

LIST OF EFFECTIVE PAGES

Section	Page	Revision No.	Section	Page	Revision No.
1	1-1	-	3	3-1	-
	1-2	-		3-2	-
	1-3	-		3-3	-
	1-4	-		3-4	-
	1-5	-		3-5	-
	1-6	-		3-6	-
				3-7	-
2	2-1	-		3-8	-
	2-2	-		3-9	-
	2-3	-		3-10	-
	2-4	-			
	2-5	-	4	4-1	-
	2-6	-		4-2	-
	2-7	-		4-3	-
	2-8	-		4-4	-
	2-9	-		4-5	-
	2-10	-		4-6	-
	2-11	-		4-7	-
	2-12	-		4-8	-
				4-9	-
				4-10	-



LIST OF EFFECTIVE PAGES (Cont'd)

Section	Page	Revision No.	Section	Page	Revision No.
5	5-1	-	7	7-1	-
	5-2	-		7-2	-
	5-3	-		7-3	-
	5-4	-		7-4	-
	5-5	-		7-5	-
	5-6	-		7-6	-
	5-7	-		7-7	-
	5-8	-		7-8	-
6	6-1	-	8	8-1	-
	6-2	-		8-2	-
	6-3	-		8-3	-
	6-4	-		8-4	-
	6-5	-		8-5	-
	6-6	-		8-6	-
	6-7	-			
	6-8	-	9	9-1	-
				9-2	-

WARNING

Takeoff is prohibited if:

- Engine is running unsteadily
- Engine instrument values are beyond operational limits
- Aircraft systems (e.g. brakes or controls) work incorrectly
- Crosswind velocity exceeds permitted limits
(see Section 5 Performance, 5.7 Demonstrated wind performance)

4.5 Climb

1. Throttle
 - max. takeoff power
(max. 5,800 [rpm] for max. 5 [min])
 - max. continuous power (5,500 [rpm])
2. Airspeed
 - $V_x = 60$ [knot] (70 [mph])
 - $V_y = 65$ [knot] (75 [mph])
3. Trim
 - trim the airplane
4. Engine gauges
 - oil temperature, oil pressure and
CHT within limits

CAUTION

If the cylinder head temperature or oil temperature and/or coolant temperature approaches or exceeds limits, reduce the climb angle to increase airspeed and possibly return within limits. If readings do not improve, troubleshoot causes other than high power setting at low airspeed.

4.6 Best angle of climb speed (V_x): 60 [knot] (70 [mph])

4.7 Best rate of climb speed (V_y): 65 [knot] (75 [mph])

4.8 Cruise

Refer to Section 5, for recommended cruising figures

4.9 Descend

1. Optimum glide speed - 60 [knot] (70 [mph])

4.10 Approach

1. Approach speed - 60 [knot] (70 [mph])
2. Throttle - as necessary
3. Wing flaps - extend as necessary
4. Trim - as necessary
5. Safety harness - tighten

CAUTION

It is not advisable to reduce the engine throttle control lever to minimum on final approach and when descending from very high altitude. In such cases the engine becomes under-cooled and a loss of power may occur. Descent at increased idle (approximately 3,000 [rpm]), speed between 60-75 [knot] (70-86 [mph]) and check that the engine instruments indicate values within permitted limits.

4.11 Normal landing

4.11.1 Before landing

1. Throttle - as necessary
2. Airspeed - 60 [knot] (70 [mph])
3. Wing flaps - extend as necessary
4. Trim - as necessary

4.11.2 Landing

1. Throttle - idle
2. Touch-down on main wheels
3. Apply brakes - as necessary
(after the nose wheel touch-down)

4.11.3 After landing

1. Throttle - engine rpm set as required for taxiing
2. Wing flaps - retract
3. Trim - set neutral position

SECTION 5

TABLE OF CONTENTS

5. PERFORMANCE

5.1	Takeoff distances	5-3
5.2	Landing distances	5-3
5.3	Rate of climb	5-3
5.4	Cruise speeds	5-4
5.5	RPM setting and fuel consumption	5-5
5.6	Airspeed indicator system calibration	5-6
5.7	Demonstrated wind performance	5-7

5. PERFORMANCE

The presented data has been computed from actual flight tests with the aircraft and engine in good conditions and using average piloting techniques.

If not stated otherwise, the performance stated in this section is valid for maximum take-off weight (600 [kg]/1,320 [lb]) and under ISA conditions.

The performance shown in this section is valid for aircraft fitted with given **ROTAX 912 ULS 98.6 [hp] (73.5 [kW])** engine and **WOODCOMP KLASSIC 170/3/R** three composite blades ground adjustable propeller as delivered.

CAUTION

Airspeeds values are valid for standard AVIATIK WA037383 pitot-static probe.

5.7 Demonstrated wind performance

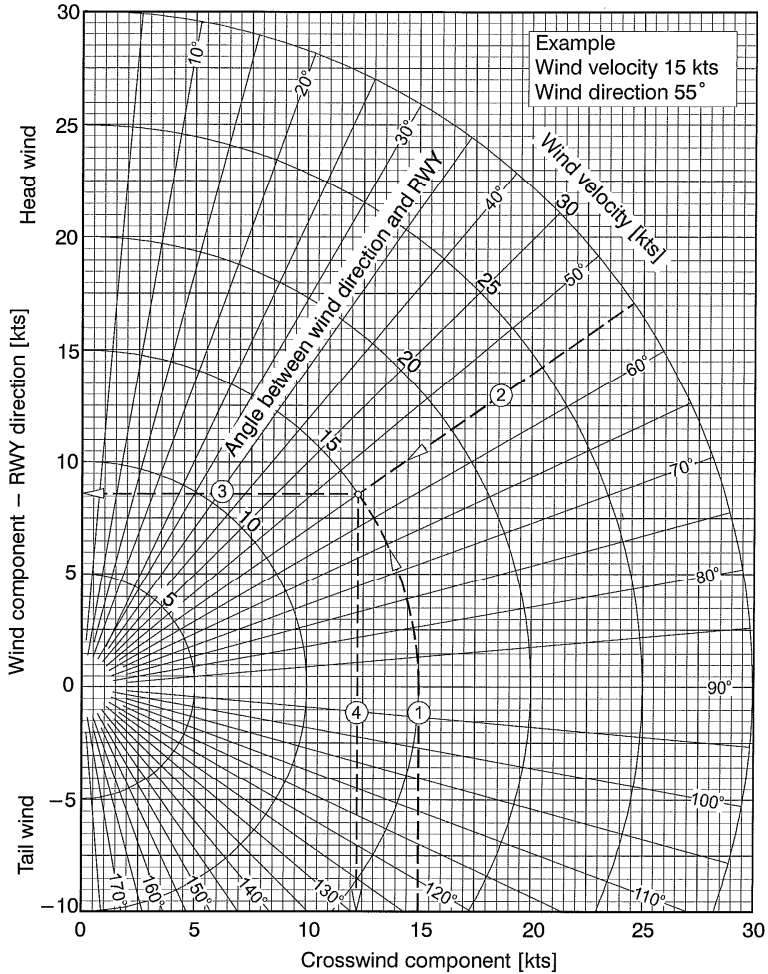
Max. demonstrated headwind velocity for take-off and landing:

24 [knot] (13 [m/s])

Max. demonstrated crosswind velocity for take-off and landing:

12 [knot] (6,5 [m/s])

Wind components figure



Example: 1. Wind velocity 15 knots 3. Headwind component 8.6 knots
 2. Wind direction 55° 4. Crosswind component 12.3 knots

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