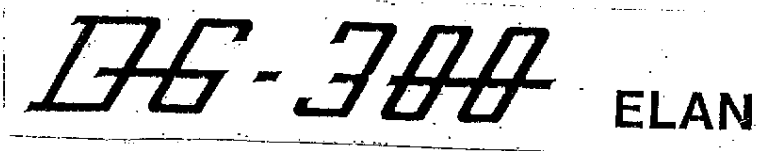


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Flight Manual

for the sailplane



This manual belongs to the sailplane DG-300 Elan and is always to be carried on board

German Data Sheet No.: 359

Factory Serial No:

Year of Construction:

Registration No.:

Manufacturer: ELAN Tovarna Sportnega Orodja,
YU-64 275 Begunje/Gor., Yugoslavia

Owner:

Issued: M a y 1984

The original German Language edition of this manual has been approved as operating instruction according to "§ 12(1) 2. of Luft-Ger Po".

Approval of translation has been done by best knowledge and judgement. In any case the original text in German language is authoritative.

LBA approved: pages 9 - 25 only

Flight manual DG-300

Manual amendments

No.	Page	Description	Date	Signature
1	1,2,4-6,8 10-12,15,16 19,21,22,24 25,28,30,31,33	amendments and corrections TN 359/7	May 85	D:
2	4,17,21,33	Installation of an additional tow hook TN 359/8	Oct. 85	D:
3	1,8,18	Marking of canopy emergency release and ventilation TN 359/9	June 86	D:
4	cover, 1,2, 10,23,26,27 28,29,29a	Manual revisions TN 359/12	Nov. 86	D:
5	1,2,12,13, 17,25,27,29, 29a	Manual revisions TN 359/13	Febr.88	D:
6	2,27,27a	Fin waterballast tank - new version AM 300/6/E/88	June 88	D:
7	1,2,17,25a, 33	Manual revisions TN 359/15	March 91	D:
8	6,8,18	Canopy emergency release, seatback new version AM 300/10/E/94	June 94	D:
9	2a,7.1 7.2,7.3	Wingtips with winglets TN 359/17	Oct. 95	D:

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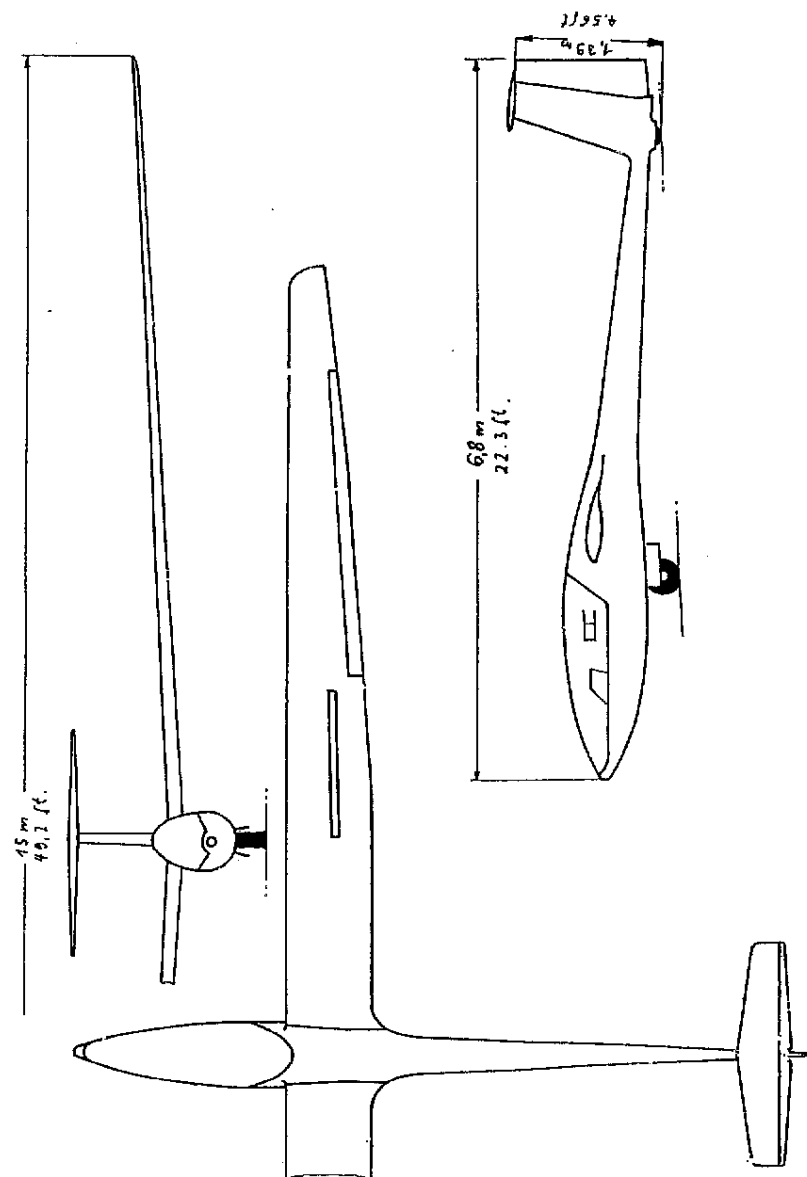
End of JAR 22 required and LBA approved part

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1. General

1.1. 3-Side view



1.2. Description

The DG-300 is a single place high performance sailplane, with 15 meter wingspan for the FAI Standard Class.

Technical Details

Wingspan	m (feet)	15 (49,2)
Wingsurface	m ² (ft ²)	10,27 (110,5)
Aspect Ratio	/	21,9
Fuselage		
length	m (feet)	6,8 (22,36)
width	m (feet)	0,63 (2,07)
height	m (feet)	0,81 (2,66)
Max. Water-		
ballast	kg (lbs) (USgal)	190 (419) (50.2)
or	kg (lbs) (USgal)	130 (286) (34.3)
Fin waterballast		
tank (optional)	kg (lbs) (USgal)	5,5 (12) (1.45)
Max. weight	kg (lbs)	525 (1157)
Wing loading	kg/m ² (lbs/ft ²)	32 (6,6)
with weight		
330 kg (730 lbs)		
Max. wing loa-		
ding	kg/m ² (lbs/ft ²)	51,1 (10,47)

- Wings: GFRP-foam-sandwich-skin
GFRP-Rovings
- Elevator: GFRP-skin
- Ailerons, horizontal tailplane and
- Rudder: GFRP-foam-sandwich-skin
- Fuselage: GFRP-skin
- Undercarriage: Retractable, assisted by a gas strut, spring mounted, internal drum brake, fully sealed landing gear box.
- Tyre: 5.00 - 5 (Ø 362 mm) (14.25 in)
4 PR or 6 PR
- Tailwheel: Tyre 200 x 50 2 PR.
- Tow release: Safety release "Europa G 73".
for winch launch and aerotow near the C.G.
additional as option " nose release E 75"
installed under the instrument panel only for aerotow.

Cockpit: In flight adjustable rudder pedals and adjustable seat back for either automatic or manual parachutes, adjustable head rest.

Large single piece clear plexiglas canopy, hinged at the nose, supported by a gas strut. Instruments and instrument panel covered by a housing which is held on by 6 screws - easily removable for unhindered access to instruments.
Controls for undercarriage and dive brakes are on the left hand side of the cockpit. Parallelogram control column stick for the elevator. This eliminates PIO's in rough air.
Release lever for elevator trim on control stick.

Dive Brakes: Schempp-Hirth dive brakes on the upper wing surface.

Tailplane: T-Tail with conventional stabilizer-elevator and spring trim.

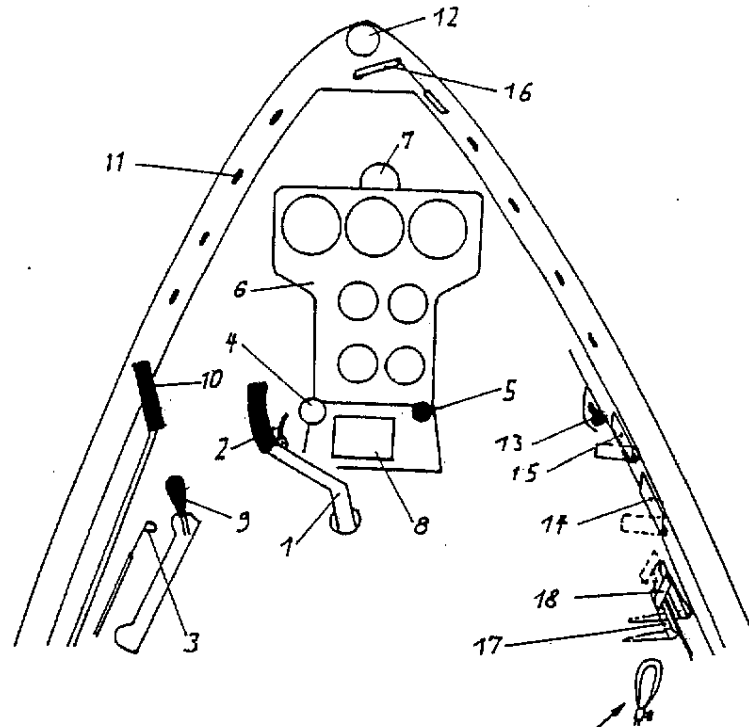
Water ballast system:

95 litre (25 US gal.) or 65 litre (17 US gal.) water ballast bags in each wing panel. A fin water ballast tank may be provided as an option. (5.5 litre or 1.45 US gal.)

Colour: Airframe: white

registration numbers: grey RAL 7001
or red RAL 30101 or
RAL 3000
or blue RAL 5012

1.3 Description of the cockpit, the controls and details



Pneumatic back rest adjustment with air release screw. The adjustment should only be used for minor comfort adjustment. For major adjustment a harder material like a foam block approx. 300 mm x 250 mm (12 in x 10 in.) should be used.

- 1.) Control Column - Parallelogram type
- 2.) Release lever for the trim mechanism - green.
To change the aircraft trim, the release lever should be pulled back, the control column brought to the required position and the release lever allowed to spring forward again.

- 3.) Trim position indicator and trim preselection lever



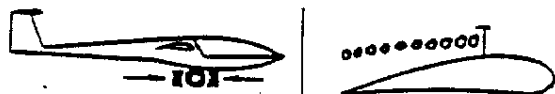
If the automatic trim mechanism (see 2 above) needs further adjusting (high speed flying), loosen the release lever and adjust by pushing forward the indicator lever.

- 4.) Tow release knob - yellow.
- 5.) Rudder pedal adjustment knob - black
By pulling on the knob, the locking pin will be disengaged and the rudder pedals can be pulled back towards the pilot or pushed forward away from the pilot.
- 6.) Instrument Panel
After removing the side screws at the base 2 x M 6 the whole panel can be taken out and after removing the screws attaching the cover to the panel 6 x M 4, the cover can be removed.
- 7.) Compass installation position.
- 8.) Radio installation position.
- 9.) Undercarriage retraction - extension lever - black
forward - undercarriage down
back - undercarriage retracted

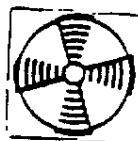
The undercarriage is locked in the extended position by an overcentre locking arrangement, and an additional safety catch at the handle. The handle is to be turned to the cockpit wall.



- 10) Airbrake handle - blue
The wheel brake is operated at the end of the air brake handle travel.



- 11) Constantly open anti fooging air vents
12) Main air vent
13) Air vent operating knob - pushed in - closed
pulled out - open



- 14) Canopy opening lever - white
towards the nose - closed
into cockpit - open



- 15) Emergency canopy release - red
pull to release



Note: For emergency release only operate the emergency release 15). By this action the canopy opening lever will also be operated and a hook at the rear canopy lock will be rotated underneath the fuselage part of the canopy frame. Because of the hook in case of emergency release the canopy will rotate around this point and will leave the fuselage in a safe and fast way. The spring will open the canopy at the nose far enough to be blown away by the oncoming air.

- 16) Locking mechanism for the emergency canopy release.
Towards the front - locked.

Checking the emergency release on the ground:

Pull the emergency release knob, the canopy should spring open at the nose.

Reinstalling the canopy:

Pull the canopy hinge into the open position. Replace the emergency release spring. Two people are required to hold the canopy - one at the nose the other at the rear. The emergency release locking mechanism should be in the open position. Place the canopy on the hinge and press down. Relocate the locking mechanism. Push the hook forward at the rear canopy lock until it snaps in.

- 17) Wing water ballast dump levers - silver
upper lever - right hand water bag
lower lever - left hand water bag
forward - valve closed
into the cockpit - valve open



- 18) Fin waterballast dump lever.

Push to the front to dump. The wing waterballast can only be dumped after dumping the fin waterballast.

2. Operating Limitations

- 2.1. Airworthiness Category "U" Utility (Airworthiness-requirements JAR 22).

2.2. Approved Flight Regimes

A) With waterballast

1. Flights according to VFR (day light)

B) Only without waterballast

1. Cloud flying (day light): permitted when properly instrumented see 2.3 (Not permitted in the USA and Canada)
2. Simple aerobatics:
The following aerobatic manoeuvres are approved:

Spins

Inside Loop

Stall turn

Lazy Eight

Chandelle

2.3. Required minimum equipment

As required minimum equipment only the instruments and equipment specified in the equipment list (see maintenance manual) or in the master equipment list are to install.

a) General

Airspeed Indicator

Range: 0-300 km/h (0-165 kts)

Speed range markings:

Green arc	90-200 km/h	48-108 kts.
Yellow arc	200-270 km/h	108-146 kts.
Redline at	270 km/h	146 kts.
Yellow triangle	90 km/h	48 kts.
(recommended approach speed)		

Note: The airspeed indicator is to be connected to the front static ports.

Please refer to the calibration curve sect. 6.8.

Altimeter

Altimeter with fine range pointer, 1 turn max. 1000 m (3000 ft.)

Four piece symmetrical safety harness

VHF - transceiver

Parachute automatic or manual type or a back cushion approximately 8 cm (3 inches) thick.

Required placards, check lists and this flight manual

Placards: (position of the placards s. Maint. manual)

Type: DG-300	Serial No.: 3E	Year of construction:
Maximum airspeed	km/h	kts.
Winch launch	120	70
Aero-tow	200	108
Manoeuvring V _A	200	108
Rough air	200	108
Landing gear operating	200	108
Maximum speed V _{NE}	270	146

Approved aerobatic manoeuvres (only without buffet in the wings): Loop, Stall Turn, Chandelle, Spin

Maximum weight: 525kg (1157lb.)

Cockpit load (parachute included) maximum 110kg (242lb.) minimum 70kg (154lb.)

Cockpit Check

1. Load bellast (for under weight pilot)?
2. Finballast tank emptied or correct amount filled in?
3. Parachute worn properly?
4. Safety harness buckled?
5. Seat back and pedals adjusted?
6. All controls and knobs in reach?
7. Altimeter?
8. Drive brakes cycled and locked?
9. Control check? (One person at the control surfaces).
10. Trim?
11. Canopy locked?

limits for use of the fin waterballast tank

minimum	°C	13,5	17	24	31	38
ground temperature	°F	56	63	75	88	100
maximum	m	1500	2000	3000	4000	5000
flight/altitude	ft.	5000	6500	10000	13000	16500

In addition if a fin waterballast tank is installed

Outside air temperature gauge with probe in the landing gear box. Marking blue for temperature below 2°C, (36°F)

b) In addition for cloud flying (Not permitted in the USA Canada and Australia)

- Magnetic compass
- Variometer
- Turn and bank

Remark: Experience has shown that the installed airspeed system may be used for cloud flying.

Note: The weight of the instrument-panel shall not exceed 5,4 kg (11.9 lbs.)

2.4. Airspeed Limits

	km/h	kts.
Never-exceed airspeed	V _{NE} = 270	146
Maximum airspeed in rough air	V _{RA} = 200	108
Manoeuvring Speed	V _A = 200	108
Maximum airspeed for landing gear operating	V _{LO} = 200	108
Maximum airspeed for aero tow	V _T = 200	108
Maximum airspeed for winch launch	V _W = 130	70

Remarks:

Rough air is air motion such as wave rotors, storm cloud turbulence, dust devils and turbulence that one often encounters near mountain tops.

The manoeuvring speed is the highest speed at which it is allowed to apply full control deflections. At maximum airspeed only deflections of up to 1/3 full deflection are allowable.

Attention must be paid to the fact that at higher altitudes the true airspeed is greater than the indicated airspeed.

This fact has no influence on the strength and the aerodynamic loads on the sailplane. But for flutter prevention the following indicated airspeeds are not to exceed.

Altitude in meters	0-2000	3000	4000	5000	6000
V _{NE} indicated km/h	270	256	243	230	218
Altitude in ft.	0-6600	10000	13000	16000	20000
V _{NE} indicated kts.	146	138	131	124	117

2.5 Maximum G-Loadings

The following G-Loadings are not to be exceeded:

at Manoeuvring airspeed VA + 5.3 - 2.65
 at maximum airspeed VNE + 4 - 1.5

2.6 Weights

Empty weight without instruments: approx. 245 kg 540 lbs.

Maximum weight: 525 kg 1157 lbs.

The maximum weight without ballast in the wings has to be calculated as follows:

G = GNT + Gwings see weight record page 14

maximum weight for the nonlifting parts:

GNT = 246 kg 542 lbs.

2.7 Center of gravity locations

The permissible in-flight center of gravity range is

160 mm to 325 mm

6.3 inches to 12.8 inches

behind datum (leading edge of the wing root rib).

2.8 Loading chart

With the cockpit loads as specified in the table of page 14, the C.G. limits will not be exceeded.

With lower pilot mass necessary lead ballast must be added in the seat. Ballast put on the seat (lead ballast cushion) must be fastened at the connections of the safety belts.

To determine the empty weight C.G. and its limits consult the maintenance manual.

The maximum weight is not to be exceeded.

The maximum weight of the nonlifting parts will not be exceeded if you don't exceed the max. weight without waterballast as specified in the table of page 14.

Removable Ballast (Option)

The ballast box at the right hand side of the instrument console underneath the carpet can accommodate 3 lead ballast weights of min 2.16 kg (4.76 lbs) each. Each weight compensates a pilot mass of 3.6 kg (7.94 lbs). The lead ballast weights are to be fixed in the box with a M 8 wingnut.

Note: For Australia the removable ballast is standard and the min. cockpit load should not exceed 65 kg (143 lbs.).

Baggage: Maximum 15 kg (33 lbs)

Heavy pieces of baggage are to secure to the baggage compartment floors (screwing to the floors or with belts). Each floor can support 7,5 kg (16.5 lbs).

Waterballast in the wingtanks

Each wing water tank has a capacity of 95 l (25 US gal) or 65 l (17 US gal.). The permissible maximum amount of water ballast in the wings is dependent on the actual empty weight and the fuselage loading and must comply with the diagram 1 (ballast chart) limits. Only symmetrical loading is permissible.

Waterballast in the fin tank (Option)

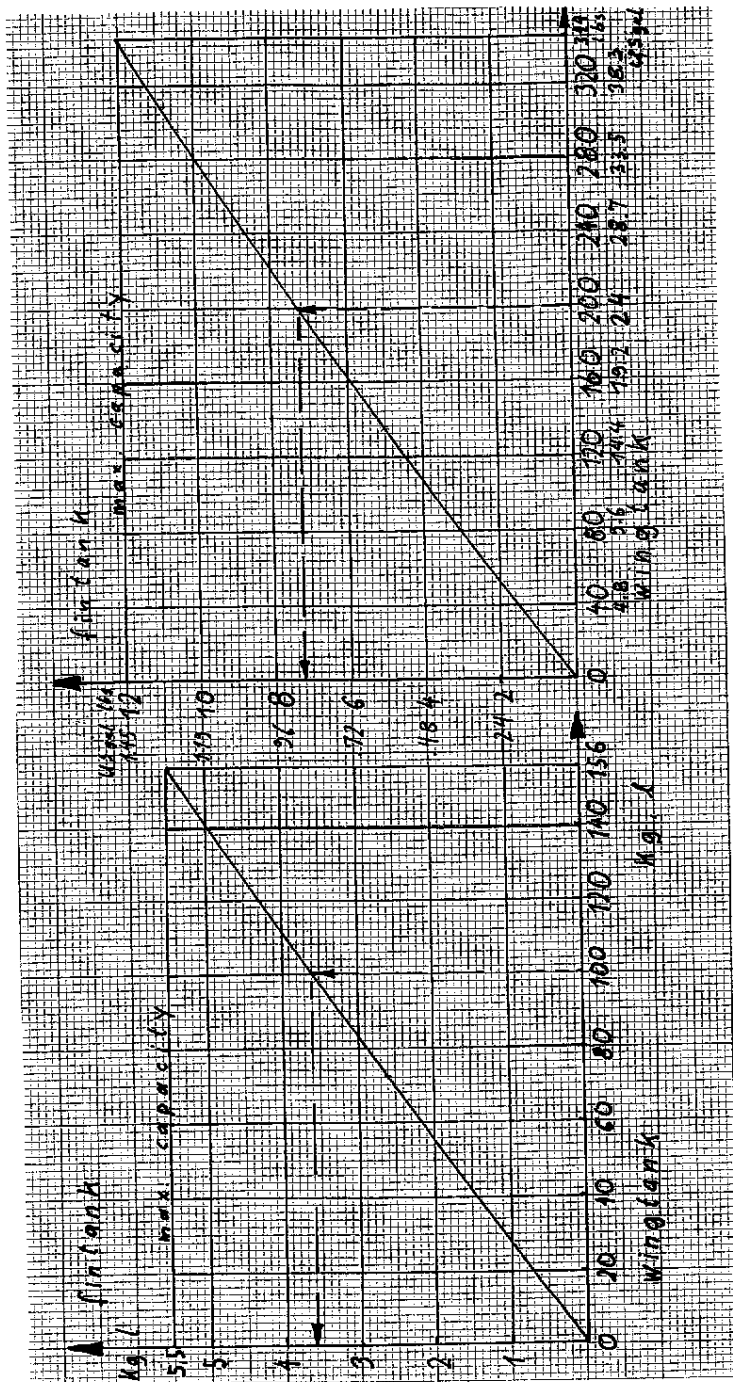
The water ballast in the fin is to compensate the forward move of the C.G. due to the waterballast in the wings. The amount is dependent on the amount of the waterballast in the wings and must comply with the diagram 2 limits.

As it is dangerous to fly with empty wing tanks while ballast is resting in the fin, it is prohibited to fill water into the fin tank if there is any risk of icing. The flight conditions must comply with the following table:

min. ground temperature	°C	13,5	17	24	31	38
	°F	56	63	75	88	100
max.flight altitude	m	1500	2000	3000	4000	5000
	ft	5000	6500	10000	13000	16500

In addition the outside air temperature gauge is to watch. The OAT should not be lower than 2°C (36°F).

Diagram 2
 DG-300 ballast chart
 for determination of max. waterballast in the fin tank
 metric US, english measures



2.9 Tow Release

Safety tow release "Europa G 73/1-83" or "Europa G 88/1-83" for winch launch and aero tow. Additional as option "Nose release E 75/1-85" or "Nose release E 85/1-85" only for aerotow.

2.10 Weak Links

	max.	recommended
Winch launch and aero tow	6800 N	6000 N +10%
	680 daN	600 daN+10%
	1500 lbs.	1320 lbs+10%

2.11 Tire Pressure

Mainwheel	3.5 bar (49 PSI)
Tailwheel	2 bar (28 PSI)

2.12 Crosswinds

The maximum crosswind component according to the airworthiness requirements for take-off and landing is 15 km/h (8 kts).

2.13 Length of the towing cable

Length of the towing cable for aerotow 30 - 70 m (100 - 230 ft.).

3. Emergency procedures**3.1 Spin recovery**

Apply rudder opposite to spin direction, 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. Waterballast in both wings does not influence the spin characteristics but increases the nose down pitch during spin recovery.

	unballasted	max T.O.W.
Height loss during recovery		
m	40-60	50-100
ft	130-200	160-330
max. speed during recovery		
km/h	150	190
kts	81	103

3.2 Canopy jettison / bail out

To bail out open the red canopy emergency release lever (lever into cockpit). The canopy will be opened by a spring and blown away by the oncoming air. The low sides of the cockpit allow for a quick push-off exit.

3.3 Recovery from unintentional cloud flying

Spins are not to be used to loose altitude. In emergency, pull out the dive brakes fully before exceeding a speed of 200 km/h and fly at 200 km/h (108 kts) until leaving the cloud.

At higher speeds pull out the dive brakes very carefully by reason of high aerodynamic and g-loads.

3.4 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 of the landing gear. After a gear up landing the tow release must be checked for damage. If damaged, the tow release must be replaced before the next take off.

3.5. Rain and Icing**1. Influence on flight characteristics**

Rain and light icing raise the stall speed, sink speed and landing approach speed slightly.

2. Water Ballast

When the OAT (outside air temperature) sinks under 0°C (32°F) there is a danger that the water ballast may freeze. Dump the water before you reach freezing altitude or descend to lower altitudes.

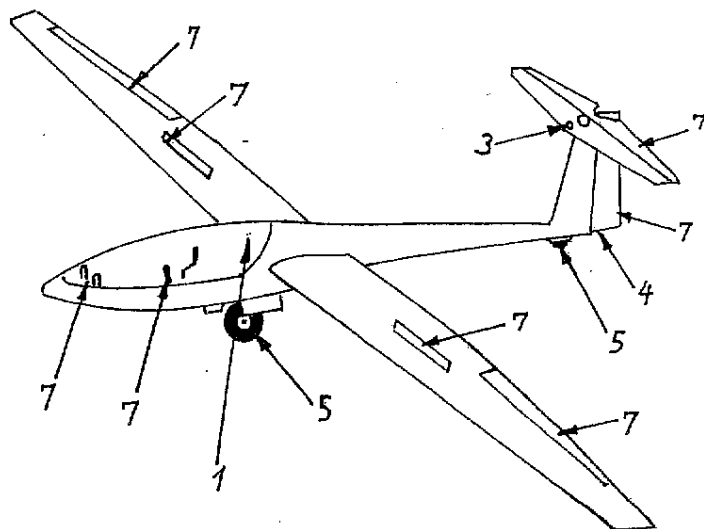
3.6. Leaking water tanks

If you suspect a tank is leaking dump the water immediately.

4. Normal operation

4.1 Daily Inspection

1. Are the main wing pins in and safetied?
2. Any foreign objects?
3. Finballasttank emptied or correct amount filled in (see 5.3)? (In case of doubt dump the fin tank). Is the stabilizer safetied?
4. Check the rudder for hinge play and proper safety-catch.
5. Check the tire and landing gear.
Dirt in the front strut can hinder the landing gear from locking over center the next time!
6. Hook-up check. Is the tow release clean?
7. Check all control surfaces for free movement and play.
8. Look for flaws such as bubbles, holes, bumps and cracks in the surface. Don't take off if there is any damage.
9. Instrument and radio check.



4.8 **Flight with water ballast**

4.8.1 **Wing tanks**

A few hints for optimizing the wing loading:
No water: When the average rate of climb is below 1.5 m/sec. (300 fpm, 3 kts.).

Approx. 27 U.S. gal., 100 ltr. water:
 When the average rate of climb is approx. 2-4 m/s (400-800 fpm, 4-8 kts.).

Maximum water ballast:
 When the average rate of climb is 4 m/sec (800 fpm, 8 kts.) or more. Do not exceed the maximum gross weight when loading the water ballast. The maximum quantity of water allowed is dependent on the empty weight and the cockpit load. It must concur with Diagram 1. (sect. 2.8)

In flight the water drains at approx. 0.6 ltr./sec. (1 1/3 lbs./sec.). By timing the jettison the pilot can lighten the aircraft as he needs.

Warning: If there is a risk of freezing, dump the water before you reach freezing altitude or descend to lower altitudes.

Water ballast raises the approach speed, so it is recommended to dump the water before landing. Dump the ballast before an outlanding in any case.

If you suspect a tank is leaking, dump all water immediately.

4.8.2 **Waterballast in the fin tank (Option)**

For optimal thermaling performance and handling waterballast in the fin tank should be used to compensate the forward move of C.G. due to the waterballast in the wings. Please refer to sect. 2.8.

4.8.3 **Filling of the tanks** see sect. 5.2., 5.3

After filling level the wings and check if the dump valves are tight. It is not allowed to fly with leaking watertanks as this may result in an asymmetric loading condition.

4.8.4 **Dumping of the waterballast**

First dump the fin ballast tank by pushing forward the dump lever, than open both wing ballast tanks together. Do not empty 1 wing tank after the other, to avoid asymmetric loading condition.

4.8.5 **Valves leaking, servicing**

Please refer to the maintenance manual sect. 1.8 and 4.1.

4.3 Aerotow-winch launch

Due to the towhook position in the middle of the fuselage (underside) and due to the excellent effectivity of the ailerons and rudder the possibility of wing stalling or wing dropping even on a slow starting aerotow is reduced to a minimum. Take-off with strong crosswind is possible without problems.

Aerotow

- a) If only a C.G. release is installed, then the aerotow is to be executed with this release. Set the trim full nose down for aerotow.
- b) If an additional tow release for aerotow is installed, only this release should be used for aerotow. Adjust the trim for aerotow so that the indicator is 2,5 cm (1 inch) behind the forward position.
- c) General:

Hold the aircraft on the ground until airspeed of 75-80 km/h (40-43 kts) is achieved before lifting off. On a rough airfield hold the control stick tight. The undercarriage can be retracted at safety height during the tow. Normal towing speed is 100 - 130 km/h (54-70 kts). For a cross country tow - the speed can be as high as 200 km/h (108 kts).

Note: Aerotow with high take off weight requires a powerful tow plane. Many tow planes are not certified to tow gliders with high take off weights. Reduce the take off weight if necessary.

Winch launch (Only allowed at the C.G. release)

Set the trim on full nose down position for a winch launch. Use the normal winch launch procedure. After reaching 60 m (200 ft) gradually pull back some on the stick so that the glider will not pick up excessive speed. Recommended winch launch airspeed is 100-110 km/h (54-60 kts) not less than 90 km/h (49 kts) and not more than 130 km/h (70 kts). After reaching release altitude pull the tow release knob (do not wait for the automatic release to function)!

Note: Winch launch with high take off weight requires a powerful winch!

4.4 Free Flight

- 4.4.1 Stall Characteristics, level and turning flight
At stall speed the DG-300 begins to mush, there is no abrupt stall. The ailerons remain effective. Pulling up will induce the DG-300 to stall forward or over one side. A little forward stick and if necessary, opposite rudder will recover the sailplane with minimum loss of height. Rain influences these characteristics negligibly and stall recovery is accomplished without losing more than 20 m (.65 ft.) altitude.

Stall Airspeeds in level flight

wing-loading	kg/m ²	32	36	40	44	48	50
	lbs/ft ²	6,6	7,4	8,2	9	9,8	10,2
stall-speed	km/h	65	69	73	76	80	81
	kts	35	37	39	41	43	44

4.4.2 High speed flying

The parallelogram stick configuration adds to the stable flight characteristics of the DG-300. It helps to reduce the possibility of pilot induced oscillations. The DG-300 may be trimmed at any speed up to maximum. At high speeds the stick should be held at all times.

Do not exceed the maximum airspeeds see sect. 2.4!

4.4.3 Thermaling

Thanks to the long fuselage the DG-300 is directionally very stable.

Uneven lift can be optimized because of the excellent roll rate (45° to 45° in 3,5 - 4 sec.). The DG-300 is docile at slow speeds for centering in thermals.

4.5. Cloud flying: not permitted in the USA and Canada, not permitted with waterballast!

Take care to fly cleanly. Do not induce a spin as a method for losing altitude in the clouds. In case of emergency, pull out the dive brakes fully before exceeding a speed of 200 km/h and dive at 200 km/h (108 kts) to leave the cloud.

4.6. Simple aerobatics

Permissible only without ballast in the wings.
Execute only the approved manoeuvres. At the recommended entry airspeeds there is no need to pull up abruptly, unnecessarily stressing the aircraft. The following manoeuvres are easy to execute.

Approved manoeuvres

1. Spins
2. Inside Loop Entry Speed 170-180 km/h (92-97 kts)
3. Stall turn Entry Speed 170-180 km/h (92-97 kts)
4. Chandelle Entry Speed 170-180 km/h (92-97 kts)
5. Lazy Eight Entry Speed 170-180 km/h (92-97 kts)

Stall Turn

The stall turn is especially graceful when the pilot uses a touch of aileron along with the rudder deflection to lead into the turn. At the top a little opposite aileron should then be deflected.

Spins

It is not necessary to extend the dive brakes during spin recovery. The DG-300 shows a very large nose down pitch after leaving spin. So you have to flare out correspondingly.

With the CG position forward or in the middle of the CG limits the DG-300 will not remain in a spin regardless of stick position. Trying to induce a spin in the usual manner will result in a slip or a stall over one wing with the DG-300 recovering after a quarter turn.

With the CG further aft the pilot can induce a spin by the standard method.

Inducing the spin: (Normal procedure)

Gradually bring the sailplane into a stall. When it starts to burble, pull the stick back completely and kick in full rudder in the spin direction.

Recovering from the spin:

Opposite full rudder, pause, then ease stick forward, after the spin has stopped neutralize the controls and carefully pull off excess speed.

Height loss of 40-60 m (130 -200 feet), max. speed 150 km/h (81 kts.)

4.7. Approach and Landing

It is recommended to jettison all water ballast before landing. In calm weather, approach at 90 km/h (48 kts). The very effective Schempp-Hirth dive brakes make a short landing possible. The DG-300 side slips well and the side slip may be employed as a landing technique, but is not necessary. While slipping the rudder is sucked in its displaced position. So it is recommended to train the slip at higher altitudes. Strong crosswind offers no problem. Do not approach too slowly with fully extended dive brakes otherwise the aircraft may drop during flare out.

When flaring out keep the airbrake - setting you were using, opening them further may drop the sailplane. Clean the landing gear and tow release after landing in a muddy field. Dirt in the front strut can keep the landing gear from locking over center next time. Simply hosing with water is the best cleaning method.

4.8 Flight with water ballast

4.8.1 Wing tanks

A few hints for optimizing the wing loading:

No water: When the average rate of climb is below 1.5 m/sec. (300 fpm, 3 kts.).

Approx. 27 U.S. gal., 100 ltr. water:

When the average rate of climb is approx. 2-4 m/s (400-800 fpm, 4-8 kts.).

Maximum water ballast:

When the average rate of climb is 4 m/sec(800 fpm, 8 kts.) or more. Do not exceed the maximum gross weight when loading the water ballast. The maximum quantity of water allowed is dependent on the empty weight and the cockpit load. It must concur with Diagram 1. (sect. 2.8)

In flight the water drains at approx. 0.6 ltr./sec. (1 1/3 lbs./sec.). By timing the jettison the pilot can lighten the aircraft as he needs.

Warning: If there is a risk of freezing, dump the water before you reach freezing altitude or descend to lower altitudes.

Water ballast raises the approach speed, so it is recommended to dump the water before landing.

Dump the ballast before an outlanding in any case.

If you suspect a tank is leaking, dump all water immediately.

4.8.2 Waterballast in the fin tank (Option)

For optimal thermaling performance and handling waterballast in the fintank should be used to compensate the forward move of C.G. due to the waterballast in the wings. Please refer to sect. 2.8.

4.8.3 Filling of the tanks see sect. 5.2., 5.3

After filling level the wings and check if the dump valves are tight. It is not allowed to fly with leaking watertanks as this may result in an asymmetric loading condition.

4.8.4 Dumping of the waterballast

First dump the fin ballast tank by pushing forward the dump lever, than open both wing ballast tanks together. Do not empty 1 wing tank after the other, to avoid asymmetric loading condition.

4.8.5 Valves leaking, servicing

Please refer to the maintenance manual sect. 1.8 and 4.1.

4.9 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 at higher altitudes the true airspeed is greater than the indicated airspeed. The max. speed VNE is reduced. See the following table:

Altitude in meters	0-2000	3000	4000	5000	6000
VNE indicated km/h	270	256	243	230	218
Altitude in ft.	0-6600	10000	13000	16000	20000
VNE indicated kts	146	138	131	124	117

3. Dump the water ballast before you reach freezing altitude at +2°C (36°F) or descend to lower altitudes.

4.10 Flight in rain

With rain, the stall speed and landing speeds are increased. The rate of sink of the aircraft also increases remarkable.

5. Rigging and derigging

5.1 Rigging

1. Open the canopy.
2. Clean and lube the pins, bushings and the control connects.
3. With a helper on the wingtip, lead the wings into place. Sight through the wing main pin bushings to determine alignment. Push the main pins in as far as possible. Turn the handles up to the fuselage wall. Therefore pull out the white securing knob. Set the knob back in its locking position. The ailerons should be held at neutral for rigging, airbrakes closed.
4. Rigging of the stabilizer

Set the trim nose down.
Set the stabilizer on, so that the roller at the fuselage side push rod is inserted into the funnel at the elevator.

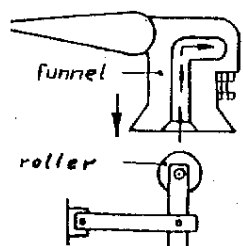
Watch carefully the procedure.

When the stabilizer is set down laying on the fin push it back. The roller will slide forward in the funnel if you will hold the elevator in the pertinent position.

Use an 8 mm wrench (supplied with your glider) to tighten the front mounting bolt. Turn it so that the securing spring engages into the slit of the bolt.

Check for correct elevator connection by looking through the plexiglas window at the upper surface of the stabilizer.

5. Tape the gaps of the wing-fuselage junction.
6. Positive control check.



5.2 Filling the wing water ballast tanks

For filling the water ballast pull back the lever (top-right tank, bottom-left tank) in the cockpit.

Place one wingtip on the ground. Attach the hose supplied with your glider in the water outlet on the lower surface of the wing.

Warning: Fill the hose from your water containers but never from a mains pressure water supply. Filling the wing tanks with excessive pressure (more than 0.2 bar, 3 psi) will definitely burst the wing shell!

Fill with the desired amount of water, remove the hose and close the valve with the water ballast lever. Place the other wingtip on the ground and fill the other tank.

In case the valve leaks slightly, you may try to pull out the PVC pushrod of the valve to tighten it. If this cannot be done successfully refer to maintenance manual 1.8.2 and 4.1.

It is not allowed to fly with leaking watertanks, as this may result in asymmetrical loading condition.

After filling the tanks, check to see if the wings are balanced. If one wing is heavier, dump enough water to balance the wings.

5.3 a) Filling the fin water ballast tank
Version with measuring stick.

The fin tank is to be filled after filling the wing tanks with the horizontal tailplane removed via the filling hole in the front rib of the fin. First shut the dump valve by pulling back the wire located inside the rear fuselage at the right hand side next to the rudder. Unscrew the tank cap and fill clean water into the tank, using a funnel. While filling, the water quantity can be determined by the measuring stick. Therefore unlock the stick from the rib by turning. Read the quantity against the upper surface of the guide tube. After filling press the stick downwards and lock it in the rib.

5.3 b) Filling the fin waterballast tank

New version (without measuring stick)

The fin tank is to be filled after filling the wing tanks.

Determine the amount see sect. 2.8.

Connect the transparent plastic filling hose via the hose connector GRS 10-12 to the hose which comes out of the left rear end of the fuselage.

The funnel can be suspended at the top of the rudder (Filling hose with connector and funnel are supplied with the aircraft).

Fill with clean water using a graduated measuring vessel.

In addition, the loaded quantity can be checked by holding the filling hose to the scale at the fin (communicating tube).

After filling, shut the dump valve by pulling back the wire located inside the rear fuselage at the right hand side next to the rudder.

Then remove the filling hose with the hose connector.

5.4 Tie Down, Parking

There are holes in the wingtip skids for securing the sailplane. The fuselage should be tied down just ahead of the fin. Water ballast can be left in the wings, for a few days only, but not when there is the possibility of freezing! On sunny days the cockpit should be closed and covered.

Note: Longer parking with exposure to sun and humidity will cause premature aging of the skin of your sailplane.

5.5 Derigging

Derigging follows the reverse of rigging. Water ballast must be dumped before. The airbrakes should be closed.

5.6 Trailering

It is recommended to carry this valuable sailplane in a factory approved trailer.

Approved fitting points:

- Wings:**
1. Wing spar as close to wing root-rib as possible or a rootrib wing cradle.
 2. A wing cradle mid of the aileron.

Stabilizer: Cradles as desired.

- Fuselage:**
1. A felt lined fiberglass nose cap which does not extend over the canopy secured to floor.
 2. Fuselage dolly in front of the tow hook or a support attached to the lift pins, diameter 16 mm (.63 in.) (use plastic or brass bushings).
 3. Tail wheel well in trailer floor. Secure fuselage with a belt in front of the fin.

All aircraft structures should not be subject to any unusual loads. With high temperatures that can occur inside trailers, these loads in time can warp any fibre reinforced plastic sailplane.

The trailer should be well ventilated so as to prevent moisture build up which could result in bubbles forming in the gelcoat.

5.7 Service and Care

Exterior surfaces of the fibereinforced plastic parts

The surfaces are coated by a UP-gelcoat. This gelcoat is protected by a hard wax coating which has been applied during production with a rotating disc ("Schwabbel" procedure). Do not remove the wax, this would lead to shading, swelling and cracking of the surface. In general the wax coat is very resistant. As soon as the wax coat is damaged or worn a new coat has to be applied (see maintenance manual sec. 3.1). If you store your aircraft often outside, this may be necessary every half year!

Hints for care:

- Wash the surface only with clear water using a sponge and chamois.
- The adhesive remains of tape may be removed with petroleum ether (pure petroleum spirit) which should be applied for some seconds only, otherwise this may lead to swelling of the gelcoat.
- More stubborn dirt which cannot be removed by washing may be cleaned off with siliconefree, waxcontaining car polishes (e.g. 1Z Extra)
- Longterm dirt and shading can be removed by applying a new hard wax coat (see maintenance manual sec. 3.1).
- Never use alcohol, thinner etc.. Do not use detergents for washing.
- Protect the surface from intense sunlight.
- Protect the aircraft from water and moisture, see also sec. 5.4 and 5.6.
- Remove water that has entered and allow the aircraft to dry out.
- Never store your wet aircraft in a trailer.

Plexiglass canopy:

- Use clear water and a chamois for cleaning.
- Stubborn dirt and small scratches can be removed by use of the "Schwabbel procedure" (see maintenance manual sect. 3.1).

Metal parts:

The pins and bushes for rigging the aircraft are not surface protected and to be covered with grease all the time.

The other metal parts, especially the control stick and all handles should be preserved with metal polishes occasionally.

5.8 Towing on the ground

- a) by towing at the tow hook using a rope with the standard double ring authorized for the release.
- b) by using a tow bar which is to be fixed at the tail dolly and a wing tip wheel.

The tow bar and wing tip wheel may be ordered through the Glaser-Dirks factory.

6. Additional Information

6.1. Gliding Performance

wing loading	kg/m ²	32	40	50
	(lbs/ft ²)	6,5	8,2	10,2
min. sink	m/s	0,59	0,62	0,68
	(ft/min)	116	122	134
at V	km/h	78	87	98
	(kts)	42	47	53
best glide angle		1:41	1:41,5	1:42
at V	km/h	100	112	122
	(kts)	54	60	66

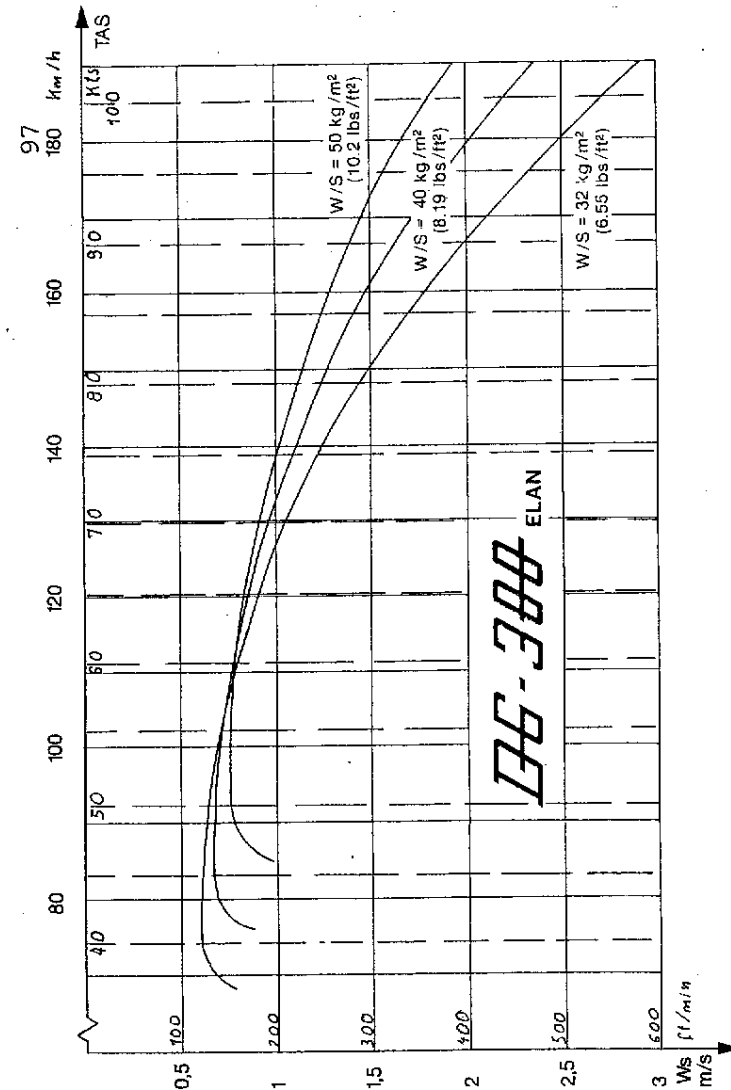
A variation in speed by + 10 km/h (5 kts) from the above will decrease the best glide angle by 0,5 glide points and increase the min. sink rate by 1 cm/sec. (2 ft/min).

The polar curves can be seen on diagram 3.
 For optimum performance, the aircraft should be flown with a c.g. towards the rear of the allowable range. This especially improves thermaling performance. However the aircraft will be more pitch sensitive. The wing fuselage joint and the tailplane locking bolt hole should be taped up and the aircraft thoroughly cleaned to obtain maximum performance.

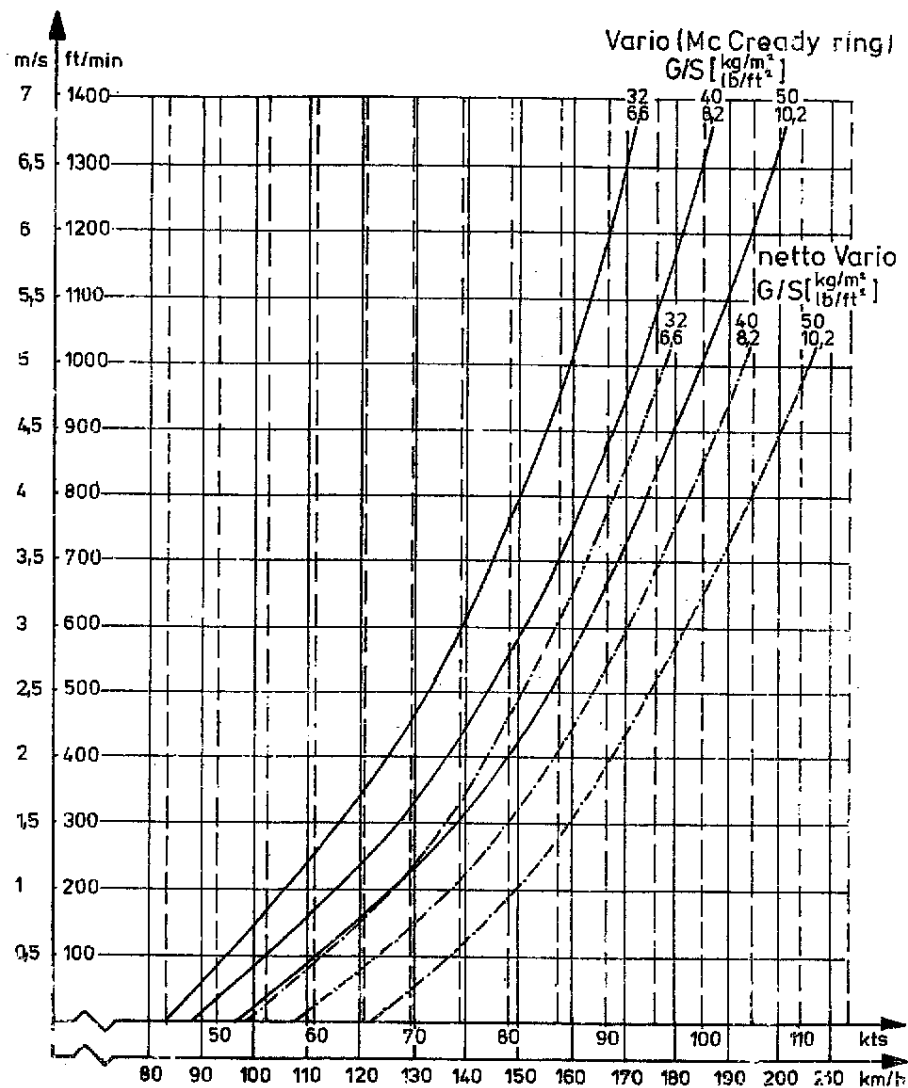
The polars on page 31 apply to a "clean" aircraft. With dirty wings or flight in rain, the performance drops accordingly.

DG-300 performance polar

diagram 3



DG-300 Mc Cready polars diagram 4



6.2 Maintenance

The "Instructions for continued airworthiness (maintenance manual) for the DG-300" have to be followed.

Before each rigging all the connecting pins and bolts should be cleaned and greased. This includes the control connectors. Every 3 months all the bearings and hinges should be cleaned and greased, see the greasing programme of the maintenance manual. Each year the control surface displacements, adjustments and general condition must be checked, see the maintenance manual.

6.3 Repairs and alterations

It is essential, that the responsible airworthiness authority be contacted prior to any alterations on the airplane to ensure, that the airworthiness of the sailplane is not impaired.

It is prohibited to execute the alteration without the approval of the airworthiness authority. The manufacturer will not be liable for the alteration or for damages resulting from changes in the characteristics of the aircraft due to alteration.

So it is strongly recommended to execute no alternatives which are not approved by the aircraft manufacturer.

External loads such as external camera installations are to be regarded as alterations!

Repair instructions can be found in the DG-300 repair manual. No repairs should be carried out without referring to the manual.

6.4 Tow hooks

The operating and maintenance instructions of the manufacturer, see maintenance manual DG-300, sect. 0.4, have to be followed.

6.5 Safety harness

The instructions in the manual for the type of safety harness installed in your DG-300 have to be followed.

6.6 3000 hour inspection and maximum total life time

See sect. 2.4 of the DG-300 maintenance manual.

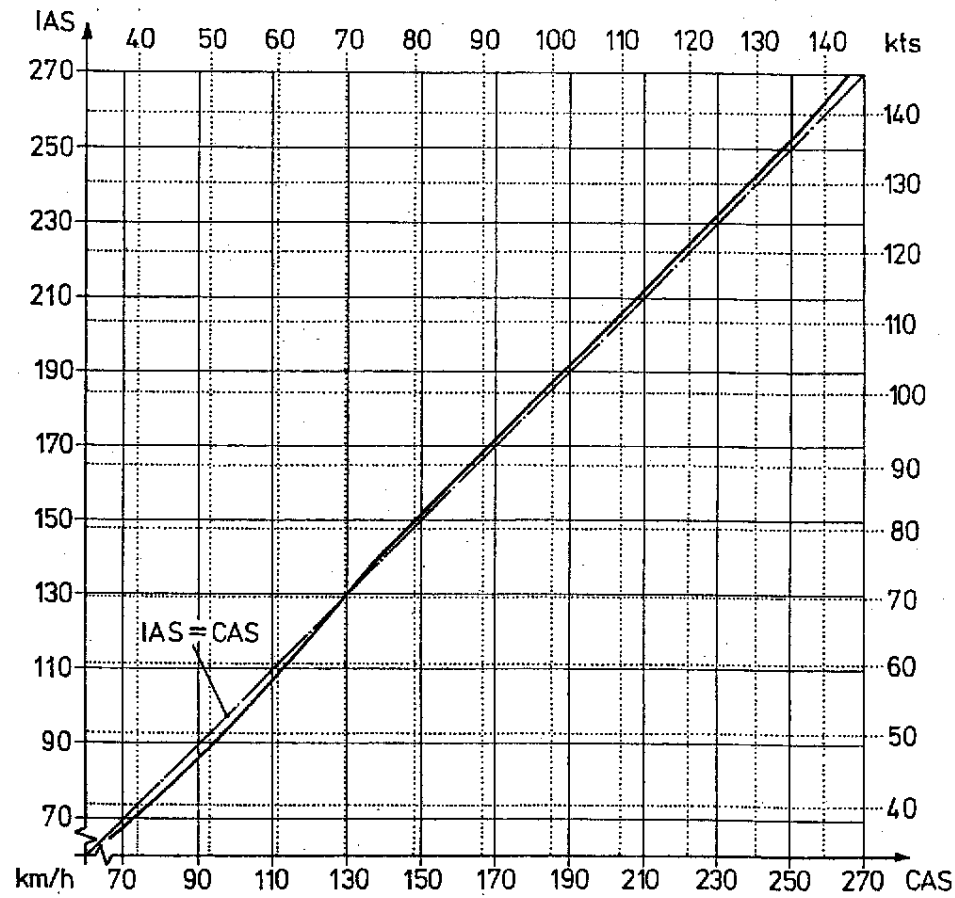
6.7 Instruments

The instructions of the instrument manufacturer have to be followed.

6.8. Airspeed calibration

The ASI is connected to the front static ports

Indicated airspeed



calibrated airspeed

Section 7

7. Supplements

7.1 Introduction

7.2 List of inserted supplements

7.3 Wingtips with winglets

7.1 Introduction

This section contains the appropriate supplements necessary to safely and efficiently operate the sailplane when equipped with various optional systems and equipment not provided with the standard sailplane.

7.2 List of inserted supplements

Date of insertion	Document No.	Title of the inserted supplement
Oct. 1995	7.3	Wingtips with winglets

7.3 Wingtips with winglets

Section 1 Introduction

In the following text the changes to those sections of the flight manual which are affected by the installation of winglets at the wingtips will be given.

Brief description

In addition to the wing configurations described in sections 1 up to 6 of the flight manual 15 m wingtips with winglets are approved.

The installation of the winglets to the wingtips must be executed during production of the glider or as a retrofit according to the technical note TN 359/17.

The height of the winglets is 0.35 m (13.8 in.).

Section 4

Airworthiness limitations

1. Category "U" Utility:
No change of limitations due to the winglets.
2. Category "A" Aerobatics
(only DG-300 ELAN ACRO and DG-300 Club ELAN ACRO)
Aerobatics must be executed with the normal wingtips. With winglets only the manoeuvres of category "U" are permissible.

Section 5

Assembly and disassembly of the winglets

To assemble the winglets remove the normal wingtips first by inserting the 4 mm Allen key wrench which is kept with the rigging tools via the hole at the wing upper surface into the hexagonal hole of the securing pin. Screw this pin upwards as far as possible. Remove the wrench and pull off the wingtip. Plug in the wingtip with winglet and screw the securing pin downwards with the wrench as far as possible.

Removal of the winglets and reassembly of the wingtips is accomplished by the same procedure.

Section 6

Gliding performance

Thanks to the winglets the max. L/D is increased by approx. two points.

The min. sink is reduced by approx. 0.01 m/s (0.4 ft/min.).