Manual amendments

Rev. No.	Page	Description	Date	Signature
1	3,Diagr.9	TN 348/1T	March 92	
2	2,3,7,8,14,15, 17,18,23,25,34	TN 348/3T	Oct. 92	
3	3,Diagr.7	ÄM 500/7/93	June 93	
4	2,3,17 Instruction for inspection, questionaire, working instructions No.1 and No.2 for TN 348/4	TN 348/4T	Oct. 94	
5	2,4,15,18,21, 25	TN 348/9	Oct. 97	
6	2, 24	TN 348/9	Jan. 01	

	Content	Page	LBA approved
0	Airworthiness limitations	4	Oct. 97
1.	**System description and adjustment data**		**issued**
1.1	Wing and tailgroup setting data	5	July 90
1.2	Elevator control and trim system	6	" "
		7	Oct. 92
1.3	Rudder control	8	" "
1.4	Aileron control	9	July 90
		10	" "
1.5	Airbrake control and wheel brake	11	" "
1.6	Undercarriage	12	" "
		13	" "
1.7	Tow hooks	14	Oct. 92
1.8	Sectionnot effective		
1.9	Massbalance and weights of control surface	15	Oct. 97
1.10	Fore and aft play of the wings	16	July 90
2.	**Inspections**		
2.1	Daily inspection	17	Oct. 94
2.2	Regular inspections	17	" "
2.3	Inspection after a heavy landing	18	Oct. 97
		19	July 90
		20	" "
2.4	Inspection procedure for increase of service time	21	Oct. 97
		22	July 90
3.	**Maintenance**		
3.1	General maintenance	23	Oct. 92
3.2	Maintenance of the airframe	24	Jan. 01
3.3	Greasing programme	24	" "
3.4	Damage of the airframe	25	Oct. 97
3.5	Hydraulic brake system	25	Oct. 97
4.	**Detailed instructions for assembly and servicing work**		
4.1	Section not effective		
4.2	Replacement of control cables	26	July 90
4.3	Adjustment and servicing of the control circuit	27	" "
4.4	Removal and installation of the undercarriage	28	" "
		29	" "
4.5	Filling and bleeding the hydraulic disc wheel brake	30	" "
4.6	Removal and installation of the under- Carriage (non retractable)	31	" "

3. Maintenance

3.2 Maintenance of the airframe

The sailplane is service free except for the care of the surfaces (see sect. 3.1) and greasing and oiling of the control system and all pins (see sect. 3.3).

After a landing in a soft field, the undercarriage box and tow hook should be thoroughly cleaned.

3.3 Greasing and oiling

A The contact surfaces of the canopies to the fuselage are to be rubbed with colourless floor-polish (canopy and fuselage side) to reduce grating noise in flight. Polish at the beginning of the flight season and then every month.

B Once a year your DG-500 ELAN TRAINER should be carefully checked and all bearings, including control surface hinges, should be cleaned and greased if necessary. The various greasing points are as follows:

- Aileron drive connections at the inboard aileron.
- Airbrake drive connection - in airbrake box, also grease the brake paddle pivots.
- Remove the access panels on the left hand cockpit walls and grease all the pushrod guides, but not those with Teflon linings, note see below.
- Remove the baggage compartment floors and open the baggage compartment rear cover to grease all bearings.
- Open the access panels (2 in the front and 2 in the rear cockpit). In the rear cockpit you have to remove the height adjustable seat pan first. Grease all accessible bearings (ball bearings and rod ends with universal bearings)
- Remove the control column covers and grease all the bearings associated with the control columns.
- Grease the rudder pedal adjustment slide.
- Oil all hinge points on the undercarriage in the undercarriage box.
- Clean and grease all control surfaces hinges.
- Clean and grease the control hook ups for, ailerons, airbrakes and elevator control.
- Clean and grease all pins and bushes of the wing and tailplane attachment.

Note: The greases we recommend are lithium based pressure-resistant anti-corrosion greases or lithium-soap greases (multi-purpose greases for rolling element bearings).

Note: The sliding guides of the following parts are made from Teflon and should not be greased:

Landing gear controlhandle 5FW39 on 5St68/2 and airbrake control handle 5St69 on 5St68/.

If these parts have been greased inadvertently you have to disassemble the parts and to clean them completely with Acetone.