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 Revision No. and the date will be shown on the bottom left hand of the page.

Rev. No.	Affected pages / section	Description	Issue Date	LBA Approval Date	Inserted Date Signature
1	0.3, 4.11	TN 348/1S	Mar. 92	31.03.92	
2	0.4,7.2	TN 348/3S	Oct. 92	08.12.92	
3	0.3, 0.4, 1.2, 2.5, 4.3, 5.2, 5.5, 6.2, 6.5, 6.7, 6.9, 7.1, 7.9, 7.10	TN 348/9	Oct. 97	26.11.97	
4	0.3, 0.4, 4.7, 7.7, 8.2	TN 348/15	Jan. 01	07.02.01	
Rev. No.	Affected pages / section	Description	Issue Date	EASA Approval Date	Inserted Date Signature
5	0.3, 0.4, 2.6, 3.1-3.4, 4.1, 4.7, 4.15, 7.1, 7.7, 7.8	TN 348/20 manual revision	May 2008	August 1. 2008	

0.2 List of effective pages

Note: Those manual pages which are similar for both the variant DG-500/20 ELAN and the type DG-500/22 ELAN are taken directly from the manual DG-500/22 ELAN without any change.
The special pages for variant DG-500/20 ELAN are marked in this list with /20 after the page no..

Section		page	issued	replaced	replaced	replaced	replaced	replaced
0		0.0/20	April 89					
		0.1/20	See record of revisions					
		0.2	"					
		0.3/20	"					
		0.4/20	"					
		0.5	May 90					
1		1.1	May 90					
		1.2/20	June 95					
		1.3	May 90					
		1.4/20	Febr. 95					
		1.5/20	"					
2	App.	2.1	May 90"					
	"	2.2	"					
	"	2.3	"					
	"	2.4	"					
	"	2.5	"	Oct. 97				
	"	2.6/20	May 95	May 08				
	"	2.7	May 90					
	"	2.8	"					
	"	2.9/20	Febr. 95					
3	"	3.1	May 90	May 08				
	"	3.2	"	May 08				
	"	3.3	"	May 08				
	"	3.4	May 08					
4	"	4.1	May 90	May 08				
	"	4.2	"					
	"	4.3	"	Oct. 97				
	"	4.4	"					
	"	4.5	"					
	"	4.6	"					
	"	4.7	" /20	Jan. 01	May 08			
	"	4.8	"					
	"	4.9	"					
	"	4.10	"					
	App.	4.11	March 92					

0.2 List of effective pages (cont.)

Section		Page	issued	replaced	replaced	replaced	replaced	replaced
4	App.	4.12/20	May 95					
	"	4.13	May 90					
	"	4.14	"					
	"	4.15	"	May 08				
	"	4.16/20	Febr. 95					
	"	4.17/20	"					
5	"	5.1	May 90					
	"	5.2	"	Oct. 97				
	"	5.3	"					
	App.	5.4/20	Febr. 95					
		5.5/20	"					
		5.6/20	"					
		5.7	May 90					
6		6.1	May 90					
		6.2	"					
		6.3	"					
		6.4	"					
		6.5	"	Oct. 97				
		6.6	"					
		6.7	"	Oct. 97				
		6.8	"					
		6.9	"	Oct. 97				
7		7.1	May 90	Oct. 97	May 08			
		7.2/20	Febr. 95					
		7.3	May 90"					
		7.4	"					
		7.5	"					
		7.6	"					
		7.7	" /20	Jan. 01	May 08			
		7.8	"	May 08				
		7.9/20	June 95	Oct. 97				
		7.10/20	Oct. 97					
8		8.1	May 90					
		8.2/20	June 95	Jan. 01				
		8.3	May 90					
		8.4	"					
		8.5	"					
9		9.1	May 90					

2.9 Approved manoeuvres

This sailplane is certified for normal gliding in the "Utility" category.
Simple aerobatics are approved but only without waterballast.
The following aerobatic manoeuvres are approved see sect. 4.5.12:

Manoeuvre	recommended entry speed IAS km/h	kts.
Spins	/	/
Inside Loop	200	108
Stall Turn	200	108
Lazy Eight	200	108
Chandelle	200	108

2.10 Manoeuvring load factors

The following load factors must not be exceeded:

at manoeuvring speed	VA	+ 5.3	-2.65
at max. speed	VNE	+ 4.0	-1.5
airbrakes extended	VNE	+ 3.5	
wingflaps in landing position	VFE	+ 4.0	

2.11 Flight crew

a) single seated
max. load in the front seat 110 kg 242 lbs.
min. load in the front seat see placard in cockpit and weighing report page 6.5
b) two seated
max. cockpit load is 210 kg (463 lbs.) with a max. of 105 kg (231 lbs.) in the front seat or 110 kg (242 lbs.) in the front seat and 90 kg (198 lbs.) in the rear seat.
min. cockpit load in the front seat is the min. cockpit load see a) minus 40% of the load in the rear seat. This means that 10 kg (22 lbs.) in the rear seat replaces 4 kg (8.8 lbs.) missing cockpit load in the front seat.
With these loads, the C.G. range given under 2.8 will be kept in the limits if the empty weight C.G. is in its limits. see loading chart in sect. 6.
Either the front seat or the rear seat may designated as seat of the pilot in command.
If the rear seat is to be designated it must be assured that all necessary operating items and instruments are installed and that the pilot in command has sufficient training in flying safely from the rear seat.

Caution: With lower pilot weights lead ballast must be added to the seat. Ballast put on the seat (lead ballast cushion) must be fastened at the safety belt anchorage points. Installation for removable trim ballast see sect. 7.16.1.

Note: For Australia the lower limit for the min. load in the cockpit should not exceed 66 kg (146 lbs.). A provision for removable ballast see sect. 7.16.1 is mandatory.

Section 3

3. Emergency procedures

3.1 Introduction

3.2 Canopy jettison

3.3 Bailing out

3.4 Stall recovery

3.5 Spin recovery

3.6 Spiral dive recovery

3.7 Recovery from unintentional cloud flying

3.8 Flight with asymmetric waterballast

3.9 Emergency wheel up landing

3.10 Ground loop

3.11 Emergency landing in water

3.1 Introduction

Section 3 provides a checklist and amplification for coping with emergencies that may occur. Emergency situations can be minimized by proper preflight inspections and maintenance.

Caution: Canopy jettison and bailing out should be trained several times on the ground before flying the aircraft.

3.2 Canopy jettison

To bail out the white-red canopy opening handle (left) has to be operated with your right hand. Open the canopy as far as possible.
If the canopy doesn't stay open (or is not blown away by the oncoming air), but is closed by the air pressure, you have to release the canopy in it's closed position by operating the red emergency release handle (right) with your left hand, then push the canopy upwards.

The retaining lines will tear off.

The gas struts (if installed) will disengage automatically

3.3 Bailing out

First jettison both canopies, then open the safety harness and bail out.
The low walls of the front cockpit allow for a quick push-off exit.

3.4 Stall recovery

Easing the stick forward and picking up a dropping wing with sufficient opposite rudder the glider can be recovered from the stall.
To recognize and prevent the stall, please refer to sect. 4.5.4.

3.5 Spin Recovery

Apply full opposite rudder against direction of the spin, pause.
Then ease stick forward until the rotation ceases, centralize the controls and carefully pull out of the dive.
The ailerons should be kept neutral during recovery.
Caution: To prevent unintentional spinning do not stall the sailplane. Fly with enough speed reserve especially in gusty conditions and in the landing pattern.
Intended spins with waterballast are not permitted.

Height loss during recovery	up to.	50 - 100 m	(160-330 ft)
max. speed during recovery		200 km/h	(108 kts.)

3.6 **Spiral dive recovery**

Apply rudder and aileron in opposite direction and carefully pull out of the dive.
Spiral dive occurs only when spinning more than 2 turns with medium C.G. positions, see sect. 4.5.12.

To prevent spiral dives intentional spinning should only be executed at the C.G. positions specified in sect. 4.5.12 without waterballast.
Recovery from unintentional spinning should be done immediately.

3.7 **Recovery from unintentional cloud flying**

Spins are not to be used to loose altitude. In an emergency, pull out the dive brakes fully before exceeding a speed of 200 km/h and fly with max. 200 km/h (108 kts.) until leaving the cloud.
At higher speeds up to VNE, pull out the dive brakes very carefully because of high aerodynamic and g-loads.

3.8 **Flight with asymmetric waterballast**

If you suspect that the waterballast does not dump symmetrically you have to close the dump valves of the wingtanks immediately, to avoid greater asymmetry.

Asymmetry can be verified by the necessary aileron deflection in straight flight at low airspeeds.

When flying with asymmetric waterballast you have to increase the airspeed, especially in turns, so that you can avoid a stall at all costs.

If the aircraft does enter a spin, you have to push the stick forward clearly during recovery.

Fly the landing pattern and touch down approx. 10 km/h (6 kts.) faster than usually and after touch down control carefully the bank angle to avoid the wing touching the ground too early.

3.9 **Emergency wheel up landing**

It is not recommended to execute a wheel up emergency landing, as the energy absorption capability of the fuselage is much smaller than that of the landing gear.
If the landing gear can't be extended use wing flap setting L and touch down with small angle of attack.

3.10 **Emergency ground loop**

If there is the risk of overshooting the landing strip you have to decide at least 40 m (130 ft) before the end of the field to execute a controlled ground loop.
If possible turn into the wind, lift the tail by pushing the stick forward.

3.11 **Emergency landing on water**

From the experience with emergency water landing we know, that it is likely that the sailplane will dive into the water, cockpit first.

Therefore an emergency landing on water should be the last choice.
In the case of a water landing, however, extend the landing gear.

Recommended procedures:

On downwind leg of the landing pattern: Extend the landing gear, unlock the parachute harness (not the seat harness)

Touch down: With landing gear extended and airspeed as low as possible.

At point of touch-down: Use your left arm to protect your face against possible canopy fracture.

After touch down: Unfasten seat belt harnesses and undo parachute.

Leaving the cockpit under water: If the canopy has not fractured, opening the canopy may be possible only after the forward fuselage is almost completely filled with water.

Section 4

4. Normal procedures

4.1 Introduction

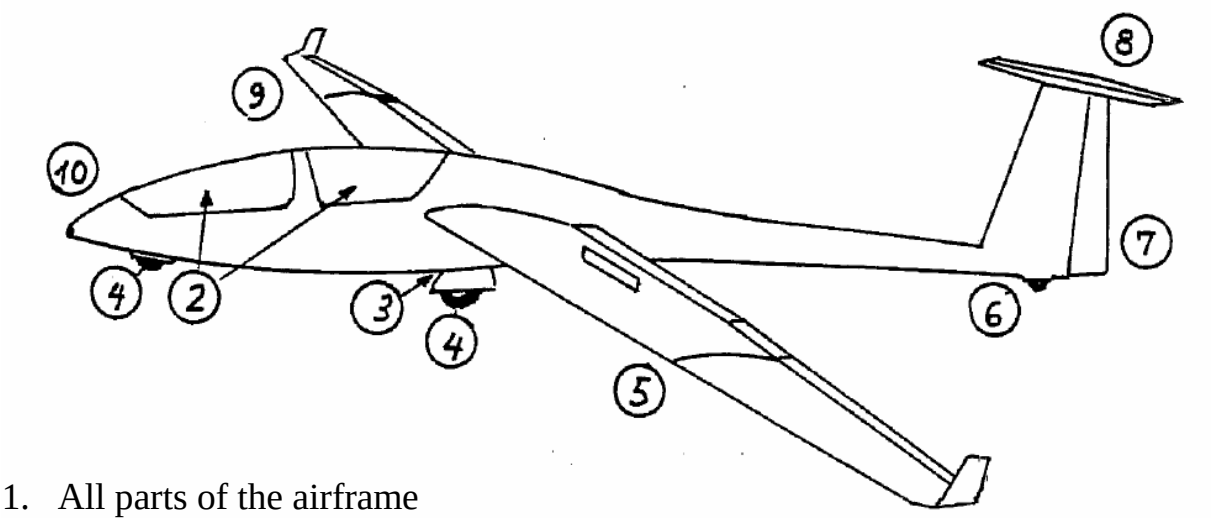
4.2 Rigging and derigging, filling the watertanks
4.2.1 Rigging
4.2.2 Filling the wing watertanks
4.2.3 Section not effective
4.2.4 Derigging

4.3 Daily Inspection

4.4 Pre-flight Inspection

4.5 Normal procedures and recommended speeds
4.5.1 Section not effective
4.5.2 Section not effective
4.5.3 Launch
4.5.4 Free flight
4.5.5 Section not effective
4.5.6 Section not effective
4.5.7 Approach and landing
4.5.8 Flight with waterballast
4.5.9 Flight at high altitude and at low temperatures
4.5.10 Flight in rain and thunderstorms
4.5.11 Cloud flying
4.5.12 Aerobatics

B Inspection after rigging
Walk around the aircraft



1. All parts of the airframe
   a) check for flaws such as bubbles, holes, bumps and cracks in the surface
   b) check leading and trailing edges of the wings and control surfaces for cracks
2. Cockpit area
   a) check the canopy locking mechanism
   b) check the canopy emergency release see sect. 7.15 (not each day, but min. every 3 month)
   c) check the main pin securing
      check the securing ropes of the headrest in the rear cockpit for wear function and length: is it possible that the headrest interferes with the control stick?
   d) check all controls for wear and function, incl. positive control check
   e) check the tow release system for wear and function incl. cable release check
   f) check for foreign objects
   g) check the instrumentation and radio for wear and function
   h) check the radio and other electrical equipment for function. If there is no electric power it must be assumed, that the battery is not installed in the fin. **Flying is only allowed with the battery in the fin as otherwise the forward C.G. limit** may be exceeded.
   i) check the brake fluid level
3. C.G. Tow hook
   a) check the ring muzzle of the C.G. hook for wear and function
   b) check for cleanliness and corrosion
4. Main landing gear and nose wheel
   a) check the struts, the gear box, the gear doors and the tyre for wear; dirt in the struts can hinder the landing gear from locking over center the next time!

4.5.9 **Flight at high altitude and at low temperatures**

With temperatures below 0°C (32°F) for instance when wave flying or flying in winter, it is possible that the control circuits could become stiffer. Special care should be taken to ensure that there is no moisture on any section of the control circuits to minimize the possibility of freeze up. It could be advantageous to apply Vaseline along all the edges of the airbrake cover plates to minimize the possibility of freezing closed.

Apply the controls in short periods.
It is not allowed to carry waterballast.

Caution:

1. At temperatures below -20°C (-4°F) there is the risk of cracking the gelcoat.
2. Attention must be paid to the fact that at higher altitudes the true airspeed is grater than the indicated airspeed.
   The max. speed VNE is reduced. See the following table:

Altitude in Metres	0-2000	3000	4000	5000	6000
VNE IAS km/h	270	256	243	230	218

Altitude in ft.	0-6600	10000	13000	16000	20000
VNE IAS kts.	146	138	131	124	117

3. Dump the water ballast before you reach freezing altitude or descend to lower altitudes.
4. Do not fly below 0°C (32°F) when your glider is wet (e.g. after rain).

4.5.10 **Flight in rain and thunderstorms**

With light rain the stall speed and the sink rate increases slightly and the approach speed has to be increased.
Warning: Flights and especially winch launches in the vicinity of thunder storms should be avoided. Due to lightning discharge, carbon fibre structures may be destroyed.

4.5.11 **Cloud flying**

(only without waterballast)
Take care to fly smoothly and coordinated. It is prohibited to use a spin as a method for loosing altitude in the clouds. In case of emergency, pull out the dive brakes fully before exceeding a speed of 200 km/h and dive with max. 200 km/h (108 kts) to leave the cloud.

Warning: Flying in or near thunderstorm-clouds is prohibited.

Section 7

7. Sailplane and systems description

7.1 Introduction

7.2 Airframe

7.3 Cockpit, cockpit controls and placards

7.4 Flight controls

7.5 Airbrake system

7.6 Landing gear system

7.7 Tow hooks

7.8 Seats and safety harness

7.9 Baggage compartment

7.10 Water ballast system

7.11 Section not effective

7.12 Section not effective

7.13 Electrical system

7.14 Pitot and static system

7.15 Canopies

7.16 Miscellaneous equipment (Options)

7.16.1 Removable ballast
7.16.2 Oxygen system
7.16.3 ELT
7.16.4 Heavy tailwheel

7.6 **Landing gear cont.**

b) Tail wheel: Tyre	200 x 50 2 PR	
	Diameter	200 mm (7,87in.)
	Tyre pressure	4 bar (58 psi)
c) Nose wheel: Tyre	260 x 85	
	Diameter	260 mm (10,2 in)
	Tyre pressure	2,5 bar (48 psi)

7.7 **Tow hooks**

See diagram 5 M.M.
Safety release "Europa G 88" for winch launch installed near the C.G.
"nose release E 85" installed in the fuselage nose for aerotow.
Both hooks are operated by the same handles.

7.8 **Seats and safety harness**

The front seat is constructed as an integral inner shell.
The rear seat is height adjustable. The adjustment is by means of a strap similar to the shoulder harness.
As safety harness only symmetric 4-point harnesses fixed at the given fixing points are allowed.

7.9 **Baggage compartment**

Max. load 15 kg (33 lbs.).
Heavy pieces of baggage must be secured to the floor.

7.10 **Waterballast system**

See diagram 6 M.M.
The **wingtanks** are constructed as double wall bags with a capacity of 80 l (21.1 U.S.gal) per wing. The dump valves are mounted in the wings and the control is hooked up automatically when rigging the glider.

7.13 **Electrical system**

Battery in the fin.
For C.G. reasons the battery is installed in the fin. Only the use of the factory supplied battery Z07 (12 V, min. 10 Ah, mass 4.3 kg, 9.5 lbs.) is permitted.

The battery fuse is installed at the battery, type: G fuse 250 V with indicator 5 x 25 medium slow / 4 A.

After inserting the connector plug in the fin the battery is connected to the electrical system of the glider. If you want to charge the battery inside the glider this can be done via the socket see section 7.3 item 22).

Warning: Use only automatic chargers designed to charge sealed lead acid batteries. To charge the battery to its full capacity a charger with 14.4 V max. charging voltage is necessary (normal automatic chargers charge only up to 13.8V). Such a charger is available from DG Flugzeugbau code no. Z08.
All current - carrying wiring confirms to aeronautical specifications.

7.14 Pitot and static system

see diagram 8 M.M.

Pitot probe in fuselage nose, static ports a short distance behind fuselage nose. The airspeed indicator and the altimeter are to be connected to these ports and probe. Additional holder for a TE-probe or a Multiprobe in the fin is to operate variometer and flight computer systems. To preserve the sealings inside the holder, the end of the probe should be greased with e.g. Vaseline from time to time.

7.15 Canopies

To **jettison** the canopies in flight see section 3.2.

Removing a canopy:

Open the canopy, detach the restraining cable and if installed detach the gas strut from the front canopy. Then close the canopy and operate the red canopy emergency release handle (right) and the white-red canopy opening handle (left). Lift the canopy upwards.

Reinstalling a canopy:

Open emergency release and canopy locking levers. Place the canopy in vertical direction onto the fuselage. Close the emergency release. Open the canopy and snap in the retaining cable and the gas-strut (if installed).

Checking the canopy emergency release system:

a) check with open front canopy if the gas-struts (if installed) can be disengaged from their ball fittings (from canopy and from fuselage). Grease the ball fittings.
b) check with closed canopy if the emergency release handle can be operated and if the canopy can be removed easily, resp. if the canopy will be lifted by the gas-strut (if installed). Grease the locking pins.