DG Aviation GmbH

FLIGHTMANUAL

FOR THE MOTORGLIDER

DG-808C

Type	**:**	**DG-800**
Model	**:**	**DG-808C**
Data Sheet No.:		**EASA.A.067**
Initial date of Issue:		**June 2005**

Owner:

Ser. No.:

Registration:



Pages as indicated by "EASA App." are approved by EASA.
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This motor glider is to be operated in compliance with information and limitations contained herein.

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Revision 5, May 2023

Warnings

- All sailplanes, especially those with retractable powerplants, are very complex technical devices. If you don't use yours as it is intended and within the certified operating limitations or if you fail to carry out proper maintenance work, it may harm your health or place your life in danger.
- Prior to flying the aircraft read all manuals carefully and regard especially all **warnings, caution** remarks and **notes** given in the manuals.
- Never take-off without executing a serious pre-flight inspection according to the flight manual!
- Never take-off with a motorglider without checking the max. engine RPM and the ignition circuits!
- Always respect the relevant safety altitudes!
- With a motorglider never rely completely on the engine extending and starting. Plan your flight path so that you are always able to carry out a safe outlanding if necessary. Be aware that with the engine extended but not running the rate of sink increases remarkably. This means that with a motorglider you have to decide earlier for an outlanding than with a pure sailplane.
- Selflaunch only if you are sure that with an engine failure during the initial climb there is the possibility to execute a safe outlanding or to return to the airfield.
- Respect the stall speeds and always fly with a safety margin above the stall speed according to the flight conditions, especially at low altitudes and in the mountains.
- Use only the types of fuel and oil for your motorglider as specified in the flight manual.
- Use only the battery chargers as specified in the flight manual.
- Don't execute yourself any work on the control system except for greasing.
- Repairs and maintenance work should only be accomplished by the manufacturer or at certified repair stations rated for this type of work. A list of stations which have experience with DG aircraft may be obtained from DG Flugzeugbau..
- Even if no annual inspections are required in your country, have your aircraft checked annually (see maintenance manual section 2).
- Please pay attention to our web-site www.dg-aviation.de/en. There you will find the latest technical notes and service information for your glider: Home/ Service/ Technical Documentation
  The „DG Pilot Info" informs you immediately by e-mail about the publication of new technical notes and service information.
  If you don't receive this info service, please send a mail to info@dg-aviation.de with subject "DG Newsletter please" to receive this service free of charge.

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.

Rev. No.	Affected Pages/ section	Description	Issue Date	EASA Approval Date	Inserted Date Signature
1	0.3-0.5, 1.5, 1.6, 2.5, 2.9-2.11, 4.22, 5.3, 5.6, 5.7, 5.9, 5.10, 5.13, 6.6, 6.10, 7.10, 7.13-7.15	Manual revision TN 800/34	September 2007	9. October 2007	
2	0.1, 0.3 ÷ 0.5, 1.2, 1.5, 2.6, 2.8, 2.9, 3.4, 4.4 ÷ 4.6, 4.8, 4.9, 4.11, 4.15, 4.20, 4.24, 4.26, 4.27, 4.29, 5.14, 6.2, 6.4, 6.7, 6.10, 7.1, 7.2, 7.4, 7.9 ÷ 7.11, 7.15, 7.18, 7.20, 7.22, 7.23	Manual revision, Coolant pump Pierburg TN 800/41	May 2012	14. Sept. 2012	
3	0.1, 0.6, 9.4	TN DG-G-11 NOAH Improvements	May2015	7.07.2015	
4	0.0, 0.1, 0.3 – 0.5, 2.11, 4.9, 4.10, 4.12, 4.25, 4.29, 7.2, 7.23	Manual revision TN800/45	July 2017	10.08.2017	
5	Title, 0.0, 0.1, 0.3 0.5, 7.17	Manual revision TN 800/49	May 2023		

0.2 List of effective pages

Section		page	issued	replaced/	replaced/
		Title	June 2005	May 2023	
0		0.0	June 2005	July 2017	May 2023
		0.1	see manual amendments		
		0.2	"		
		0.3	"		
		0.4	"		
		0.5	"		
		0.6	June 2005		
1		1.1	June 2005		
		1.2	"	May 2012	
		1.3	"		
		1.4	"		
		1.5	"	Sept 2007	May 2012
		1.6	"	Sept 2007	
2	App.	2.1	June 2005		
	"	2.2	"		
	"	2.3	"		
	"	2.4	"		
	"	2.5	"	Sept 2007	
	"	2.6	"	May 2012	
	"	2.7	"		
	"	2.8	"	May 2012	
	"	2.9	"	May 2012	
	"	2.10	"	Sept 2007	
	"	2.11	"	Sept 2007	July 2017
	"	2.12	"		
	"	2.13	"		
	"	2.14	"		
3	"	3.1	June 2005		
	"	3.2	"		
	"	3.3	"		
	"	3.4	"	May 2012	
	"	3.5	"		
	"	3.6	"		
	"	3.7	"		
4	"	4.1	June 2005		
	"	4.2	"		
	"	4.3	"		

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Section	Page	issued	replaced/	replaced/
6	6.1	June 2005		
	6.2	"	May 2012	
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	6.4	"	May 2012	
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	6.6	"	Sept 2007	
	6.7	"	May 2012	
	6.8	"		
	6.9	"		
	6.10	"	Sept 2007	May 2012
7	7.1	June 2005	May 2012	
	7.2	"	May 2012	July 2017
	7.3	"		
	7.4	"	May 2012	
	7.5	"		
	7.6	"		
	7.7	"		
	7.8	"		
	7.9	"	May 2012	
	7.10	"	Sept 2007	May 2012
	7.11	"	May 2012	July 2017
	7.12	"		
	7.13	"	Sept 2007	
	7.14	"	Sept. 2007	
	7.15	"	Sept 2007	May 2012
	7.16	"		
	7.17	"	May 2023	
	7.18	"	May 2012	
	7.19	"		
	7.20	"	May 2012	
	7.21	"		
	7.22	"	May 2012	
	7.23	"	May 2012	July 2017
8	8.1	June 2005		
	8.2	"		
	8.3	"		
	8.4	"		
	8.5	"		
	8.6	"		
	8.7	"		

7.5 Flight controls

Rudder control

See diagram 2 MM
Cable system with adjustable pedals.

Elevator control:

See diagram 1 M.M.
Parallelogram control column stick. The parallelogram system reduces the possibility of pilot induced oscillations.
All pushrods slide in maintenance free nylon ball guides.
Automatic control hook up system.

Trim:

Spring trimmer with release lever at the control stick and position indicator at the left cockpit wall.
To trim, you have to operate the release lever and bring the control stick and the wing flap handle to the appropriate position for the desired trim speed.
If this is not enough, you can in addition push forward the trim indicator (release lever operated).
It is possible to fly the DG-808C with the trim released, to accomplish this actuate the trim release handle and flap the steel bow upwards underneath the handle.
A rubber cord connects the wing flap control with the trim system (see maintenance manual section 1.2.5) and applies forward trim with negative flap settings.

Aileron and wing flap control

See diagram 3 and 4 MM.
The wings feature single piece flaperons which are driven at two places.
The mixing of aileron and flap deflections takes place in the fuselage. Pushrods slide in maintenance free nylon ball guides.
Automatic control hook up system.

7.6 Airbrakes

See diagram 3 and 4 MM.
Double storey Schempp-Hirth type airbrakes on the upper wing surface.
When operating the airbrakes the wing flaps will be moved from negative to neutral position.

The wheel brake is operated by the airbrake system.

Pushrods in the wings slide in maintenance free nylon ball guides. Automatic control hook up system.