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FAA-Approved Flight Manual Supplement For

All models: Aerostar International/Raven Industries, Cameron US, Cameron UK, Lindstrand Balloons USA, Lindstrand Balloons UK, Firefly/Balloon Works, Head, Ultramagic, Kubicek, Avian, Sky, Eagle, National, Adams, and Fantasy Sky Balloons

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This supplement must be attached to the FAA-approved Balloon Flight Manual when the Digitool DBI3 Flight Instrument is installed in accordance with Supplemental Type Certificate SB04407AT. The information contained in this document supplements or supercedes the basic manual only in those areas listed. For limitations, procedures, performance and loading information not contained in this supplement, consult the basic Flight Manual.

FAA Approved: Synalli.
Manager, Southeast Flight Test Section, AIR-712

Federal Aviation Administration

Atlanta, Georgia

Date: 6 September 2017

#### 1. Instrumentation



- a. Applicability: These instructions apply to installations of the Digitool DBI3 in the following aircraft: Aerostar International/Raven Industries, Cameron US, Cameron UK, Lindstrand Balloons USA, Lindstrand Balloons UK, Firefly/Balloon Works, Head, Ultramagic, Kubicek, Avian, Sky, Eagle, National, Adams, and Fantasy Sky Balloons.
- b. Use: This page shall be inserted into the Balloon Flight Manual for the aircraft.
- c. Description

Digitool AB has designed this flight instrument to enable the user to comply with the requirements of 14 CFR §31.85, Required Basic Equipment, as well as the equivalent requirements of other national aviation authorities. The DBI3 provides the necessary data to conduct safe flight operations across a wide spectrum of lighter-than-air operations, and should not be used for any purpose other than that for which it is designed.

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The DBI3 is a complete flight instrument package for hot air balloons. It contains a sensitive variometer, a digital altimeter with one foot resolution, and a digital envelope temperature pyrometer. The case is made of milled aluminum with a LiPo battery integral to the internal electronics of the instruments. There are no moving parts nor batteries requiring replacement.

The DBI3 also has an internal Global Positioning System (GPS) indicator system showing ground speed and track, but for reference only, and is not a part of the certified instrument. The GPS indications are not to be used for navigation.

#### 2. Installation

- a. Prior to first use, operator should familiarize him/herself with the DBI3 User Manual.
- b. Prior to each flight, conduct the preflight check as listed below.
- c. Mount the instrument on an appropriate upright, or thru the use of a basket bracket mount, insuring the security of the instrument and visibility of the display.
- d. Insure temperature sensor is secured up against the envelope, no more than 3/4 inch from the fabric

### 3. Pre-Flight Check

- a. Power instrument on.
- b. Check available power; must be above 3.9v, as indicated by 1 battery segment / 20% power on indicator.
- c. Set barometric pressure (buttons 2 and 3)

### 4. Operation

The DBI3 is a self-contained instrument assembly. Readout of flight information does not require any action on the part of the operator during the flight. At the termination of the flight, it is sufficient to simply turn the instrument off.

# 5. Battery Power

- a. The DBI3 receiver battery is not field serviceable. The DBI3 temperature battery is replaceable; use CR2450 or equivalent.
- b. The battery monitor is composed of five segments indicating 20 to 100 percent remaining battery capacity. At 100 percent capacity, the DBI3 is capable of more than 30 hours of continuous operation.
- c. At 20% power (approximately 3.9v), user may expect approximately 1.5 hours of operation.

## NOTE

Do not charge the DBI3 while in use. This may cause damage to the unit.

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