm	in
67	2.638	26 to 30	1.024 to 1.181	32 to 35	1.260 to 1.378
68	2.677	26 to 31	1.024 to 1.220	33 to 35	1.299 to 1.378
69	2.717	26 to 31	1.024 to 1.220	33 to 36	1.299 to 1.417
70	2.756	27 to 31	1.063 to 1.220	34 to 36	1.339 to 1.417
71	2.795	27 to 32	1.063 to 1.260	34 to 37	1.339 to 1.457
72	2.835	27 to 32	1.063 to 1.260	35 to 37	1.378 to 1.457

1.4.3 Stops

Elevator stops at lower control stick end. Adjustment by use of two 10°mm open end wrenches.

1.4.4 Elevator Rear Edge Play

Play should be measured with control stick fixed to neutral position.

Elevator : maximum 2.5 mm <0.1 in> at inner edge

4.5 Installation of Control Surfaces (continued)

Disassembly of Rudder

- (1) disconnect rudder cables.

Attention: Don't loose spacing casings.

Attention: Rudder cables may be drilled. If this is changed unintentionally, neutral positions of rudder and pedals do no longer correspond and must be realigned as detailed below.

- (2) loosen nut at lower bearing (6mm thread, M6 LN 9348 or DIN 985-8zn, width over flats 10mm) using a socket wrench, remember sequence and position of washers.
- (3) lift rudder upward from bearings.

Assembly of Rudder

- (1) grease bearings according to lubrication schedule, see section 3.3.
- (2) If need be, install new V-type internal seal, see section 4.6.
- (3) lower rudder into bearings, do not use force !
- (4) check radial play of upper bearing: maximum permissible radial play 0.5 mm <0.02 in>. If necessary renew brass bushing. Make sure, that non-concentric position of bearing keeps relative position to direction of flight. Bond bushing with for instance Loctite 72 b (672).
- (5) connect rudder cables provisionally, do not forget to insert spacing casings into thimbles.
- (6) check rudder pedal alignment: with pedals in neutral position check if rudder is neutral.
If rudder is deflected to one side, twist **opposite** cable **counter-clockwise** (**maximum 5 turns**) until properly aligned.
Should more than 5 turns be necessary for alignment, exchange cables.

Caution: Never turn cables **clockwise** !

- (7) place washers on cable connection bolts and tighten nuts M6 LN 9348 or DIN 985-8zn, width over flats 10 mm, with maximum torque 6.4 Nm (0.65 mkg, 4.623 ft lbs).
- (8) set up washers at lower bearing as found during disassembly (normally: recessed washer first, then large washer). Tighten nut (6 mm thread, LN 9348 or DIN 985-8zn, width over flats 10 mm) with maximum torque 6.4 Nm, (0.64 mkg, 4.623 ft lbs). After assembly the rudder should have audible axial play, maximum axial play 1 mm (0.04 in), see section 1.5.
- (9) if necessary, restore gap seals (convex plastic strip) on both sides, see section 4.6.

5.2 Calculation of Loading Limits

1. Determine Minimum Cockpit Load for 15 m wingspan and full and empty tail fin tank version following procedure given in section 5.1 from table “Empty Weight C.G. Position”, section 5.4 in <kg/mm> or <in/lbs>. Minimum Cockpit Load for **tail fin battery (3BR-199) removed** (and installed in baggage compartment, when required) decreases **by 10 kg <22 lbs>**.

Finally resulting 4 different cockpit loads should be entered in the following places:

- a. in weighing report of inspection
 - b. in Flight Manual section 6.2
 - c. in cockpit placard under instrument panel cover
 - d. in cockpit on data placard
1. Minimum Cockpit Load for full tail fin tank with tail fin battery
 2. Minimum Cockpit Load for empty tail fin tank with tail fin battery
 3. Minimum Cockpit Load for full tail fin tank without tail fin battery
 4. Minimum Cockpit Load for empty tail fin tank without tail fin battery

5.2 Calculation of Loading Limits (continued)

2. Maximum approved Weight of Non-lifting Parts may vary between 305°kg and 315 kg <672 to 694 lbs>, depending on empty weight and empty weight C.G. position.

In contrast to methods used up to now, maximum weight of non-lifting parts can be determined in relation to empty weight and empty weight C.G. position according to table in section 5.3. See also examples on end of this section.

Maximum weight of Non-lifting Parts should be entered into weighing report.

3. Determine Maximum approved Cockpit Load from table “Empty Weight C.G. Position”, section 5.4 <kg/mm> or <in/lbs>. Maximum Cockpit Load normally should be 110 kg <243 lbs>, as given in empty weight C.G. table. It may be lower due to trim conditions, excessive equipment or repairs.

Calculate Maximum Cockpit Load on weighing report, see also examples at end of this section.

Resulting Maximum Cockpit Load should be entered in the following places:

- a. in weighing report of inspection
 - b. in Flight Manual, section 6.2
 - c. on Data Placard in cockpit
4. Empty Weight (perhaps increased by weight of permanently fitted trim ballast) should be entered in the following places:
 - a. in weighing report of inspection
 - b. in Flight Manual section 6.2 for calculation of maximum permissible water ballast weight
 5. Battery position during weighing should be entered in the following places:
 - a. in weighing report and equipment list of inspection
 - b. in section 6.2 of Flight Manual
 6. Enter engine installed or removed in Flight Manual section 6.2.

For permanent installation of trim ballast weights, see Maintenance Manual section 4.15.

Form for **Weighing Report**, see Maintenance Manual section 11.

5.2 Calculation of Loading Limits (continued)

Example for entry in Flight Manual section 6.2:

	Wing span	[m]	15	18
	Empty Mass	[kg] / [lbs]	316	325
	C.G. position	[mm] / [in]	649	
Max. Cockpit Load	Fuel tank full	[kg] / [lbs]	110	
	Fuel tank partly filled	[kg] / [lbs]	110	
Minimum Cockpit Loadg	with tail-battery	Tail tank full	[kg] / [lbs]	130
		Tail tank empty (+)	[kg] / [lbs]	90
	without tail-battery	Tail tank full (+)	[kg] / [lbs]	120
		Tail tank empty (+)	[kg] / [lbs]	80
Perm. fixed Trim mass	front	[kg] / [lbs]	---	
	rear	[kg] / [lbs]	---	
Batteries installed	Seat	[No.]	2	
	Baggage comp.	[No.]	0	
	Vert. tail fin	[No.]	1	
Engine (IN)stalled / RE)moved)			IN	
Date / Inspector			18.08.2005 GS	

The discrepancy between Maximum Cockpit Load of 110 kg <242 lbs> and Minimum Cockpit Load of 130 kg <286 lbs> with tail fin tank full and tail fin battery indicates, that before each take off the installation position of the tail fin battery must be checked and a functional check for the tail fin tank valve is required to make sure that no unintended amount of water remains in the fin tank.

To check the valve place tail tank filling adapter into the tank outlet and open the cockpit lever. If air cannot be blown into the tank, the valve is not functioning properly (for instance frozen solid or operating cable fractured).

6.3 Seat Belt Harness (with multiple point buckles)

Manufacturer	Type	TCDS No.
Schroth	4-01-0.104 (Lap belt and shoulder strap)	40.073/11
Gadringer	Lap belt 5202 Shoulder strap 2700	40.070/32 40.071/05

6.4 Compass

Manufacturer	Type	TCDS No.
Ludolph	<u>FK 16</u> , <u>FK 5</u> , <u>FK 10</u>	10.410/3
Airpath	C 2300, C 2400	TS 10.220/47
PZL	BS1, KJ-13A	FD 19/77
Bohli	46 MFK 1	Not approved, only as additional system

6.5 VHF transceiver

Manufacturer	Type	TCDS No.
Dittel	FSG-40 S	10.911/45
	FSG-50	10.911/71
	FSG-60 M	10.911/72
	FSG-70,71 M	10.911/81
	FSG-90	10.911/98JTSO
	FSG 2T	LBA.0.10.911/103JTSO
Becker	AR 3201-(1)	10.911/76
	AR 2008/25 (A)	10.911/48
	AR 4201	JTSO-2C37 D, ED-23A
	AR 6201	EASA.210.1249
Avionik Dittel	ATR 720 A	10.911/74
	ATR 720 C	10.911/83
	ATR 600	LBA.0.10.911/106JTSO
	ATR 500	LBA.0.10.911/113JTSO
	ATR 833	EASA.210.0193
Dittel Avionik	KRT2	EASA.210.10038036

or other radios approved according to TSO, JTSO or ETSO for use in aircraft.

8. Markings and Placards

LS8-st Checklist

This powered sailplane must be operated in compliance with operating limitations stated in the form of markings, placards and Flight Manual.

1. Main pins secured ?
2. Horizontal tail secured ?
3. Winglets secured ?
4. Test controls ?
5. Tail fin valve operating checked ?
6. When water ballast, then always in wings and tail tank !
7. Check loading conditions
8. Check tail dolly removed
9. Fasten seat belt harness
10. Connect parachute static line
11. Lock air brakes
12. Check trim position
13. Check release system
14. Lock canopy
15. Propulsion system ready for use ?
16. Sufficient amount of fuel ?
17. Propulsion system retracted?

At underside of instrument panel

Tyre pressure
3.5 bar
(51 psi)

on right
landing gear door

Tyre pressure
2.5 - 3.5 bar
(36 to 51 psi)

above tail wheel,
when fitted

Tyre Pressure
6,2 bar/90 psi

above tailwheel
small tailwheel according to TN 8021, if installed

at Baggage Compartment

Maximum Baggage weight 5 kg (11 lbs)
(For soft items only)

MINIMUM COCKPIT LOAD: kg / lbs

with tail battery, tail tank full	min.	_____
with tail battery, tail tank empty	min.	_____
without tail battery, tail tank full	min.	_____
without tail battery, tail tank empty	min.	_____

Under instrument panel cover

DG Flugzeugbau GmbH
Type: LS8-t Serial No.: _____

Data Placard

Airspeed Limits:	km/h	Kt	MPH.	
Winch launch/Auto tow	140	76	87	
Aero tow	195	105	121	
In rough air	195	105	121	
Never exceed (VNE)	280	151	174	
Extend/retract engine	110	59	68	
Engine extended	160	99	86	
	m	ft	kg	lbs
Max. Take-off Mass *)	15	42	525	1157
with 4"-wheel:	18	59	525	1157
with 5"-wheel:	18	59	575	1267

*) including water ballast

Aerobatic manoeuvres **not** approved
Take-off under own power **not** approved

Weight Limitations

Maximum Cockpit Load max. _____ kg/lbs
Minimum Cockpit Load

with tail battery, tail tank full	min.	_____	kg/lbs
with tail battery, tail tank empty	min.	_____	kg/lbs
without tail battery, tail tank full	min.	_____	kg/lbs
without tail battery, tail tank empty	min.	_____	kg/lbs

Lighter pilots must compensate lack of weight as suggested in Flight Manual

At right cockpit wall

Ball of bearing
must be fixed

at forward horizontal tail
attachment on vertical tail fin

DG-Flugzeugbau GmbH

TYPE LS8-t _____.

TCDS- No. 902 _____.

Serial Number 8xxx _____.

Reg. Signs D-xxxx _____.

Type placard at main bulkhead

CLOSED ◀ Fuel Cock ▶ OPEN

Right Cockpit side at fuel cock

OPEN ◀ Deco ▶ CLOSED

Left Cockpit side at Deco-lever

Refueling pump

at instrument panel

8. Markings and Placards (continued)

▲ Soaring	at instrument panel
Vario ASI	Static/pitot switches
▼ powered	(Option)

FUEL: Two stroke Mixture 1:40 of Unleaded Four Star/Premium min. 95 ROZ or AVGAS 100 LL with 2-stroke oil Castrol Super TT/TTS

at left side of main bulkhead near refuelling pump

16	Right- and left
15	at main fuel tank front
14	
13	
12	
11	
10	
9	
8	

When using a battery in the vertical tail fin. Minimum Cockpit Load must be redetermined by weighing
Use vertical tail fin battery only with main fuse at battery

at vertical tail fin battery cover

Canopy Emergency Release: open left side normally, pull right side with approx. 15 kg/33 lbs force to stop

at right canopy frame

<u>Altitude related</u>		
<u>Never Exceed Speed</u>	km/h	
Up to 2000 m MSL	280	
Up to 3000 m MSL	266	
Up to 4000 m MSL	253	
Up to 6000 m MSL	227	
Up to 8000 m MSL	202	
Up to 10000 m MSL	179	
Up to 12000 m MSL	156	

On panel near airspeed indicator, for countries operating with metric units only.

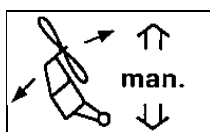
<u>Altitude related Never</u>			
<u>Exceed Speed</u>	km/h	Kt.	mph
Up to 6500 ft MSL	280	151	174
Up to 9800 ft MSL	266	144	165
Up to 13100 ft MSL	253	136	157
Up to 19700 ft MSL	227	122	141
Up to 26200 ft MSL	202	109	126
Up to 32800 ft MSL	179	97	111
Up to 39400 ft MSL	156	84	97

On panel near airspeed indicator

DEI-NT Placarding

17	0-5500
0,3 L	5500-6000
	6000 RPM

Above DEI-NT Display

	Main off Haupt- schalter on	on Fuel pump Kraftstoffpumpe auto
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Below DEI-NT Switches

9. Parts List

In this list, the most important parts of propulsion system, electrical system as well as components of control surface sealing and water ballast system are provided.

For drawing numbers of control system parts refer to diagrams section 1. For drawing numbers of propulsion system brackets refer to diagrams section 10.

9.1 Engine parts

a) necessary for the 25 hours inspection

- 40050360 Spark plug S36 (Bosch W5AC Electrode gap 0,5 mm <0,02 in>) with pressed on screw cap, marked by red dot on insulator.
- 60507571 Fuel filter

b) Spare parts

- 45002085 Spark plug cap Denso, 5kOhm
- 60510601 Ignition coil for SOLO 2350
- 45002081 Exhaust gasket, 1.5mm thick (2 units required)
- 45002071 Decompression valve (2 units installed)
- 45002088 Lift cylinder for LS8-t, HG7000-12-225-30, modified
- 45002038 Gas strut 600N for extension-retraction mechanism
- 45002039 Gas strut 100N for propeller stopper
- 45002074 Propeller stopper rubber stop

Shock mounts for engine installation

- 45002079 Upper engine shock mounts (2 units installed)
- 45002080 Lower engine shock mounts (2 units installed)

Fuel system

- 60507608 Fuel quick connector KL-006-2-SL007
(Coupling for re-fuelling line)
- 60507550 Drainer CAV 110 (1/8" NPT)

Caution: Exchange O-ring (Avgas type) as delivered with drain valve against part No. 60504402 !

- 60504402 O-Ring for Drainer CAV 110 (Mogas type)
- 30092049 Fuel hose PUR 3x1,5x6mm hydrolyse and microbe-resistant
- 30092050 Fuel hose PUR 5x1,5x8mm hydrolyse and microbe-resistant
- 60000103 Fuel hose PUR 6x1,5x9 hydrolyse and microbe-resistant
- 60000102 Fuel hose PUR 8x2x12 hydrolyse and microbe-resistant
- 30092051 Metal mesh inner dia. 8 mm (for fuel lines)
- 60507525 Fuel hose with textile fabric 9,5x15
- 60507561 Electric fuel pump Facet 40106 (engine fed and re-fuelling)
- 60500164 Mechanical fuel pump Bing 8080 (no more available)
- 60500257 Mechanical fuel pump Mikuni DF44-18 from ser. no. 8529
on and as spare part (for installation follow TN 8022)
- 45000162 Fuel cock 4M1-034

Propeller attachment

45002052 Rubber stop for propeller

9.2 Parts for electrical system

45002070 Battery for power supply 12V/min.7Ah (2 installed)

45002049 DEI-NT for LS8-t

45002050 Control box-NT for LS8-t

60510463 limit switch 164-564 with plug contacts for positions retracted and extended

60510815 limit switch 164-025 with roller and screw contacts for intermediate positions

45002075 Proximity switch for RPM measurement, complete with three pin plug

60510484 manual extend-retract switch

60510478 master switch

60510360 fuel pump switch

60510375 refuelling pump switch

60510385 Protective circuit breaker ETA 2A (automatic cut out)

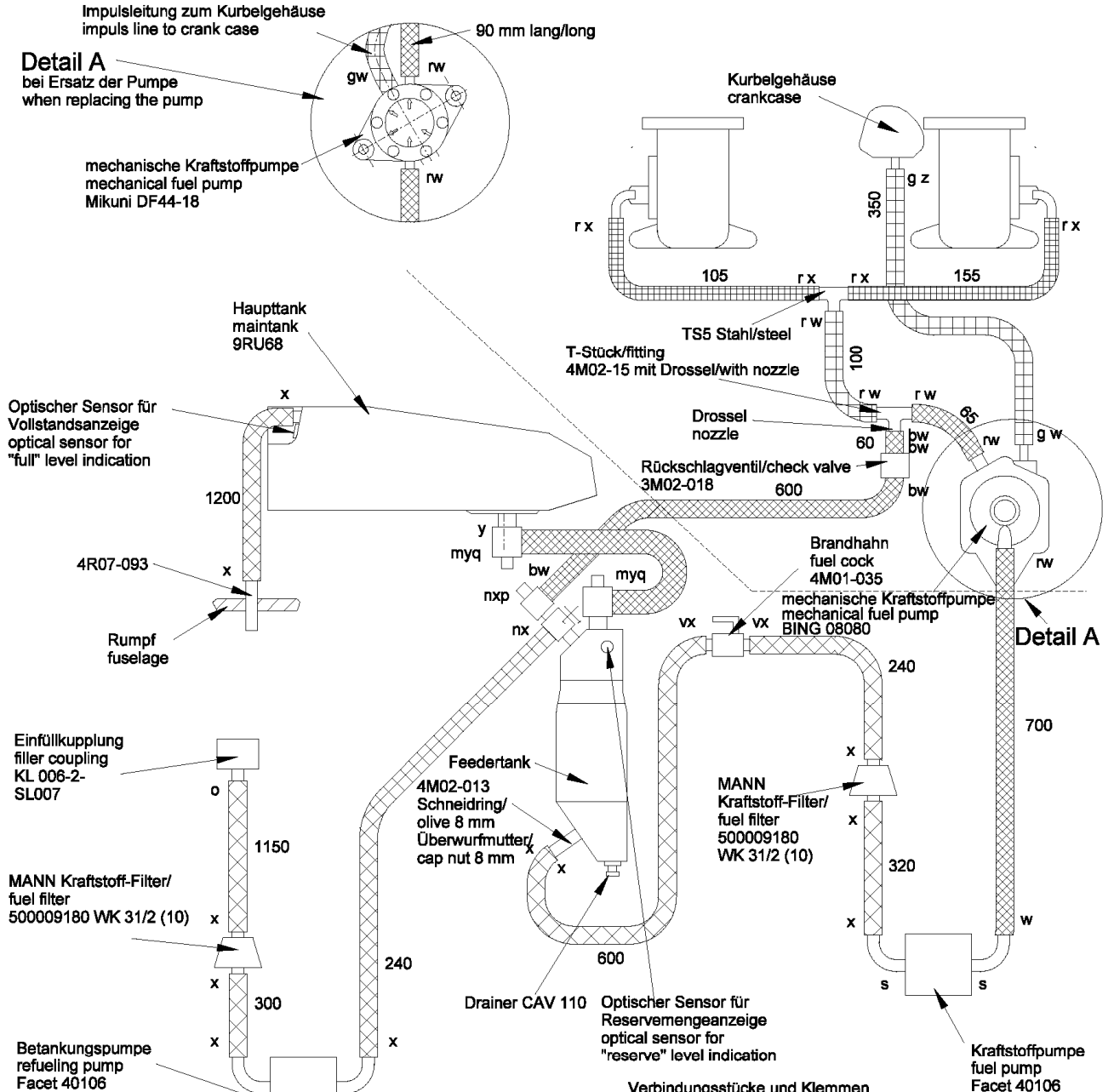
60510386 Protective circuit breaker ETA 3A (automatic cut out)

60510387 Protective circuit breaker ETA 4A (automatic cut out)

45002072 Flat plug type fuse 15 A (blue) for batteries (main fuse)

60510797 Plug BSK12 (for 12V socket BSB12)

Diagram 2: Fuel system up to serial no. L8528



Kraftstoffschläuche / fuel hoses

Alle PUR Schläuche hydrolyse und mikrobebeständig

PUR 6x1,5x9 mm Schlauch ohne Ummantelung blank fuel hose	PUR 6x1,5x9 mm mit Metallgeflecht überzogen metal braided	PUR 8x2x12 mm Schlauch ohne Ummantelung blank fuel hose
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PUR 5x1,5x8 mm mit Metallgeflecht überzogen metal braided	PUR 3x1,5x6 mm mit Metallgeflecht überzogen metal braided	Textilgewebeschauch 9,5mm innen textile fabric fuel hose inside dia. 9,5mm
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Verbindungsstücke und Klemmen

Fittings and clamps

- m Ringnippel NW8 R8
- n Ringnippel NW4 R4
- q Hohlschraube NW8 M14x1,5 2xKupferdichtring DIN 7603 FormA 14x20
- p Hohlschraube NW4/2 M10x1 3xKupferdichtring DIN 7603 10x16
- r roter Schrumpfschlauch/red heat shrink-tubing, 30mm lang
- g gelber Schrumpfschlauch/yellow heat shrink-tubing, 30mm lang
- b blauer Schrumpfschlauch/blue heat shrink-tubing, 30mm lang
- s Winkelstück/elbow fitting WSAG 06 1/8" Messing/brass
- u Einschraubnippel/nipple SAG 06/R1/8"
- v Einschraubnippel/nipple 1/4"
- w Schlauchschelle/hose clamp S70/2
- x Schlauchschelle/hose clamp S70/1
- y Schlauchschelle/hose clamp S70/3
- z Drahtsicherung (0,8 mm Draht) /safety wire
- o Ohrklemme/press clamp 113