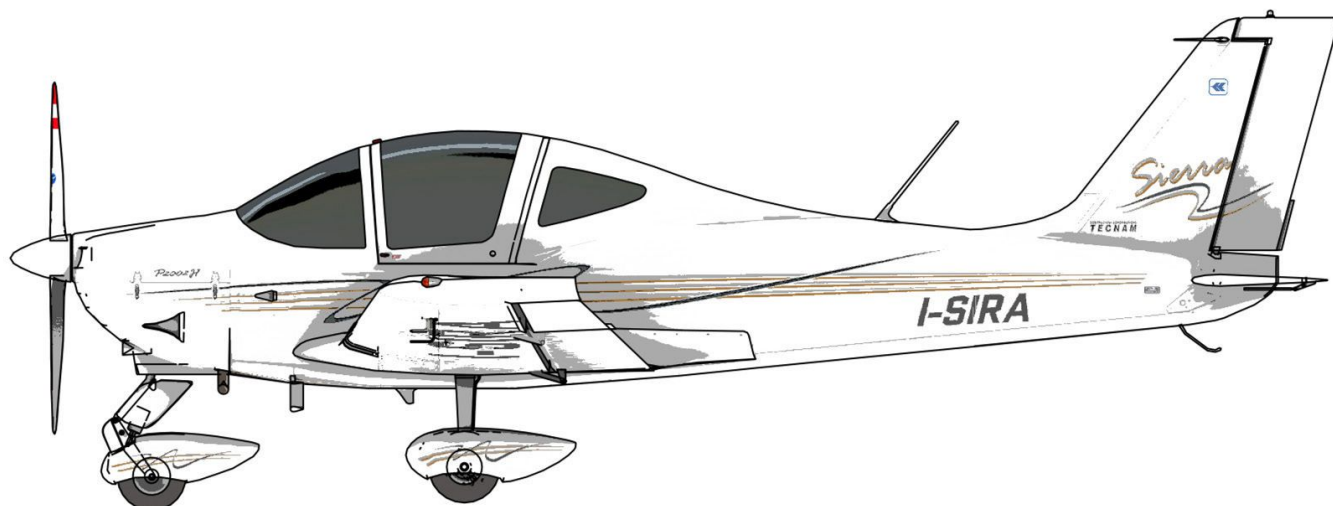


FLIGHT MANUAL



P2002 Sierra JF

X-Plane 10 virtual model

Based on the model of the manufacturer:
COSTRUZIONI AERONAUTICHE TECNAM S.r.l.

Serial number: 53361702002

Password: 39269913

Introduction:

This manual is intended for recreational purposes only and it must not, under any circumstances, be used to undertake real flights. It reproduces a real flight manual of a P2002 Sierra for educational and recreational purposes.

Minor changes have been made to show some unique features of the X-Plane virtual model.

The original flight characteristics and the appearance have been replicated as close as possible.

The distributed version may be different from the version showed here.

X-Plane special features:

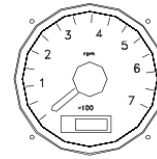
The model, in addition to the different liveries available, it has the following extra features:

For common users:

- The anemometer can be switched from KMH to KIAS by clicking on it.



- The RPM can be switched from engine to propeller indications by clicking on it.



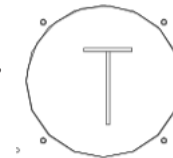
- Fairings can be switched from removed to placed by clicking on the label in the center panel.



- A passenger girl can be loaded by increasing the payload weight.

For expert users:

- Empty instruments can be customized in PlaneMaker: look for the menu "Standard / Panel: 3-D" then drag on them whatever you want from the custom instruments list on the left.



- Two customizable switches are also available in the cockpit.

They are customizable by editing the "P2002_cockpit.obj" with a text editor.

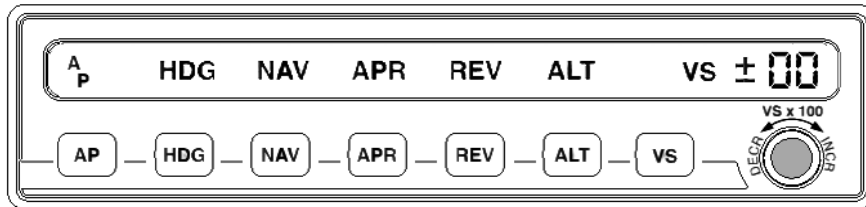
They are activated by a "toggle manipulator" attribute and animated with a rotation.

Their lines of code can be found by looking for "CUSTOM_SWITCH_1" and "CUSTOM_SWITCH_2" text.



X-Plane S-TEC like AUTOPILOT:

The model is equipped with a basic autopilot that hints at the popular S-TEC-55 model.



Functions are listed below:

- **AP:** Toggle autopilot servos. This will simply hold the actual aircraft attitude while you figure out what to do next. Autopilot servos act directly on the ailerons for the roll and via the trim for the pitch. So be careful after disengaging AP to slowly neutralize any pitch trim setting. In the same way, if you engage AP while controls are slightly away from the center position, slowly centralize them giving time to AP to trim while centering.
- **HDG:** Heading Hold. This will simply follow the heading bug on the Directional Gyro.
- **NAV:** Localizer. This will fly a VOR or ILS radial, or to a GPS destination.
- **APR:** Glideslope. This will fly the glideslope portion of the ILS.
- **REV:** Back course ILS.
- **ALT:** Altitude hold. This will hold the current altitude by trimming the nose up or down.
- **VS:** This will hold a constant vertical speed by trimming the aircraft nose up or down. The amount of VS can be adjusted using the knob (x100: a value of 05 mean 500 fpm).

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WARNINGS - CAUTIONS - NOTES

The following definitions apply to warnings, cautions and notes used in the Flight Manual.

WARNING

Means that the non-observation of the corresponding procedure leads to an immediate or important degradation of the flight safety

CAUTION

Means that the non-observation of the corresponding procedure leads to a minor or to a more or less long-term degradation of the flight safety

NOTE

Draws the attention to any special item not directly related to safety but which is important or unusual.

Abbreviations & Terminology

Airspeed Terminology

KCAS	Calibrated Airspeed is the indicated airspeed corrected for position and instrument error and expressed in knots.
KIAS	Indicated Airspeed is the speed shown on the airspeed indicator and expressed in knots.
KTAS	True Airspeed is the airspeed expressed in knots relative to undisturbed air, which is KCAS, corrected for altitude and temperature.
V _A	Design maneuvering speed
V _C	Design cruising speed
V _{FE}	Maximum Flap Extended Speed is the highest speed permissible with wing flaps in a prescribed extended position.
V _H	Max Speed in level flight with Max continuous power
V _{LO}	Lift off speed: is the speed at which the aircraft generally lifts off from the ground.
V _{NE}	Never Exceed Speed is the speed limit that may not be exceeded at any time.
V _{NO}	Maximum Structural Cruising Speed is the speed that should not be exceeded except in smooth air, then only with caution.
V _S	Stalling Speed or minimum steady flight speed flaps retracted
V _{S0}	Stalling speed or minimum steady flight speed in landing configuration
V _{S1}	Stalling speed in clean configuration (flap 0°)
V _X	Best Angle-of-Climb Speed is the speed, which results in the greatest gain of altitude in a given horizontal distance.
V _Y	Best Rate-of-Climb Speed is the speed, which results in the greatest gain in altitude in a given time.
V _R	Rotation speed: is the speed at which the aircraft rotates about the pitch axis during takeoff.

Meteorology Terminology

OAT	Outside Air Temperature is the free air static temperature expressed in degrees Celsius (°C).
T _S	Standard Temperature is 15°C (59°F) at sea level pressure altitude and decreased by 2°C for each 1000 ft of altitude.
H _P	Pressure Altitude is the altitude read from an altimeter when the barometric subscale has been set to 29.92"

Engine Power Terminology

RPM	Revolutions Per Minute: is the number of revolutions per minute of the propeller, multiplied by 2.4286 yields engine RPM.
-----	---

Airplane Performance and Flight Planning Terminology

Crosswind Velocity	is the velocity of the crosswind component for which adequate control of the airplane during takeoff and landing is guaranteed
Usable fuel	is the fuel available for flight planning
Unusable fuel	is the quantity of fuel that cannot be safely used in flight
g	is the acceleration of gravity
TOR	is the takeoff distance measured from actual start to wheel lift off point
TOD	is total takeoff distance measured from start to clearing a 50' obstacle
GR	is the distance measured during landing from actual touchdown to stop point
LD	is the distance measured during landing, from clearing a 50' obstacle to actual stop
S/R	is specific range, that is, the distance (in nautical miles) which can be expected at a specific power setting and/or flight configuration per gallon of fuel used

Weight and Balance Terminology

Datum	"Reference datum" is an imaginary vertical plane from which all horizontal distances are measured for balance purposes
Arm	is the horizontal distance from the reference datum to the center of gravity (C.G.) of an item
Moment	is the product of the weight of an item multiplied by its arm
C.G.	Center of Gravity is the point at which the airplane, or equipment, would balance if suspended. Its distance from the reference datum is found by dividing the total moment by the total weight of the airplane
Empty Weight	Empty Weight is the weight of the airplane with engine fluids and oil at operating levels
Useful Load	is the difference between takeoff weight and the empty weight
Maximum Takeoff Weight	is the maximum weight approved for the start of the takeoff run
Maximum Landing Weight	is the maximum weight approved for the landing touch down
Tare	is the weight of chocks, blocks, stands, etc. used when weighing an airplane, and is included in the scale readings; tare is then deducted from the scale reading to obtain the actual (net) airplane weight

Unit Conversion Chart

Multiplying		by ➔	yields	
Temperature				
Fahrenheit	[°F]	$\frac{5}{9} \cdot (F - 32)$	Celsius	[°C]
Celsius	[°C]	$\left(\frac{9}{5} \cdot C\right) + 32$	Fahrenheit	[°F]
Forces				
Kilograms	[kg]	2.205	Pounds	[lbs]
Pounds	[lbs]	0.4536	Kilograms	[kg]
Speed				
Meters per second	[m/s]	196.86	Feet per minute	[ft/min]
Feet per minute	[ft/min]	0.00508	Meters per second.	[m/s]
Knots	[kts]	1.853	Kilometers / hour	[km/h]
Kilometers / hour	[km/h]	0.5396	Knots	[kts]
Pressure				
Atmosphere	[atm]	14.7	Pounds / sq. in	[psi]
Pounds / sq. in	[psi]	0.068	Atmosphere	[atm]
Length				
Kilometers	[km]	0.5396	Nautical miles	[nm]
Nautical miles	[nm]	1.853	Kilometers	[km]
Meters	[m]	3.281	Feet	[ft]
Feet	[ft]	0.3048	Meters	[m]
Centimeters	[cm]	0.3937	Inches	[in]
Inches	[in]	2.540	Centimeters	[cm]
Volume				
Liters	[l]	0.2642	U.S. Gallons	[US Gal]
U.S. Gallons	[US Gal]	3.785	Liters	[l]
Area				
Square meters	[m ²]	10.76	Square feet	[sq ft]
Square feet	[sq ft]	0.0929	Square meters	[m ²]
Torque				
foot-pounds		1.3558	Newton-meters	
foot-pounds		0.1383	kilogram-meters	
foot-pounds		12.0	inch-pounds	
inch-pounds		0.0115	kilogram-meters	
inch-pounds		0.1130	Newton-meters	
inch-pounds		0.0833	foot-pounds	
kilogram-meters		7.233	foot-pounds	
kilogram-meters		86.7964	inch-pounds	
kilogram-meters		9.8067	Newton-meters	
Newton-meters		0.7376	foot-pounds	
Newton-meters		8.8508	inch-pounds	
Newton-meters		0.1020	kilogram-meter	

SECTION 1 GENERAL

1.1 Introduction

The P2002 Sierra Deluxe is a twin seat, single engine aircraft with a tapered, low wing, fixed main landing gear, and steerable nosewheel. It is an ASTM compliant airplane designed to be flown by sport pilot rated pilots as well as higher rated pilots.

This aircraft is designed and built in Italy and as such, was built using the metric system. Therefore, the primary numbers are in metric and the US conversion is in parenthesis for your information.

This Flight Manual has been prepared to ASTM standards to provide pilots and instructors with information for the safe and efficient operation of this aircraft.

This Flight Manual contains the following sections:

1. General Information
2. Operating Limitations
3. Weight & Balance
4. Performance
5. Emergency Procedures
6. Normal Procedures
7. Aircraft Ground Handling and Servicing
8. Required Placards and Markings

1.2 Certification Basis

This aircraft is certificated as a Special Light Sport Aircraft under FAR part 21.190 and complies with all applicable ASTM standards.

THREE-VIEW DRAWING

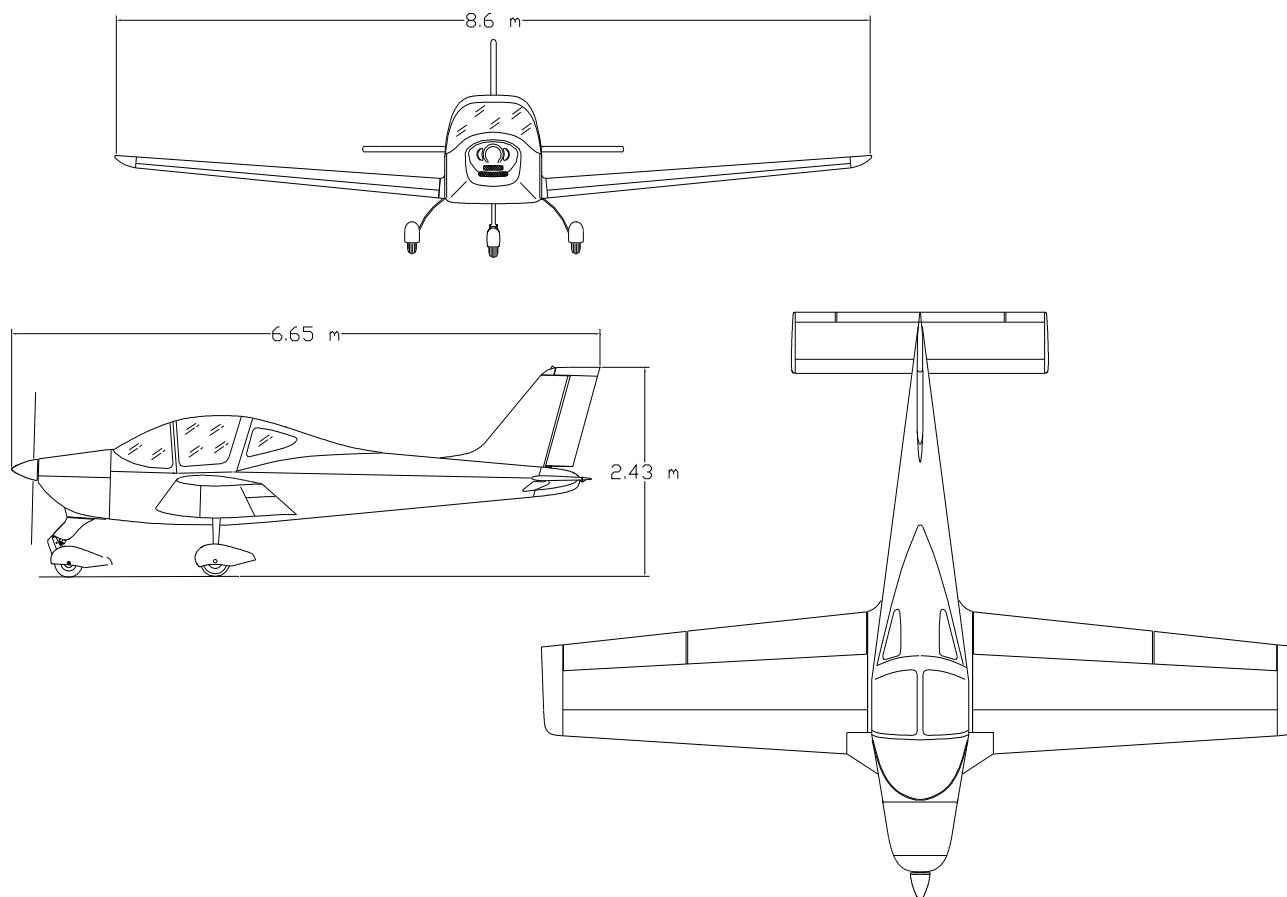


Figure 1-1 General Views

Wing Span	8.6 m (28.2')
Length	6.65 m (21.7')
Tail height	2.43 m (8')
Propeller ground clearance	320 mm (12.6")
Minimum ground steering radius	5.5 m (18')

NOTE

- Dimensions shown refer to aircraft weight of 600 kg (1320 lbs) and normal operating tire pressure

1.3 Descriptive Data

1.3.1 Airframe

1.3.1.1 Wing

Wing span	8.6 m (28.2')
Wing surface	11.5 m ² (124 Sq Ft ²)
Wing loading	52 kg/m ² (10.6 lb/Ft)
Aspect ratio	6.4
Taper ratio	0.6
Dihedral	5°

1.3.1.2 Fuselage

Overall length	6.65 m (21.7')
Overall width	1.11 m (43")
Overall height	2.43 m (8.0')

1.3.1.3 Empennage

Stabilator span	2.90m (9.5')
Vertical tail span	1.10m (3.6')

1.3.1.4 Landing Gear

Wheel track	1.85m (6.0')
Wheel base	1.62m (5.3')
Main gear tires	Air Trac 5.00-5
Nose gear tire	Sava 4.00-6
Wheel brakes	Marc Ingegno 199-102

1.4 Powerplant

1.4.1 Engine

Manufacturer	Bombardier-Rotax GmbH
Model	912 ULS or 912 S2
Certification basis	ASTM F2239 or FAR Part 33
Type	4 stroke carburetor engine
Maximum power	73.5 kW (98.5 hp) @ 5800 rpm (max. 5 minutes) 69.0 kW (92.5 hp) @ 5500 rpm (cont.)

1.4.2 Propeller

Manufacturer:	GT Tonini
Model:	GT-2/173/VRR- FW101 SRTC
Number of blades:	2
Diameter:	1730 mm (68") (no reduction permitted)
Type:	Fixed pitch – wood / composite

1.4.3 Oil System

Oil system:	Forced, with external oil reservoir
Oil:	See Rotax operator's manual
Oil Capacity:	Max. 3.0 liters (3.2 qt) – min. 2.0 liters (2.1 qt)

1.4.4 Cooling

Cooling system:	Combination air and liquid cooled system
Coolant:	See Rotax operator's manual

1.4.5 Fuel

Fuel grade:	
Auto fuel	Min. RON 95 (AKI 91 Premium USA)
Avgas	100LL
Fuel tanks:	2 integral wing tanks
Capacity of each wing tank	50 liters (13.2 gal)
Total capacity:	100 liters (26.4 gal)
Total usable fuel	99 liters (26.15 gal)

1.5 Weights

1.5.1 Maximum Certified Weights

Maximum Takeoff weight	600 kg (1320 lbs)
Maximum Landing weight	600 kg (1320 lbs)
Maximum baggage weight	20 kg (44 lbs)

1.5.2 Standard Weights

Standard empty weight	331 kg (730 lbs)
Maximum payload weight	269 kg (590 lbs)

1.5.3 Specific Loadings

Wing loading	52 kg/m ² (10.6 lbs/ft ²)
Power loading	6.1 kg/hp (13.5 lbs/hp)

NOTE

Standard weights are estimates based on standard equipment.

1.6 Standard Equipment

Flight Instruments
Airspeed Indicator, Altimeter, Vertical Speed Indicator, Compass
Engine instruments
Tachometer, Oil Pressure, Fuel Pressure, Oil Temperature, Cylinder Head Temperature, Hour Meter, Left and Right Fuel Quantity, Volt Meter
Warning Lights and Indicators
Trim Indicator, Flap Indicator, Generator Warning Light
Controls
Dual Stick Flight Controls and Rudder Pedals, Dual Throttles (left seat pilot can fly left or right handed), Throttle Friction Control, Engine Choke, Electric Flaps, Hydraulic Disc Brakes with Parking Brake, Left and Right Fuel Selector Valves, Direct Nose Wheel Steering
Interior
Adjustable Pilot and Copilot Seats, Acoustic Cabin Soundproofing, Adjustable Cabin Air Ventilators, Steel Roll Cage, Cabin Heat and Windshield Defrost, 12V Power Outlet, Metal Instrument Panel
Exterior
All Aluminum structure, Landing Light, Strobe Light, Fixed Landing Gear, Nose Gear Strut Fairing, Nose and Main Wheel Fairings
Powerplant and Accessories
Rotax 912 ULS Engine (100 hp), Composite Covered Wood Propeller with Spinner, 12Volt 18 Ah Battery, 18 Amp Alternator, Engine Driven Fuel Pump, Electric Aux Fuel Pump, Electric Starter, Engine Exhaust Muffler, Gascolator with Quick Drain, Integral Wing Fuel Tanks, All Electric Circuits Fuse Protected

1.7 Airframe

1.7.1 Wing

The wing is constructed of a central light alloy torque box; an aluminum leading edge with integrated fuel tank is attached to the front spar while flap and aileron are hinged to rear spar. Flaps and ailerons are constructed of a center spar to which front and rear ribs are joined; wrap-around aluminum skin panels cover the structure.

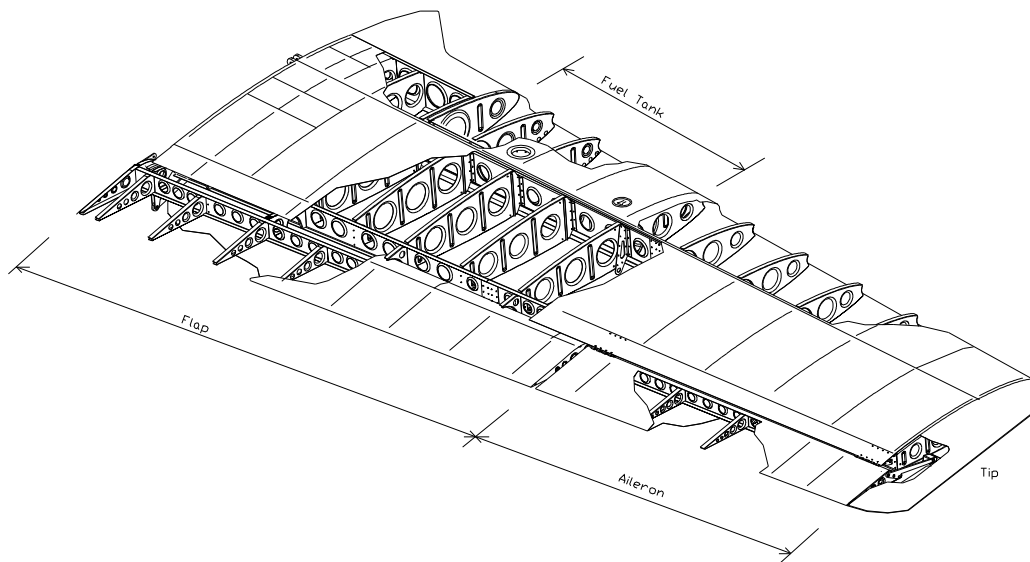


Fig. 1-1 Right wing exploded view

1.7.2 Fuselage

The front part of the fuselage is made up of a mixed structure: a truss structure with special steel members for cabin survival cell, and a light-alloy semi-monocoque structure for the cabin's bottom section. The aft part of the fuselage is constructed of an aluminum alloy semi-monocoque structure. The engine housing is isolated from the cabin by a firewall; the steel stringers engine mount is attached to the cabin's truss structure in four points.

1.7.3 Empennage

The vertical tail is entirely metal: the vertical fin is made up of a twin spar with stressed skin while the rudder consists of an aluminum torque box made of light alloy ribs and skin. The horizontal tail is an all-moving type (stabilator); its structure consists of an aluminum tubular spar connected to ribs and leading edge covered by an aluminum skin.

1.7.4 Flight Controls

Aircraft flight controls are operated through conventional stick and rudder pedals. Longitudinal control acts through a system of push-rods and is equipped with a trim tab. Aileron control is of mixed type with push-rods and cables; the cable control circuit is confined within the cabin and is connected to a pair of push-rods positioned in the wings that control ailerons differentially. Aileron trimming is carried out on ground through a small tab positioned on left aileron. Flaps are extended via an electric servo actuator controlled by a switch on the instrument panel. Flaps act in continuous mode; the indicator displays the two positions relative to takeoff (15°) and landing (38°). A fuse positioned on the right side of the instrument panel protects the electrical circuit.

Longitudinal trim is performed by a small tab positioned on the stabilator and controlled via an electric servo operating a rocker switch located between the seats or (optional equipment) by pushing Up/Down the push-button on the control stick, for this optional installation a shunt switch placed on the instrument panel enables control of either left or right stick.

1.7.5 Instrument Panel

The conventional type instrument panel allows placement of a broad range of equipment. The position of some of the switches may be different on your airplane depending on the options you ordered.

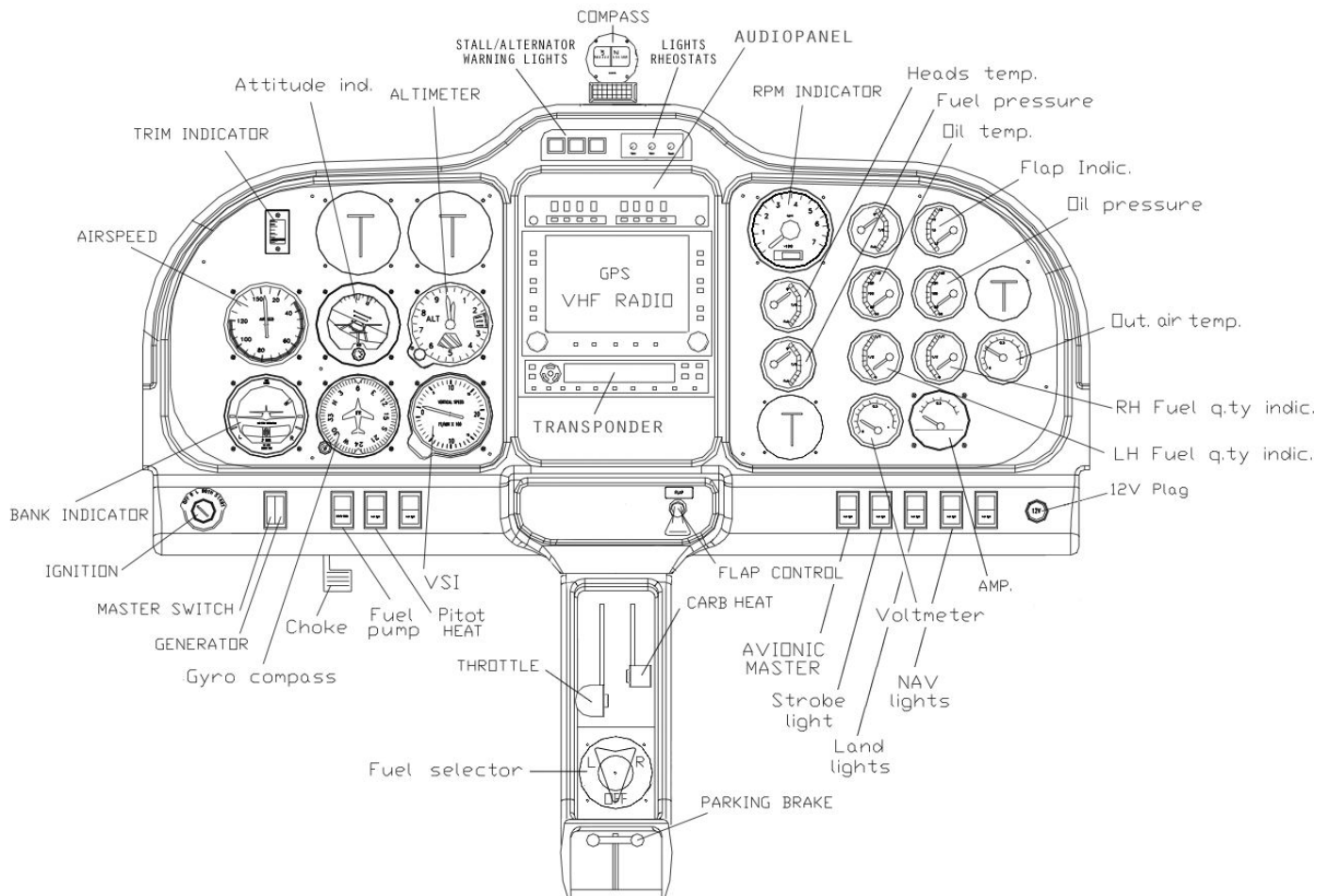


Fig. 1-2 Instrument Panel

1.7.6 Carburetor Heat

Carburetor heat control knob is located just to the right of the center throttle control. When the knob is pulled fully outward from the instrument panel, carburetors receive maximum hot air. During normal operation, the knob is OFF.

1.7.7 Cabin Heat / Defrost

The cabin heat control knob is positioned on the lower left side of the instrument panel; when knob is pulled fully outward, cabin receives maximum hot air. Vents are located by the rudder pedals and above instrument panel. If necessary, outside fresh air can be circulated inside cabin by opening the vents on the dashboard.

1.7.8 Throttle Friction Lock

Adjust the engine's throttle friction lock by appropriately tightening the friction lock lever located on the instrument panel near the center throttle control. Clockwise tightens, counterclockwise loosens.

1.7.9 Seats, Seatbelts, and Shoulder Harnesses

The P2002 Sierra Deluxe usually comes with three point safety belts with waist and diagonal straps adjustable via a sliding metal buckle. Optional four point harnesses are available.

Seats are built with a light alloy tube structure and synthetic material cushioning. Seats are adjustable fore and aft by using the handle located under the seat on the outboard sides. Pushing the lever towards the center of the aircraft will release the locking pin. Release the lever when the desired position is found making sure that the locking pin reengages in the seat track.

WARNING

Make sure that the locking pin is securely installed or the seat will not lock in position.

CAUTION

Do not stand in the center of the seats, as this will damage the seat structure.

1.7.10 Canopy

The cabin's canopy slides on wheel bearings along tracks located on fuselage sides; canopy is made out of composite materials. Latching system uses a central lever located overhead and two additional levers positioned on canopy's sides.

1.7.11 Baggage Compartment

The baggage compartment is located behind the seats. Baggage should be evenly distributed and weight shall not exceed 20 kg (44 pounds). Tie down baggage by using the tie-down net.

1.8 Powerplant

1.8.1 Engine

Rotax is an Austrian engine manufacturer, founded in 1920 in Dresden, Germany. In 1970 Bombardier bought Rotax. The company constructed only two-stroke engines until 1982, when it started building four-stroke engines. In 1989, Rotax received Type Certification for its 912 A aircraft engine.

The Rotax 912 ULS engine is an ASTM compliant engine. The 912 is a four stroke, horizontally opposed, spark ignition engine with single central camshaft with hydraulic tappets. The 912 has liquid cooled cylinder heads and ram air cooled cylinders and engine. It is rated at 5800 RPM and can be run continuously at 5500 RPM.

The oil system is a dry sump, forced lubrications system. The oil tank is located on the passenger side of the engine compartment and holds 3 liters (3.2 quarts) of oil.

The dual ignition system is a solid state, breakerless, capacitive discharge, interference suppression system instead of a mechanical magneto system. Each ignition system is powered by individual and totally independent AC generators which are not dependent on the aircraft battery.

The electrical system consists of an integrated AC generator with an external rectifier – regulator. An optional external alternator can be installed. The Rotax engine is equipped with an electric starter.

The dual carburetors are constant depression carburetors that automatically adjust for altitude.

The fuel system is equipped with an engine driven mechanical pump and a back up electric pump.

The cooling system is a mixture of liquid and air cooling.

The engine uses a reduction gearbox with a gear reduction ratio of 2.4286:1.

Two throttles in the cockpit control the engine. The throttles are bussed together and will not move independently. The two throttles are installed to allow the pilot to fly with either hand as well as giving the pilot the option of using the left hand throttle while operating the center mounted brake handle.

The owner can register and get important information from the following website: <http://www.rotax-owner.com/>.

1.8.2 Propeller

The GT propeller is a wood composite propeller built by GT Tonini in Italy. The Tonini brothers began building propellers in 1969.

The propeller is finished with a white polyurethane lacquer and an additional layer of transparent lacquer. The tips are painted in bright yellow and red so that when the propeller is turning it is obvious to personnel on the ground. The back of

the propeller is painted black to prevent reflections. More information on the company and the propeller can be found at <http://www.gt-propellers.com>. Check with your dealer for propeller options.

1.8.3 Fuel System

The system is equipped with two aluminum fuel tanks integrated within the wing leading edge and accessible for inspection through dedicated covers. Capacity of individual tank is 50 liters (13.2 gallons) and the total fuel capacity is 100 liters (26.4 gallons). Each fuel tank is equipped with a cabin installed shutoff valve. A strainer cup with a drainage valve (Gascolator) is located on the engine side of the firewall on the passenger side of the airplane. Fuel level indicators for each tank are located on the instrument panel. Fuel feed is through an engine-driven mechanical pump and through an electric pump (normally ON for takeoff and landing) that supplies adequate engine feed in case of main pump failure. Figure 1-3 illustrates the schematic layout of the fuel system.

WARNING

Fuel quantity should be checked on a level surface or a false reading may result. Always visually verify fuel quantity by looking in the tanks.

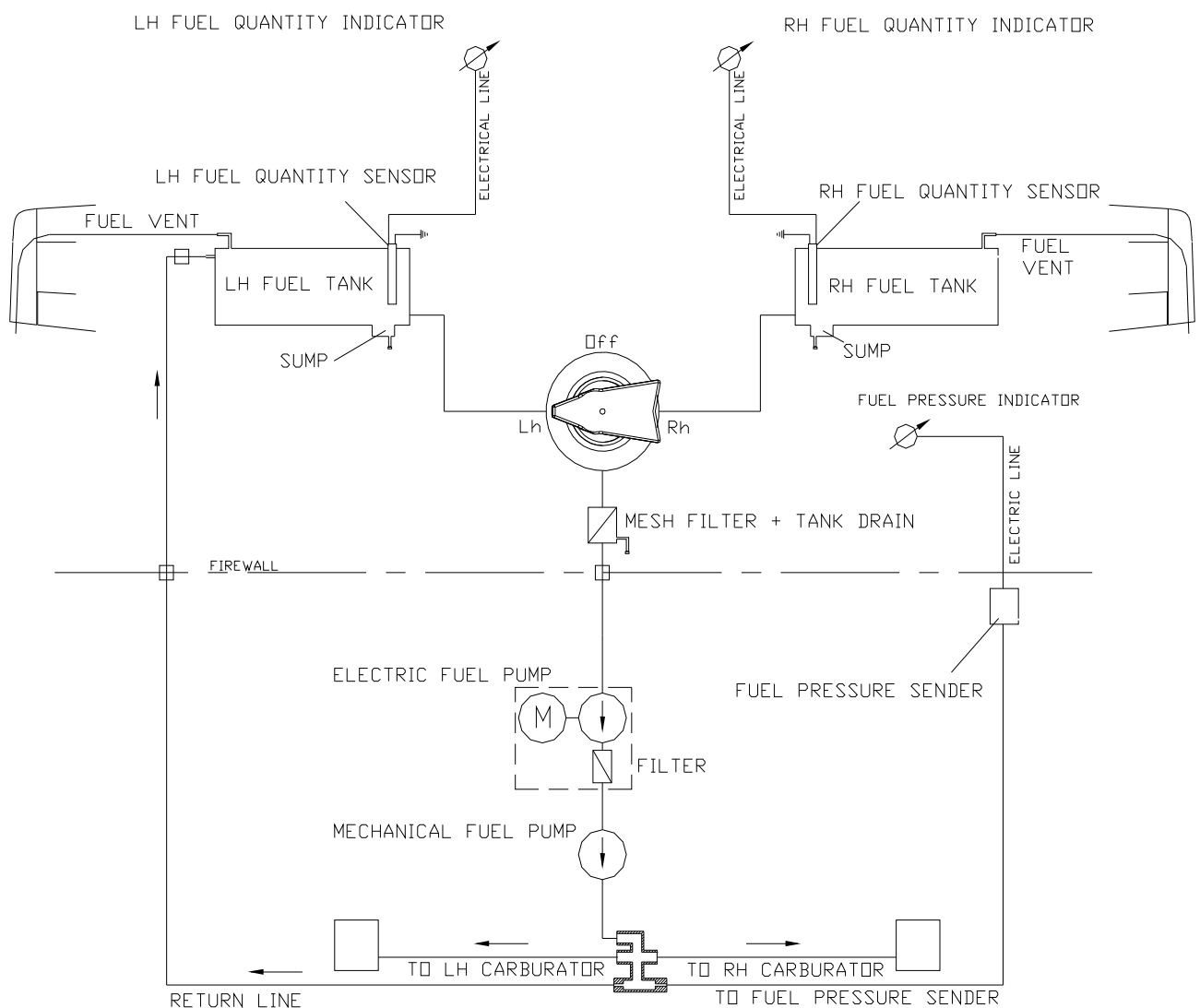


Fig.1-3. Fuel system schematic

1.9 Electrical System

The aircraft's electrical system consists of a 12 Volt DC circuit controlled by a Master switch located on the instrument panel. An integrated AC generator provides electricity and a 12 Volt battery placed in the fuselage or in the engine compartment. The generator light is located on the right side of the instrument panel.

WARNING

If the Ignition Switches are ON, an accidental movement of the propeller may start the engine with possible danger for bystanders.

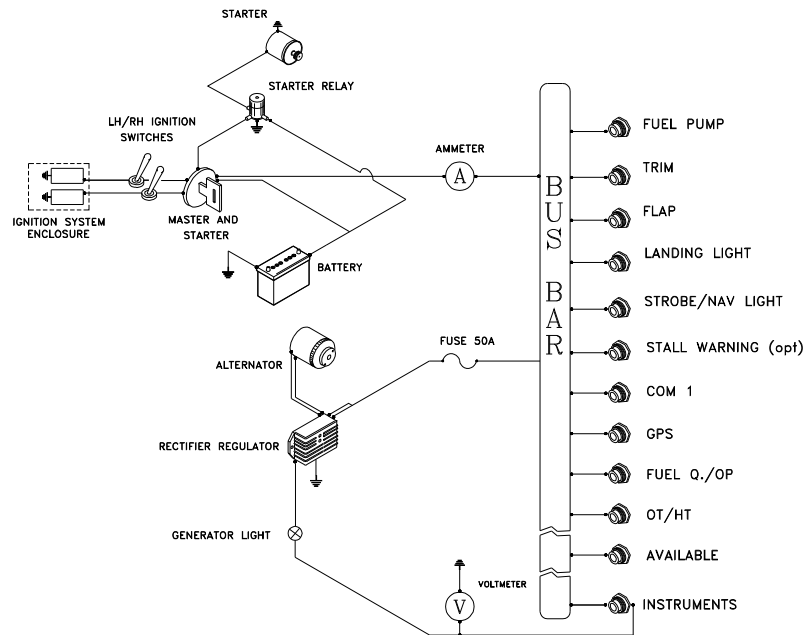


Fig.1-4. Electrical system schematic

1.9.1 Generator light

Generator light (red) illuminates for the following conditions:

- Generator failure
- Failure of regulator/rectifier, with consequent over voltage sensor set off.

NOTE

The battery can support energy requirements for approximately 20 minutes.

1.9.2 Voltmeter

The voltmeter indicates voltage on the bus bar. The normal range is from 12 to 14 volts. There is a red radial line at 10 volts.

1.9.3 Oil temperature gauge

Temperature reads in degrees Celsius. The oil temperature gauge has a green normal operating range, yellow caution ranges, and two red lines.

1.9.4 Cylinder head temperature

The cylinder head temperature gauge normally reads the number three cylinder head temperature. It also indirectly reflects the coolant temperature. The cylinder head temperature reads in degrees Celsius.

NOTE

The same breaker protects all temperature instruments.

1.9.5 Oil Pressure

The oil pressure gauge is electric and is protected by a breaker. It reads in bars and has a green normal operating range, yellow caution ranges, and two red lines.

1.9.6 Fuel Pressure

Fuel pressure is calibrated in bars. It is directly connected to the fuel system and is not electric.

NOTE

One bar is equal to about 14.7 pounds of pressure

1.9.7 O.A.T. Indicator (optional)

A digital Outside Air Temperature indicator (°C) is located on the upper left side of the instrument panel. The sensor is placed on cabin top.

1.9.8 Stall Warning System

The aircraft may be equipped with a stall warning system consisting of a sensor located on the right wing leading edge connected to a warning horn located on the instrument panel.

1.9.9 Avionics

The central part of the instrument panel holds room for avionics equipment. The manufacturer of each individual system furnishes features for each system.

1.9.10 Exterior Lighting

Typical exterior lighting consists of:

- Landing light
- Tail Strobe Light
- Navigation lights
- Wing Strobe Lights

1.9.10.1 Navigation Lights

Navigation lights are installed on the wing tips and on top of vertical stabilizer. A single switch located on instrument panel controls all navigation lights. A breaker protects the lights.

A green light is located on right wing tip; a red light on left wing tip and a white lamp is on vertical stabilizer.

1.9.10.2 Landing Light

The landing light is located on the LH wing leading edge. Landing light switch is located on instrument panel. Light is protected by a 10 Amp breaker.

1.9.10.3 Tail Strobe Light

The strobe light is installed on top of the vertical stabilizer.

Strobe light is activated by a switch and is protected by a breaker. Switch and fuse are positioned on the instrument panel.

The signal reaches a strobe light trigger circuit box positioned in the tail cone just behind the baggage compartment.

1.10 Pitot and Static Pressure Systems

The airspeed indicator system for the aircraft is shown below.

Below the left wing's leading edge are positioned in a single group (1) both the Pitot tube (6, total pressure intake) and a series of static ports (3). Two flexible hoses (5) feed the airspeed indicator (4) on the instrument panel.

The static port lines also supply the altimeter and the vertical airspeed indicator.

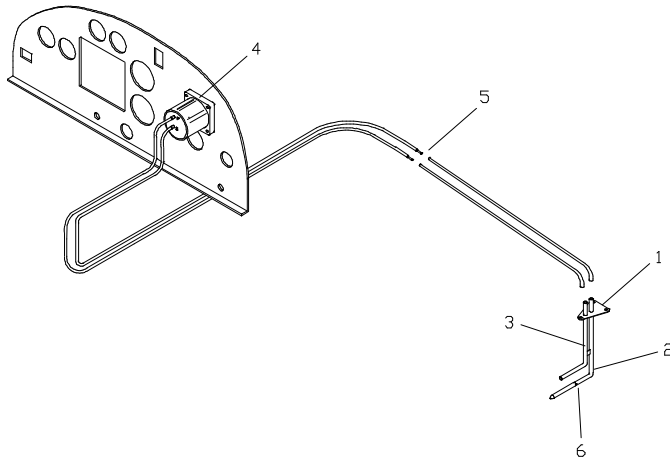


Fig.1-5. Airspeed indicator system

1.11 Landing Gear

The main landing gear consists of two special steel spring-leaf struts (1) positioned crossways to fuselage for elastic cushioning of landing loads.

The two steel spring-leaf struts are attached to the fuselage underside via the main girder.

Two rawhide liners (2 3) are inserted between each spring-leaf and the girder. Two bolts (5) and nuts secure the individual spring-leaf to the edge of the girder via a light alloy clamp (4) while a single bolt (6) and nut secures the inboard end of the leaf-spring to the girder.

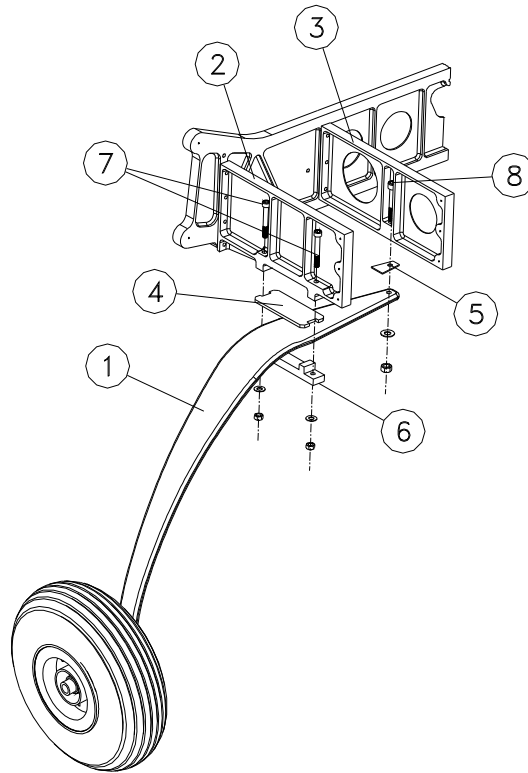


Fig 1-6 Main landing gear

Wheels are cantilevered on gear struts and feature hydraulically actuated disc brakes (see fig. 1-7) controlled by a lever (1) located on cabin tunnel between seats. Main gear wheels mount Air-Trac type 5.00-5 tires inflated at 23 psi (1.6 bar).

Hydraulic circuit shut-off valve (2) is positioned between seats. With circuit shut off, pulling emergency brake lever activates parking brake function.

Braking is simultaneous on both wheels via a "T" shaped joint (6).

Control lever (1) activates master cylinder (3) that features built-in brake-fluid reservoir (4). The brake system is equipped with a non-return valve (5), which insures that braking action is always effective even if parking brake circuit should accidentally be closed.

1.11.1 Brake System

Figure 1-7A shows the brake system schematic diagram.

The brake system (see Figure E-8) consists of a brake fluid reservoir (1), a master cylinder (2) and two disc brakes assemblies (3); an intercept valve activates parking brake (4). Braking action is through a lever (5) located on cabin tunnel between seats. Hydraulic circuit intercept valve is also located between seats and, when closed with lever pulled, keeps circuit under pressure and aircraft's parking brake on.

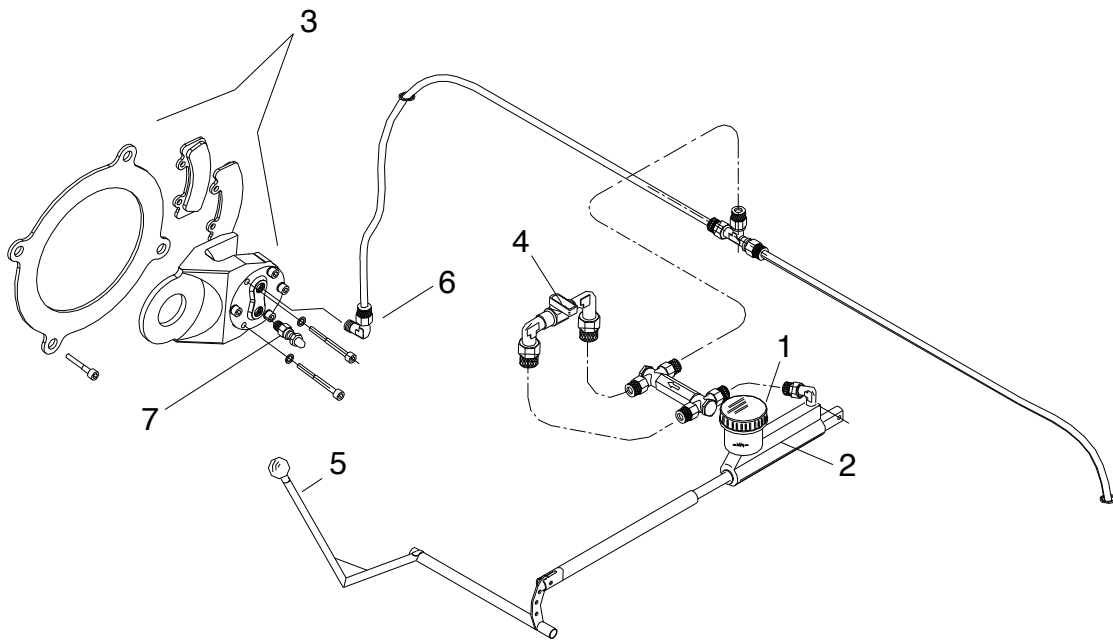


Fig. 1-7A Brake System

1.11.2 Differential Brake System (*Optional*)

Figure 1-7B shows the differential brake system schematic diagram.

The reservoir (4) is directly connected to the brake master cylinders (3), as shown in the figure E-8. Two flexible master cylinders on the co-pilot's brake pedals to the main reservoir (6) is mounted on the lower half of the master cylinder (6) and it's activated by the reservoir (6).

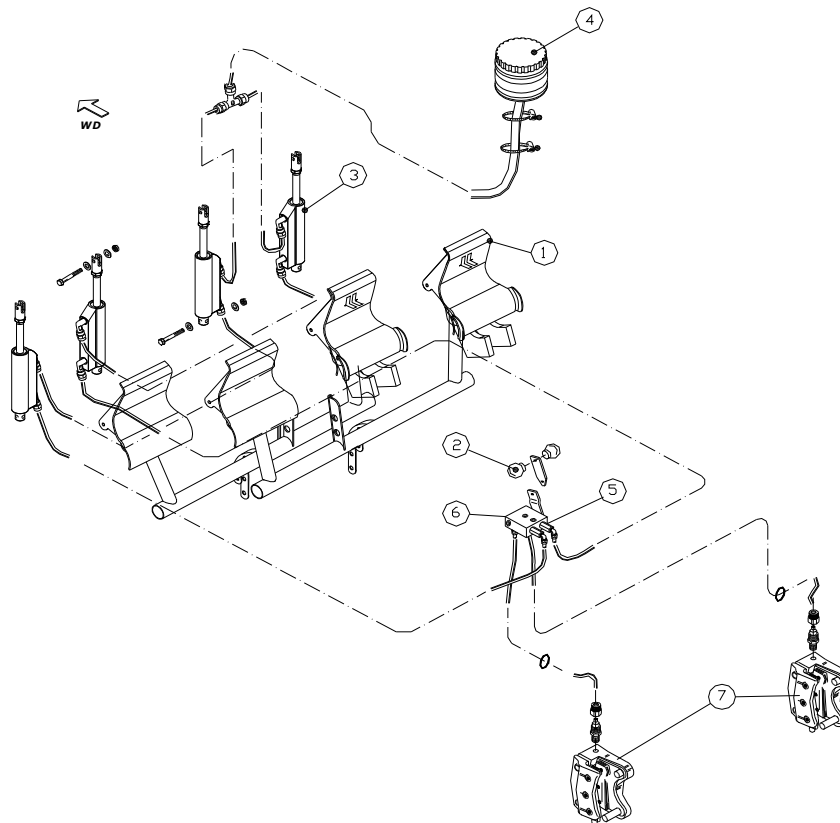


Figure 7 Defect bars seen

SECTION 2 OPERATING LIMITATIONS

2 Introduction

Section 3 includes operating limitations, instrument markings, and basic placards necessary for safe operation of the P2002 Sierra Deluxe, its engine and standard systems and equipment.

2.1.1 Airspeed Limitations

Airspeed limitations and their operational significance are shown below:

SPEED		KIAS	REMARKS
V_{NE}	Never exceed speed	138	Never exceed this speed in any operation
V_{NO}	Maximum Structural Cruising Speed	110	Never exceed this speed unless in smooth air, and then only with caution
V_A	Maneuvering speed	96	Do not make full or abrupt control movements above this speed as this may cause stress in excess of limit load factor
V_{FE}	Maximum flap extended speed	67	Never exceed this speed for any flap setting
V_H	Maximum speed	120	Maximum speed in level flight at max continuous power (MSL)
V_X	Best Angle Climb	60	The speed which results in the greatest gain of altitude in a given horizontal distance
V_Y	Best Rate Climb	68	The speed which results in the greatest gain of altitude in a given time

2.1.2 Airspeed Indicator Markings

Airspeed indicator markings and their color code are explained in the following table:

MARKING	KIAS	SIGNIFICANCE
White arc	26 – 67	Flap Operating Range (lower limit is $1.1V_{SO}$, at maximum weight and upper limit is the maximum speed permissible with full flaps)
Green arc	39 – 110	Normal Operating Range (lower limit is $1.1V_{S1}$ at maximum weight and flaps at 0° and upper limit is maximum structural speed V_{NO})
Yellow arc	110 – 138	Operations must be conducted with caution and only in smooth air
Red line	138	Maximum speed for all operations

2.1.3 Powerplant Limitations

The following table lists operating limitations for aircraft installed engine:

Engine manufacturer: Bombardier Rotax GmbH.

Engine model: 912 ULS or S2

Maximum power: (see table below)

	Max Power kW (hp)	Max rpm. rpm prop.(engine)	Time max. (min.)
Max.	73.5 (98.5)	2388 (5800)	5
Max cont.	69 (92.5)	2265 (5500)	-

NOTE

Static engine rpm should be 5100 ± 250 under no wind conditions.

2.1.4 Temperatures

Max cylinder heads	135° C
Max coolant	120° C
Max. / min. Oil	50° C / 130° C
Oil normal operating temperature (approx.)	90° C – 110° C

2.1.5 Oil Pressure

Minimum	0.8 bar	Below 3500 RPM
Normal	2.0 - 5.0 bar	Above 3500 RPM

2.1.6 Operating & starting temperature range

OAT Min	-25° C
OAT Max	+50° C

Warning

Admissible pressure for cold start is 7 bar maximum for short periods.

For your information only

Bar is a unit of measure. The word comes from the Greek word baros, "weighty." We see the same root in our word, barometer, for an instrument measuring atmospheric pressure. One bar is just a bit less than the average pressure of the Earth's atmosphere, which is 1013.25 bar. In practice, meteorologists generally record atmospheric pressure in millibars (mb). In English-speaking countries, barometric pressure is also expressed as the height, in inches, of a column of mercury supported by the pressure of the atmosphere. In this unit, one bar equals 29.53 inches of mercury (in Hg) or 14.5 PSI.

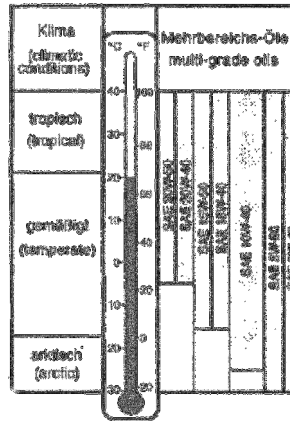
2.1.7 Fuel Pressure

Min	0.15 bar (2.2 PSI)
Max	0.40 bar (5.8 PSI)

2.1.8 Lubricant

Viscosity

Use viscosity grade oil as specified in the following table:



Warning

Admissible pressure for cold start is 7 bar maximum for short periods

Warning

Use of Aviation Grade Oil with or without additives is not permitted

2.1.9 Coolant

Coolant type and specifications are detailed into the “Rotax Operator’s Manual” and in its related documents.

2.1.10 Propeller

Manufacturer: GT Tonini
Model: GT-2/173/VRR-SRTC FW 101
Propeller type: Wood twin blade fixed pitch
Diameter: 1730 mm (68") (no reduction permitted)

2.1.11 Fuel

Two tanks:	50 liters each (13.2 gallons)
Total fuel capacity:	100 liters (26.4 gallons)
Usable fuel quantity:	99 liters (26.2 gallons)

NOTE

During all phases of flight, both tanks normally supply engine fuel feed.

Warning

Compensate for uneven fuel tank levels by closing the fuel valve on the tank with more fuel making sure that one fuel valve is in the on position at all times.

2.1.12 Approved Fuel

Min. RON 95 Auto Fuel (AKI 91 Premium USA)
AVGAS 100LL (see Warning below)

Warning

Prolonged use of Aviation Fuel Avgas 100LL results in greater wear of valve seats and greater combustion deposits inside cylinders due to higher lead content. It is therefore suggested to avoid using this type of fuel unless strictly necessary.

2.1.13 Powerplant Instrument Markings

Powerplant instrument markings and their color code significance are shown below:

Instrument		Red line Minimum limit	Green arc Normal operating	Yellow arc Caution	Red line Maximum limit
Engine Tach	Rpm	-----	1400-5500	5500-5800	5800
Oil Temp.	°C	50	90-110	50 - 90 110-130	130°C
Cylinder heads temp.	°C	-----	50 - 135	-----	135°C
Oil pressure	Bar	0.8	2 – 5	0.8 – 2 5 – 7	7
Fuel Pressure	PSI	2.2	2.2 – 5.8		5.8

2.1.14 Other Instrument Markings

Instrument	Red line Minimum limit	Green arc Normal operating	Yellow arc Caution	Red line Maximum limit
Voltmeter	10 Volt	12 - 14 Volt	----	----
Suction gauge (if installed)	4.0 in. Hg	4.5 – 5.5 in. Hg	----	----

2.1.15 Weights

Maximum takeoff weight:	600 kg (1320 lbs)
Maximum landing weight:	600 kg (1320 lbs)
Maximum baggage weight:	20 kg (44 lbs)

2.1.16 Center of Gravity Range

Forward limit	1658 mm (65.27”) (20% MAC) aft of datum for all weights
Aft limit	1836 mm (72.28”) (33% MAC) aft of datum for all weights
Datum	Propeller support flange without spacer
Ref. for leveling	Seat track supporting trusses

Warning

It is the pilot's responsibility to insure that the airplane is properly loaded

2.1.17 Approved Maneuvers

This aircraft is intended for non-aerobatic operation only. Non-aerobatic operation includes:

- Any maneuver pertaining to “normal” flight
- Stalls (except whip stalls)
- Lazy eights
- Chandelles
- Turns in which the angle of bank is not more than 60°
- Acrobatic maneuvers, including spins, are not approved

Recommended entry speeds for each approved maneuver are as follows:

Maneuver	Speed (KIAS)
Lazy eight	96
Chandelle	96
Steep turn (max 60°)	96
Stall	Slow deceleration (1 Knots/sec)

Warning

Limit load factor could be exceeded by moving the flight controls abruptly to full control deflection at a speed above V_A (96 KIAS, Maneuvering Speed).

2.1.18 Maneuvering Load Factor Limits

Maneuvering load factors are as follows:

Flaps	g	g
0°	+4	-2
38°	+1.9	0

2.1.19 Flight Crew

Minimum crew for flight is one pilot seated on the left side.

2.1.20 Kinds of Operation

2.1.21 Day VFR

The airplane, in standard configuration, is approved only for day VFR operations under VMC:

- Altimeter
- Airspeed Indicator
- Compass
- Fuel Gauges
- Oil Pressure Indicator
- Oil Temp. Indicator
- Cylinder Head Temp. Indicator
- Tachometer

Flight into expected and/or known-icing conditions is prohibited

2.1.22 Night

Night flight is approved if the aircraft is equipped as per the ASTM standard F2245-06 A2 - LIGHT AIRCRAFT TO BE FLOWN AT NIGHT as well as any pertinent FAR.

NOTE

The FAA requires that the pilot possesses a minimum of a Private Pilot certificate and a current medical to fly at night. See the FARs for more information.

2.1.23 IFR

TBA

2.1.24 Demonstrated Crosswind Safe Operations

Demonstrated crosswind component is 22 knots.

2.1.25 Service Ceiling

13,110'

2.1.26 Limitation Placards

See Section 8

SECTION 3 WEIGHT & BALANCE

3 Introduction

This section describes the procedures for determining the weight and balance of the aircraft.

3.1 Aircraft weighing procedures

3.1.1 Preparation

- Carry out weighing procedure inside closed hangar
- Remove from cabin any objects left unintentionally
- Insure on board presence of the Flight Manual
- Align nose wheel
- Drain fuel via the gascolator drain valve
- Fill oil, hydraulic fluid and coolant to operating levels
- Move sliding seats to most forward position
- Raise flaps to fully retracted position (0°)
- Place control surfaces in neutral position
- Place scales (min. capacity 200 kg 440 pounds) under each wheel
- Level the aircraft using cabin floor as datum
- Center bubble on level by deflating nose tire
- Record weight shown on each scale
- Repeat weighing procedure three times
- Calculate empty weight

3.1.2 Weighing

- Record weight shown on each scale
- Repeat weighing procedure three times
- Calculate empty weight

3.1.3 Determination of C.G. location

- Drop a plumb bob tangent to the leading edge (at 15mm inboard respect the rib # 7 riveting line) and trace reference mark on the floor
- Repeat operation for other wing
- Stretch a taught line between the two marks
- Measure the distance between the reference line and main wheel axis
- Using recorded data it is possible to determine the aircraft's C.G. location and moment (see following table)

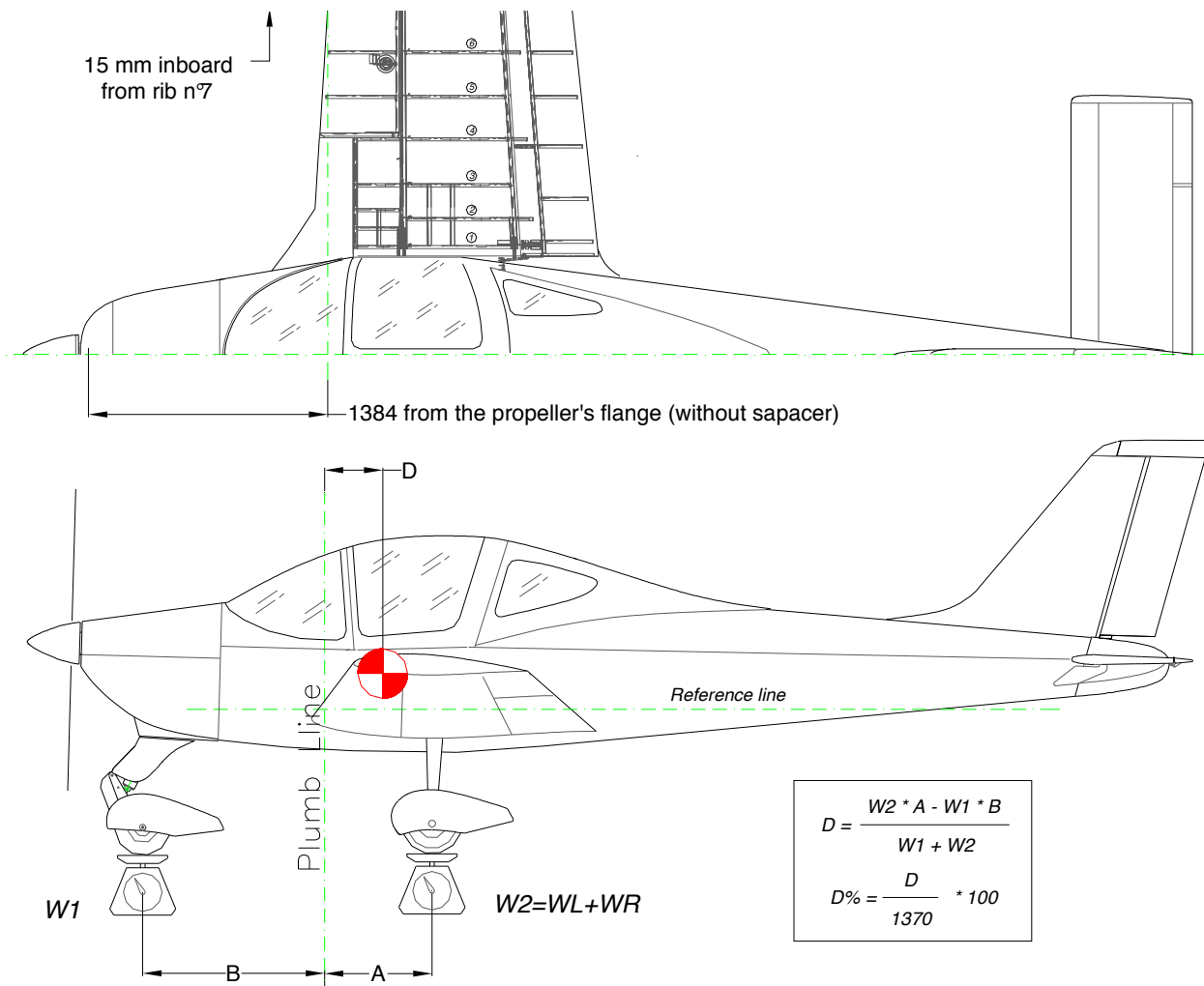
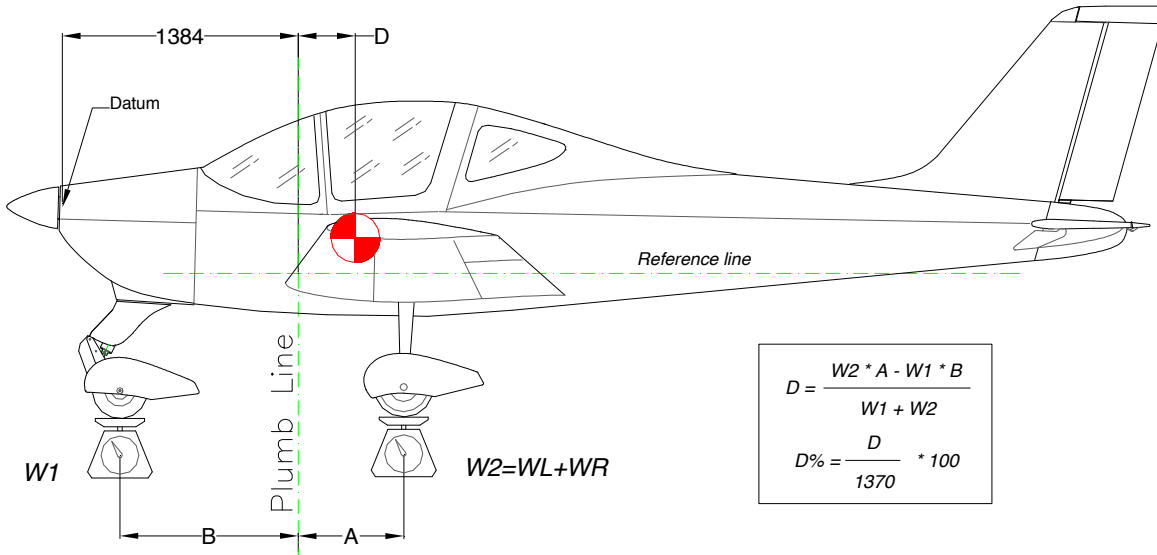


Fig.3-1

3.2 Weighing Report

Model P2002 Sierra Deluxe S/N:_____ Weighing n°_____ Date:_____



Datum: Propeller support flange without spacer.

	Kg		Meters
Nose wheel weight	W1 =	Plumb bob distance(1) LH wheel	AL =
LH wheel weight	WL =	Plumb bob distance(1) RH wheel	AR =
RH wheel weight	WR =	Average distance (AL+ AR)/2	A =
W2 = WL+WR =		Bob distance from nose wheel(1)	B =

Empty weight $W_e = W1 + W2 =$

$D = \frac{W_2 \cdot A - W_1 \cdot B}{W_e} =$	m	$D\% = \frac{D}{1.370} \cdot 100 =$
---	---	-------------------------------------

Empty weight moment: $M = [(D+1.337) \cdot W_e] =$ Kg. m

Maximum takeoff weight	WT = 600 Kg.
Empty weight	W _e =
Maximum payload WT - W _e	W _u =

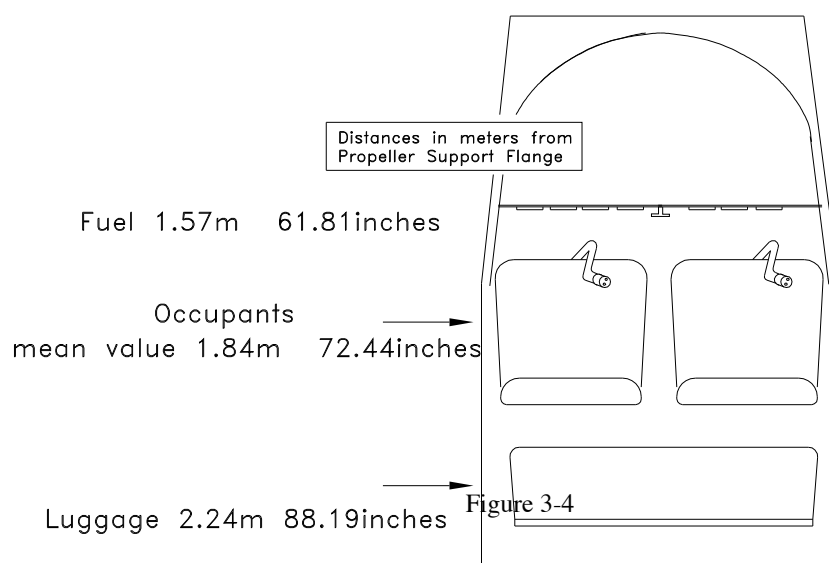
(1) To determine the Mean Aerodynamic Chord (MAC) and the plumb line see FIG. 4-1.

3.2.1 Center of Gravity Limits

Forward limit	1658 mm (65.27") (20% MAC) aft of datum for all weights
Aft limit	1836 mm (72.28") (33% MAC) aft of datum for all weights
Datum	Propeller support flange without spacer
Ref. for leveling	Seat track supporting trusses

3.2.2 Distances from the datum

The mean distances of the occupants, baggage and fuel from the datum are:



3.3 Weight and Balance

In order to compute the weight and balance of this aircraft, we have provided the following loading charts. This will reduce the amount of math you need. To compute weight and balance we use the formula below:

$$\text{Weight} * \text{Arm} = \text{Moment}$$

Pilot & Passenger				Fuel			Baggage	
Weight	Moment	Weight	Moment	Gallons	Weight	Moment	Weight	Moment
10	724,44	260	18835,56	1	6	370,88	5	440,97
20	1448,89	270	19560,01	2	12	741,77	10	881,93
30	2173,33	280	20284,45	3	18	1112,65	15	1322,90
40	2897,78	290	21008,90	4	24	1483,54	20	1763,87
50	3622,22	300	21733,34	5	30	1854,42	25	2204,83
60	4346,67	310	22457,79	6	36	2225,31	30	2645,80
70	5071,11	320	23182,23	7	42	2596,19	35	3086,76
80	5795,56	330	23906,68	8	48	2967,07	40	3527,73
90	6520,00	340	24631,12	9	54	3337,96	44	3880,50
100	7244,45	350	25355,57	10	60	3708,84		
110	7968,89	360	26080,01	11	66	4079,73		
120	8693,34	370	26804,46	12	72	4450,61		
130	9417,78	380	27528,90	13	78	4821,50		
140	10142,23	390	28253,35	14	84	5192,38		
150	10866,67	400	28977,79	15	90	5563,26		
160	11591,12	410	29702,24	16	96	5934,15		
170	12315,56	420	30426,68	17	102	6305,03		
180	13040,01	430	31151,13	18	108	6675,92		
190	13764,45	440	31875,57	19	114	7046,80		
200	14488,90	450	32600,02	20	120	7417,68		
210	15213,34	460	33324,46	21	126	7788,57		
220	15937,79	470	34048,91	22	132	8159,45		
230	16662,23	480	34773,35	23	138	8530,34		
240	17386,68	490	35497,80	24	144	8901,22		
250	18111,12	500	36222,24	25	150	9272,11		
				26	156	9642,99		

Meters	Inches	
1,57	61,81	Fuel
1,84	72,44	Pax
2,24	88,19	Baggage

To computer weight and balance:

1. Get moments from loading charts
2. Obtain the empty weight and moment from the most recent weight and balance
3. Insert the weights and the moments for fuel, occupants and baggage from the previous chart
4. Total the weight and the moment columns
5. Divide the total moment by the total weight to get the arm
6. Check that the total weight does not exceed maximum gross weight of 1320 pounds
7. Check that the arm falls within the C.G. range

Computation Chart			
	Weight (lbs)	Arm (inches)	Moment
Empty Weight			
Fuel		61,81	
Pilot & Passenger		72,44	
Baggage		88,19	
Totals			

C.G. Range		
Meters	1.6580	1.8360
Inches	65.28	72.28
Max Weight	Pounds 1320.00	Kilograms 600.00

Example Problem			
	Weight (lbs)	Arm (inches)	Moment
Empty Weight	748,9	67,79	50767,93
Fuel	150,0	61,81	9272,11
Pilot & Passenger	300,0	72,44	21733,34
Baggage	20,0	88,19	1763,87
Totals	1218,9	68,53	83537,25

In this example, the gross weight is under the max gross weight of 1320 pounds and the Arm or C.G. is within the C.G. range listed above.

3.3.1 Loading

Baggage compartment is designed for a maximum load of 20 kg (44 lbs.) Baggage must be secured using a tie-down net to prevent any baggage movement during maneuvers.

3.4 Equipment List

The following is a comprehensive list of TECNAM standard and optional supplied equipment for the Sierra Deluxe. Some of the equipment may not be installed in your airplane. The list consists of the following groups:

- Engine and accessories
- Landing gear
- Electrical system
- Instruments
- Avionics
- The following information describes each listing:
- Part-number to uniquely identify the item type
- Item description
- Serial number
- Weight in kilograms
- Distance in meters from datum

Note

Items marked with an asterisk (*) are part of basic installation.

Equipment list		Date:	
Ref.	Description & p/n	Weight kg	Datum m
	Engine & accessories		
A1	Engine Rotax 912S2 or 912ULS	61.0	0.32
A2	Propeller Tonini GT-2/173/VRR-SRTC FW101	6.0	-0.13
A3	Exhaust and manifolds - p/n 973670	4.50	0.55
A4	Heat exchanger - p/n 92-11-830	2.00	0.55
A5	Oil Reservoir (full) - p/n 956.137	4.00	0.64
A6	Oil radiator - p/n 886 025	0.40	0.07
A7	Liquid coolant radiator. - p/n 995.697	0.90	0.33
A8	Air filter K&N - p/n 33-2544	0.40	0.60
A9	Fuel pump p/n 21-11-342-000	0.10	0.71
	Landing gear and accessories		
B1	Main gear spring-leafs - p/n 92-8-300-1	5.700	1.94
B2	Main gear wheel rims. - Cleveland 40-78B	2.050	1.94
B3	Main gear tires.-Air Trac 5.00-5 AA1D4	2.580	1.94
B4	Disk brakes – Marc Ingegno	0.800	1.94
B5	Nose gear wheel rim - p/n 92-8-880-1	1.300	0.310
B6	Nose gear tire - Sava 4.00-6	1.200	0.460
B7	Nose gear fairing p/n 92-8-410-1/2	1.500	0.460
B8	Main gear fairing p/n 92-8-420-1/2	1.500	1.930
B9	Nose gear shock p/n 92-8-200-000	1.450	0.465

Equipment list		Date:	
Ref.	Description & p/n	Weight kg	Datum m
	Electrical system		
C1	Battery FIAMM 6H4P 12V 18Ah	6.00	0.71
C2	Regulator, rectifier - p/n 945.345	0.20	0.82
C3	Battery relay - p/n 111-226-5	0.30	2.59
C4	Flaps actuator control - CALA33X150/c21A	2.20	2.30
C5	Trim actuator control MAC6A	0.40	5.73
C6	Overvoltage sensor OS75-14 or ZEFTRONICS V1510A	0.30	0.80
C7	Strobe light - AS A555A-V-14V	0.15	5.89
C8	Navigation lights - AS W1285	0.15	1.75
C9	Stall warning - AS 164R	0.10	1.36
C10	Landing light - AS GE 4509	0.50	1.38
	Instruments		
D1	Altimeter United Instruments p/n 5934PM-3 or LUN 1128.10B4 -TSO C10b	0.39	1.35
D2	Airspeed Ind. – UMA T6-311-161 - TSO C2b	0.30	1.35
D3	Compass - Airpath C2300- TSO	0.29	1.35
D4	Clock - Quartz Chronometer LC2 AT420100	0.15	1.35
D5	Vertical speed indicator – VSI 2FM-3	0.35	1.35
D6	Turn and Bank Indicator – FALCON GAUGER TC02E-3-1	0.56	1.35
D7	Attitude Indicator - GH-02V-3	1.10	1.35
D8	Directional Gyro – FALCON GAUGER DG02V-3	1.10	1.35
D9	OAT Indicator – VDO 397035001G	0.05	1.35
D10	Oil & head temp. Indicator VDO 641-011- 7047/-7048	0.10	1.35
D11	Oil Temp. Ind. - VDO 644-001-7030	0.10	1.35
D12	Trim Position Indicator -MAC S6A	0.05	1.35
D13	Engine RPM Ind. Aircraft Mitchell. D1- 112-5041	1.10	1.35
D14	Fuel Quantity Ind. Road GmbH XID4000800	0.56	1.35
D15	Voltmeter Ind. VDO 190-037-001G or Speed Com Instruments 0203	010	1.35
D16	Fuel Pressure Ind. Mitchell Aircraft Inst. 10-25-058	010	1.35

Equipment list		Date:	
Ref.	Description & p/n	Weight kg	Datum m
	Avionics		
E4	GPS/NAV Receiver and R/T COM GNS 430	2.31	1.35
E5	R/T VHF COMM ICOM IC-A200	1.20	1.35
E6	ELT ACK - Model E-01	1.10	2.74
E7	Transponder-Garmin GTX320	1.00	1.35
E7	Transponder-Garmin GTX327	1.00	1.35
E8	Audio panel –Garmin GMA 340	0.50	1.35
E9	VOR/LOC Indicator–Garmin GI106A	0.64	1.35
E10	Transponder Antenna-Bendix/King KA60	0.17	1.09
E11	Transponder Antenna Garmin GTX320/327	0.17	1.09
E12	Mic - Telex TRA 100	0.17	1.90
E13	GPS Antenna Garmin GA56	0.27	1.08
E14	Comm Antenna Command Industries CI 291	0.34	3.30
E15	VOR/ILS Antenna. Command Industries CI 138C	0.26	5.80
E16	ELT Antenna Kit Model E-01	0.21	2.70
E17	Fire Extinguisher Enterprises Ltd BA51015-3	2.20	2.32
E18	First Aid Kit	0.28	2.30
E19	Altitude Encoder- Amery King Ak-30	0.25	1.00
E20	Emergency Hammer-Dmail 108126	0.35	2.30

SECTION 4 PERFORMANCE

4 Introduction

This section provides all necessary data for accurate and comprehensive flight planning from takeoff to landing.

Data reported in graphs and/or in tables were determined using:

- “Flight Test Data” under condition prescribed by ASTM and bilateral agreements
- Aircraft and engine in good condition
- Average piloting techniques

Each graph or table was determined according to ICAO Standard Atmosphere (ISA - MSL); evaluations of the impact on performance were carried out by theoretical means for:

- Airspeed
- External temperature
- Altitude
- Weight
- Type and condition of runway

4.1 Use of Performance Charts

Performance data is presented in tabular or graphical form to illustrate the effect of different variables such as altitude, temperature and weight. Given information is sufficient to plan journey with required precision and safety.

Additional information is provided for each table or graph.

4.2 Airspeed Indicator System Calibration

Graph shows calibrated airspeed V_{CAS} as a function of indicated airspeed V_{IAS}

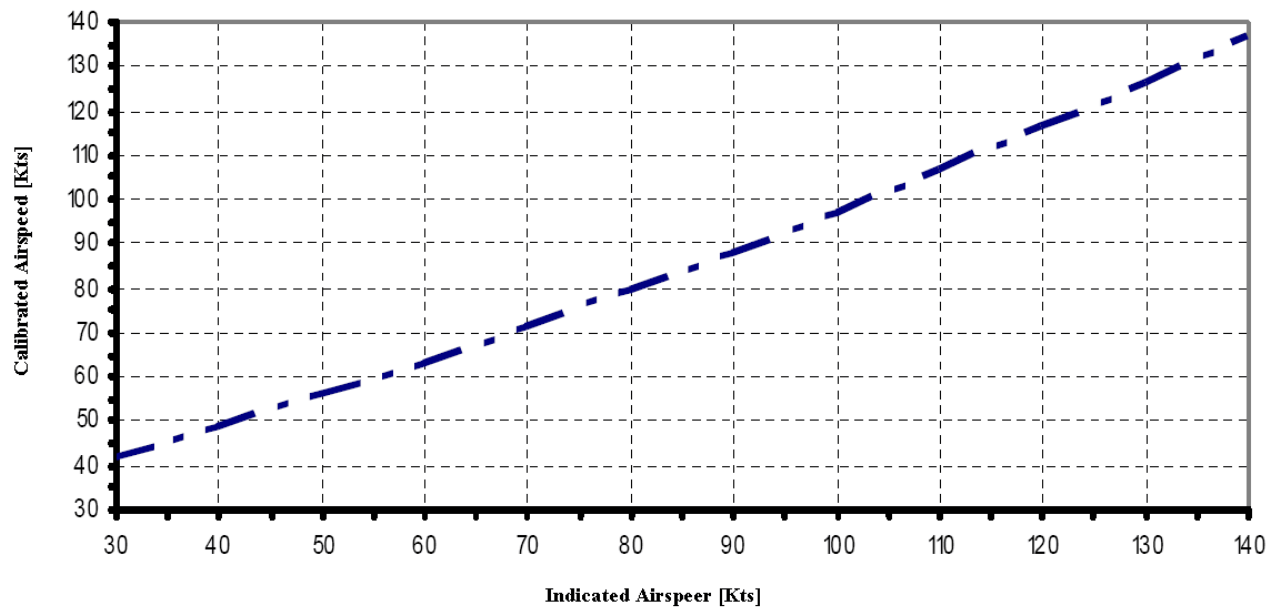


Fig. 4-1 Calibrated vs. Indicated Airspeed

4.3 ICAO Chart

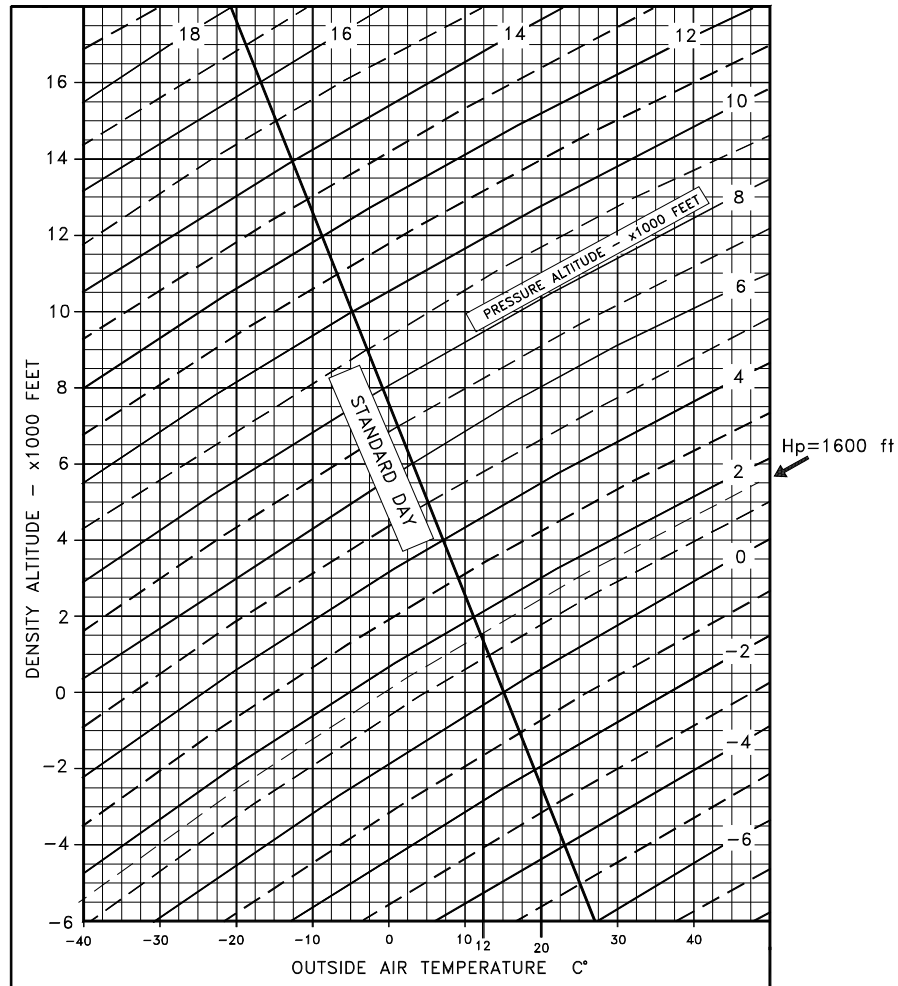


Fig.4-2. ICAO Chart

4.4 Stall Speeds

Conditions:

- Weight 600 kg (1320 lbs)
- Throttle: idle
- No ground effect

NOTE

Altitude loss during conventional stall recovery as demonstrated during test flights is approximately 100ft with banking under 30°.

LATERAL BANK								
0 °			30 °		45 °		60 °	
FLAP	KIAS	KCAS	KIAS	KCAS	KIAS	KCAS	KIAS	KCAS
0°	35	45	38	47	42	50	49	56
15°	30	42	32	44	36	46	42	51
38°	24	38	26	39	29	41	34	45

4.5 Crosswind

Maximum demonstrated crosswind velocity is 22 knots

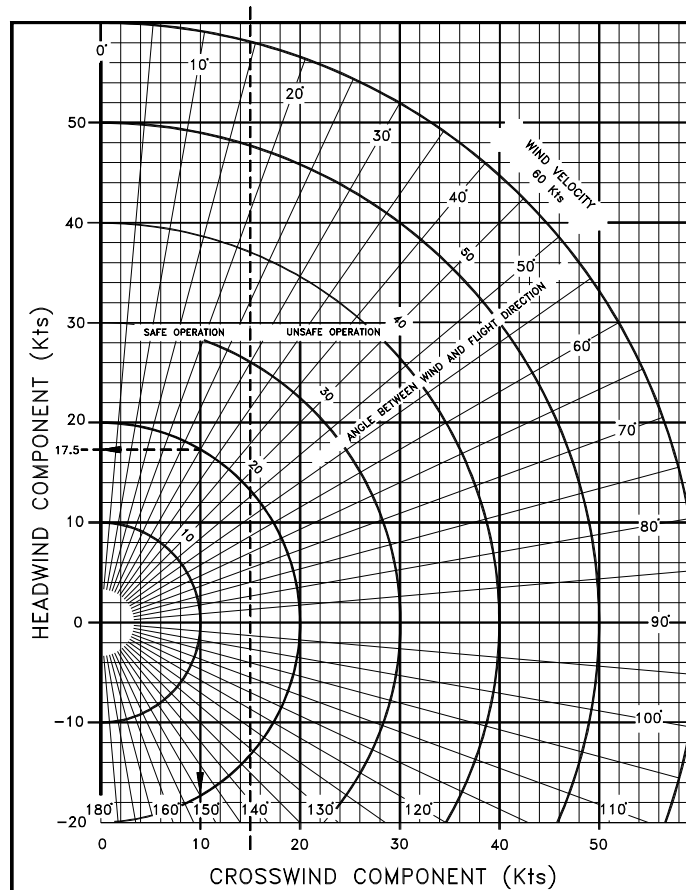


Fig.4-3.Crosswind chart

4.6 Takeoff Performance

TAKEOFF DISTANCE

Conditions:

- Flaps: T/O (15°)
- Full throttle
- $V_r = 45$ KCAS (MTOW, ISA)
- V_x flaps 15 = 53 KCAS (MTOW, ISA)
- Runway: dry, compact, grass
- Runway slope: 0°; Head wind: 0 kts
- $V_{LO} = 46$ KCAS (MTOW, ISA)
- $R/C \geq 200$ ft/min

⇒ Example:

<u>Given</u>	<u>Find</u>
O.A.T. = 15°C	TOD = 253m (830ft)
Pressure altitude = 2900 ft	TOR = 117m (384ft)
Weight = 450 kg (990lb)	

Note

- Decrease distances by 10% for each 10Kts of headwind.
- Increase distances by 20% for each 10 Knots of tailwind
- For dry and paved runway operation decrease round run by 6%

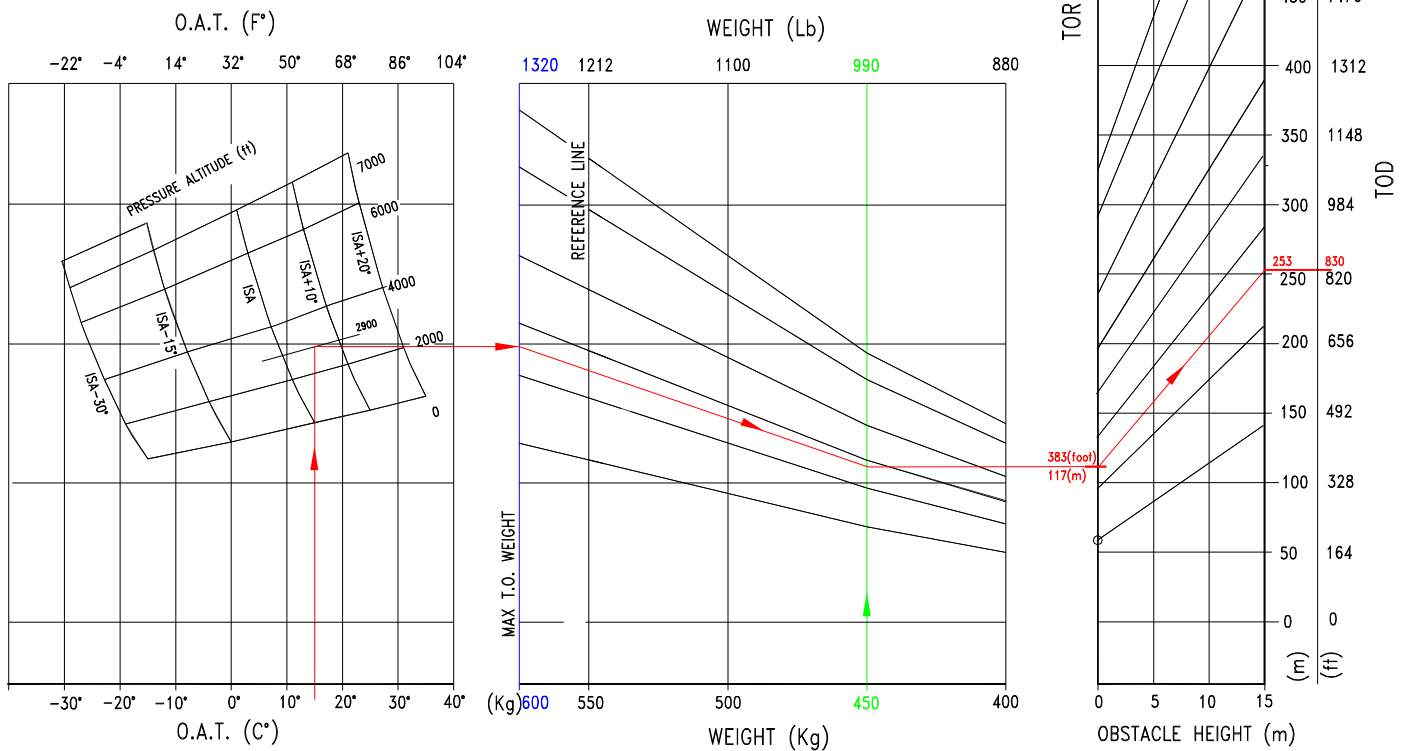


Fig 4-4: TAKEOFF PERFORMANCE

4.7 Landing Distance

Conditions:

Flap: 38°

Engine: idle

Distance over a 50' high obstacle

Runway: dry, compact, grass

Slope: 0°

Wind: zero

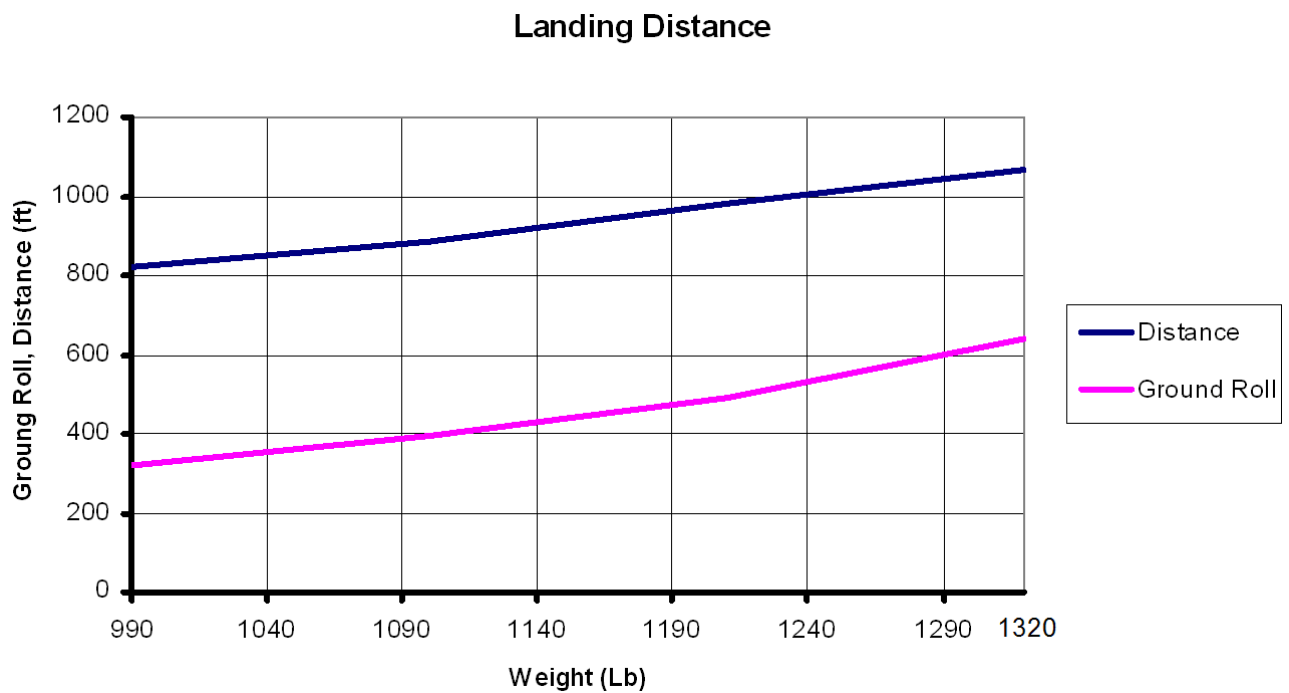


Fig. 4-7 Landing

4.8 Climb Performance

CLIMB RATE IN CLEAN CONFIGURATION

Conditions:

- Flap: 0°
- Engine: Full throttle
- V_Y

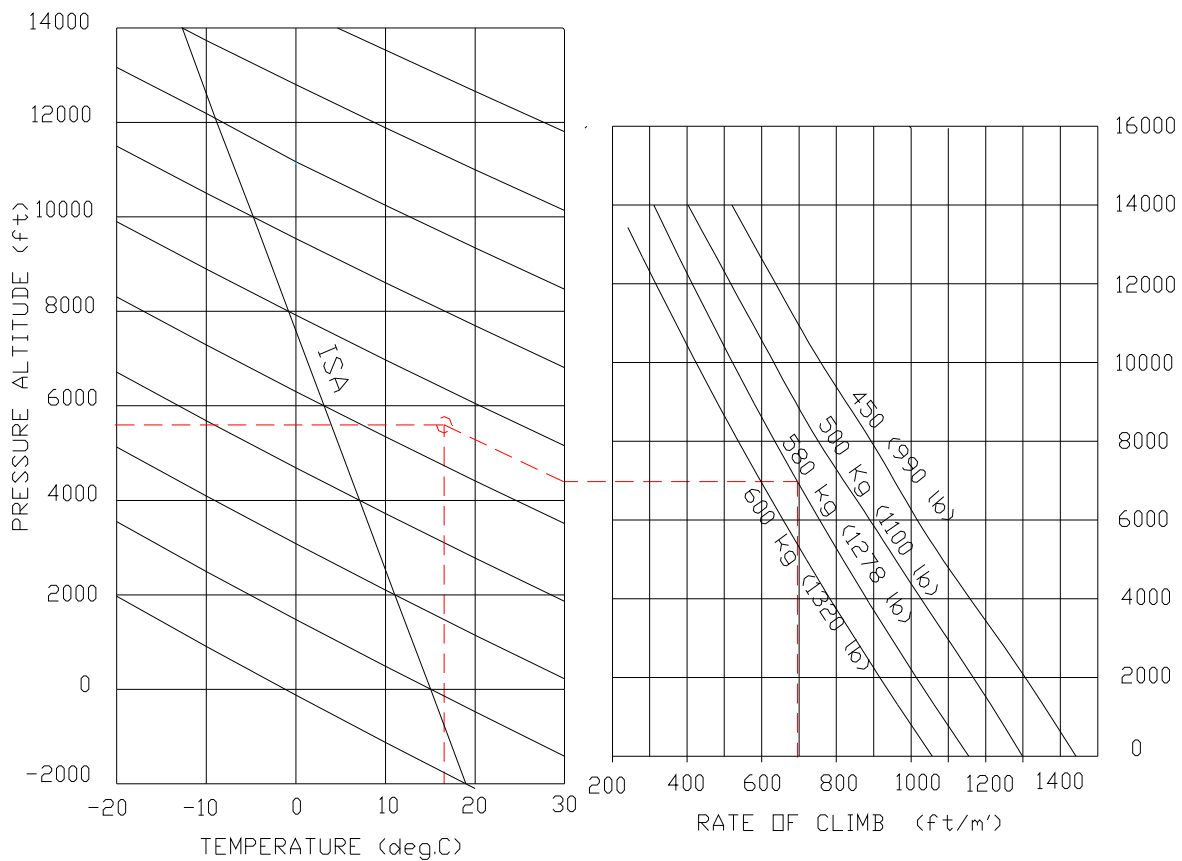


Fig. 4-5 Climb

4.9 Cruise

- Maximum takeoff weight = 600 kg (1320 lbs)
- Fuel tanks 2x50 liters (13.2 gal) (less the unusable fuel)

Pressure altitude H_p : **0 ft** OAT: **+15°C**

Engine RPM	Speed KTAS	Consumption (gal/h)	1 Endurance (hrs)	¹ Range (N.m.)
55%	4600	100	4	6.5
65%	5000	106	4.8	5.5
75%	5200	113	5.3	4.9

Pressure altitude H_p : **2000 ft** OAT: **+11°C**

Engine RPM	Speed KTAS	Consumption (gal/h)	1 Endurance (hrs)	¹ Range (N.m.)
55%	4600	102	4	6.5
65%	5000	108	4.8	5.5
73%	5200	114	5.2	5.0

Pressure altitude H_p : **4000 ft** OAT: **+7°C**

Engine RPM	Speed KTAS	Consumption (gal/h)	1 Endurance (hrs)	¹ Range (N.m.)
55%	4600	106	4	6.5
60%	5000	108	4.5	5.8
70%	5200	114	4.9	5.3

Pressure altitude H_p : **6000 ft** OAT: **+3°C**

Propeller RPM	Speed KTAS	Consumption (gal/h)	1 Endurance (hrs)	¹ Range (N.m.)
55%	5000	107	4	6.5
60%	5200	109	4.5	5.8

¹ Range and endurance are intended approximate and referred to a “zero” wind condition.

Pressure altitude H_p : **8000 ft** OAT: **-0.8°C**

Propeller RPM	Speed KTAS	Consumption (gal/h)	1 Endurance (hrs)	¹ Range (N.m.)
55%	5150	108	4	6.5
58%	5200	110	4.3	6.0

Pressure altitude H_p : **10000 ft** OAT: **-5°C**

Propeller RPM	Speed KTAS	Consumption (gal/h)	1 Endurance (hrs)	¹ Range (N.m.)
55%	5200	108	4	6.5

Pressure altitude H_p : **12000 ft** OAT: **-9°C**

Propeller RPM	Speed KTAS	Consumption (gal/h)	1 Endurance (hrs)	¹ Range (N.m.)
50%	5200	104	3.7	7.0

4.10 Balked Landing

RATE OF CLIMB: BALKED LANDING

Conditions:

- Weight = 1279 lbs	- Engine: full throttle
- Flaps: LAND (38°)	- 45 KIAS

Note

During balked landing maneuver, flaps should be retracted to 15° ASAP after applying full power.

⇒ Example:

Given	Find
Pressure altitude = 7000 ft	Rate of climb = 230 ft/min
Conditions: ISA	

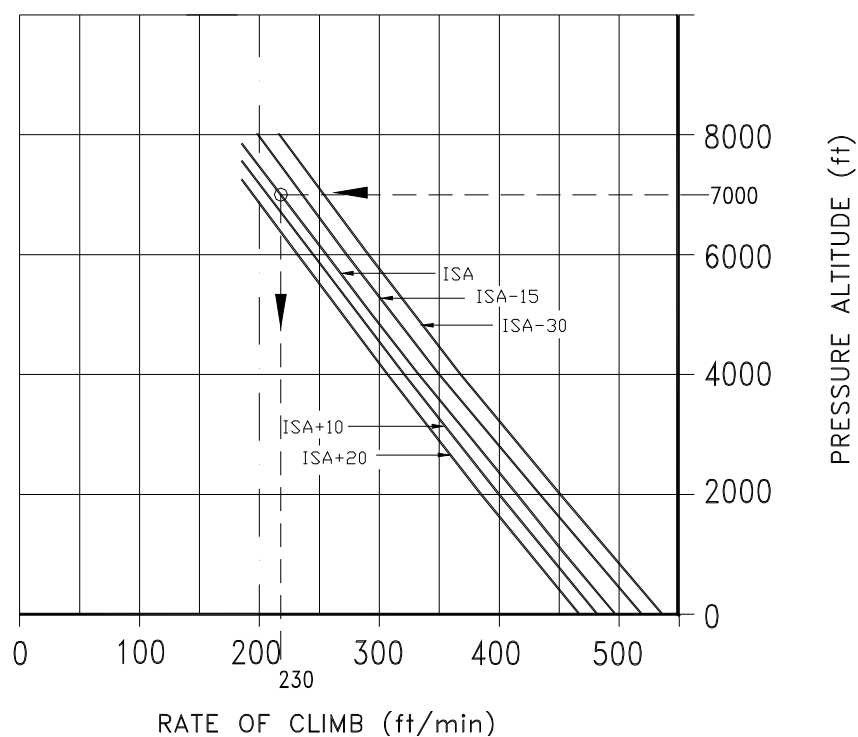


Fig.4-7 Balked Landing

4.11 Effects of Rain and Insects

Flight tests have demonstrated that neither rain nor insect impact build-up on leading edge has caused substantial variations on aircraft's flight qualities.

4.12 Noise Data

Noise level was determined according to EASA CS-36 1st edition dated 17th October 2003, with reference to ICAO/Annex 16 3rd edition dated 1993, Vol. I° chapter 10, and resulted equal to 62.36 db.

SECTION 5

EMERGENCY PROCEDURES

5 Introduction

Section 6 includes checklists and detailed procedures to be used in the event of emergencies. Emergencies caused by a malfunction of the aircraft or engine are extremely rare if appropriate maintenance and pre-flight inspections are carried out.

In case of emergency, suggestions of the present section should be considered and applied as necessary to correct the problem.

Before operating the aircraft, the pilot should become thoroughly familiar with the present manual and, in particular, with the present section. Further, a continued and appropriate training program should be provided.

In case of emergency the pilot should act as follows:

- Keep control of the airplane
- Analyze the situation
- Apply the pertinent procedure
- Inform the Air Traffic Control if time and conditions allow

AIRSPEEDS FOR SAFE OPERATION IN EMERGENCY SITUATIONS - IAS	
Engine failure after takeoff (15 degrees of flaps)	60 Knots
Engine failure during flight	68 Knots
Maneuvering speed	96 Knots
Maximum glide	68 Knots

5.1 Engine Failures

If an emergency arises, the basic guidelines described in this section should be considered and applied as necessary to correct the problem.

5.1.1 Engine Failures on Ground

5.1.1.1 ENGINE FAILURE DURING TAKEOFF RUN

Throttle: IDLE
 Brakes: APPLY AS NEEDED
 Ignition Switches: OFF
 Master switch: OFF
 When the airplane is under control
 Fuel selector valves: OFF
 Electric fuel pump: OFF

5.1.2 Engine Failure during Flight

5.1.2.1 ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

Airspeed: 60 knots
 Find a suitable place on the ground to land safely. The landing should be planned straight ahead with only small changes in directions not exceeding 45° to the left or 45° to the right
 Flaps: AS REQUIRED
 Throttle: AS REQUIRED
 At touch down
 Ignition Switches: OFF
 Master switch: OFF
 Fuel selector valves: OFF
 Electric fuel pump: OFF

5.1.2.2 IRREGULAR ENGINE RPM

Throttle: CHECK
 Engine gauges: CHECK
 Fuel quantity indicators: CHECK
 Carburetor heat: ON
 Electric fuel pump: ON
If the engine continues to run irregularly:
 Fuel selector valve: BOTH ON
If the engine continues to run irregularly:
 Land: ASAP

5.1.2.3 LOW FUEL PRESSURE

If the fuel pressure indicator falls below the (0.15 bar) limit:
 Fuel quantity indicators: CHECK
 Electric fuel pump: ON
If the engine continues to run irregularly:
 Fuel selector valves: BOTH ON
If the fuel pressure continues to be low:
 Land as soon as possible

5.1.2.4 LOW OIL PRESSURE

Oil temperature:..... CHECK

If the temperature tends to increase:

If stable within the green arc: LAND as soon as possible

If increasing:..... LAND as soon as possible and be alert for impending engine failure

5.1.2.5 IN-FLIGHT ENGINE RESTART

Altitude:..... Preferably below 4000 ft

Carburetor heat: ON

Electric fuel pump: ON

Fuel selector valves: BOTH ON

Throttle:..... MIDDLE POSITION

Ignition switches: ON

Master Switch:..... START

If the restart attempt fails:

Procedure for a forced landing: APPLY

In case of an engine restart:

Land as soon as possible

5.1.2.6 ENGINE OUT GLIDE

Flaps: RETRACT

Speed: 68 KIAS

Electric equipments: OFF

In-flight engine restart: If conditions permit, try to restart several times

NOTE

Glide ratio is 12.8 therefore with 1000 ft of altitude; it is possible to cover ~2 nautical miles in zero wind conditions.

5.2 Smoke and Fire

5.2.1 Engine Fire while Parked

Fuel selector valves: OFF

Electric fuel pump: OFF

Ignition Switches: OFF

Master switch: OFF

Parking brake: SET

Escape rapidly from the aircraft

5.2.2 Engine Fire during Takeoff

Throttle:..... IDLE

Brakes:..... AS NEEDED

With the airplane is under control:

Fuel selector valves: OFF

Electric fuel pump: OFF

Cabin heating: OFF

Ignition Switches: OFF

Master switch: OFF

Parking brake: SET

Escape rapidly from the aircraft

5.2.3 Engine Fire in-Flight

Cabin heat: OFF
 Fuel selector valves: OFF
 Electric fuel pump: OFF
 Throttle: FULL IN until the engine stops running
 Cabin vents: OPEN
 Ignition Switches: OFF
Do not attempt an in-flight restart
 Procedure for a forced landing: APPLY

5.2.4 Cabin Fire during Flight

Cabin heat: OFF
 Cabin vents: OPEN
 Canopy: OPEN, if necessary
 Master switch: OFF
 Try to choke the fire. Direct the fire extinguisher towards flame base
 Procedure for a forced landing: APPLY

5.3 Landing Emergency

5.3.1.1 FORCED LANDING WITHOUT ENGINE POWER

Establish: 68 KIAS
 Locate most suitable terrain for emergency landing, upwind if possible
 Fuel selector valves: OFF
 Electric fuel pump: OFF
 Ignition Switches: OFF
 Safety belts: TIGHTEN
 Canopy: LOCKED
Landing assured:
 Flaps: AS NECESSARY
 Master switch: OFF
 Touchdown Speed: 48 KIAS

5.3.1.2 POWER-ON FORCED LANDING

Descent: ESTABLISH
 Flaps: AS NECESSARY
 Establish: 68 KIAS
 Select terrain area most suitable for emergency landing and flyby checking for obstacles and wind direction
 Safety belts: TIGHTEN
 Canopy: LOCKED
Landing assured:
 Flaps: AS NECESSARY
 Fuel selector valves: OFF
 Electric fuel pump: OFF
 Ignition Switches: OFF
 Master switch: OFF

5.3.1.3 LANDING WITH A FLAT NOSE TIRE

Pre-landing checklist: COMPLETE
 Flaps: FULL
 Land and maintain aircraft NOSE HIGH attitude as long as possible

5.3.1.4 LANDING WITH A FLAT MAIN TIRE

Pre-landing checklist: COMPLETE

Flaps: FULL

Note

Align the airplane on the opposite side of runway to the side with the defective tire to compensate for change in direction, which is to be expected during final rolling.

Touchdown with the GOOD TIRE FIRST and hold aircraft with the flat tire off the ground as long as possible.

5.4 Recovery from Unintentional Spin

Power: IDLE

Ailerons: NEUTRAL (and Flaps Up)

Rudder: FULL OPPOSITE

Elevator: THROUGH NEUTRAL

HOLD THESE INPUTS UNTIL ROTATION STOPS, THEN:

Rudder: NEUTRAL

Elevator: RECOVER

Note

Use elevator control to recover to straight and level or a climbing attitude

Note

The first letter in each of the four primary recovery inputs spells out the acronym, PARE (pronounced “pair”). PARE is a convenient memory aid that points the way to spin recovery. The PARE format mimics the most docile spin configuration possible, affording the greatest response to recovery inputs. Errant control inputs that may aggravate the spin are avoided in the process. As a mental checklist, it forces you to focus on the appropriate recovery actions. Calling each item out loud also tends to reinforce the physical inputs.

5.5 Other Emergencies

5.5.1 UNINTENTIONAL FLIGHT INTO ICING CONDITIONS

Get away from icing conditions by changing altitude or direction of flight in order to reach an area with warmer external temperature.

Carburetor heat: ON

Increase rpm to avoid ice formation on propeller blades.

Cabin heat: ON

WARNING

In case of ice formation on wing leading edge, stall speed may increase.

5.5.2 Carburetor Ice

5.5.2.1 AT TAKEOFF

At takeoff, carburetor heat is normally OFF given the unlikely possibility of ice formation at full throttle

5.5.2.2 IN FLIGHT

With external temperatures below 15° C, or on rainy days or with humid, cloudy, hazy or foggy conditions or whenever a power loss is detected, turn carburetor heat to ON until engine power is back to normal.

5.6 Electric Power System Malfunction

Electric power supply system malfunctions may be avoided by carrying out inspections as scheduled and prescribed in the Service Manual. Causes for malfunctions are hard to establish but, in any case, problems of this nature must be dealt with immediately. The following may occur:

5.6.1 GENERATOR LIGHT ILLUMINATES

Generator light may illuminate for a faulty alternator. If the generator light illuminates proceed as follows:

- LAND as soon as possible
- Continue flight on battery power alone; the battery is capable of supplying the electrical system for about 20 minutes with normal flight electric loads including operation of flap and trim.

5.7 Trim System Failure

5.7.1 LOCKED CONTROL

In case the trim control should not respond, act as follows:

Breakers..... CHECK
LH/RH switch CHECK for correct position
Airspeed Adjust speed to control aircraft without excessive stick force
Land aircraft as soon as possible

SECTION 6

NORMAL PROCEDURES

6 Introduction

Section 6 contains checklists and the procedures for normal operation.

6.1 Removing and Reinstalling the Engine Cowling

6.1.1 Upper Cowling

Parking brake:ON or chocks installed

Fuel selector valves:OFF

Ignition Switches:OFF

Master switch:OFF

- Unlatch all four butterfly Cam-locks mounted on the top cowling by rotating them 90° counter clockwise while slightly pushing inwards.
- Remove the four screws holding the top canopy to the bottom.
- Remove top engine cowling paying attention to propeller shaft passing through nose.

To reinstall:

- Rest cowling horizontal insuring proper fitting of nose base reference pins. Reinstall the four screws.
- Secure latches by applying light pressure, check for proper assembly and fasten Cam-locks.

WARNING

Butterfly Cam-locks are locked when tabs are horizontal and open when tabs are vertical. Verify tab is below latch upon closing.

6.1.2 Lower Cowling

After disassembling upper cowling

- Move the propeller to a horizontal position
- Using a standard screwdriver, press and rotate 90° the two Cam-locks positioned on lower cowling by the firewall.
- Disconnect the ram-air duct from the NACA intake. Pull out the first hinge pin positioned on the side of the firewall, then, while holding cowling, pull out second hinge pin; remove cowling with downward motion.

For installation follow reverse procedure

Checklist Procedures

6.1.3 Pre-Flight Inspection

Before each flight, it is necessary to carry out a complete inspection of the aircraft starting with an external inspection followed by an internal inspection.

6.1.3.1 Cabin Inspection

All required paperwork: ONBOARD
 Weight and balance: CHECK
 Safety belts used to lock controls: RELEASE
 Flight controls: CHECK
Check for freedom of movement and proper direction
 Parking brake: SET
 Friction lock: CHECK
 Throttle: IDLE
 Ignition Switches: OFF
 Master switch: ON
 Generator light: ON
 Aux. Alternator switch (if installed): ON
 Alternator light: ON
 Fuel pump: ON
Check for audible sound and operation of fuel pressure indicator
 Fuel pump: OFF
 Flaps: EXTEND
Visually check that flaps are fully extended and instrument indication is correct
 Trim: CHECK
Activate control in both directions checking for travel limits and instrument indication
 Stall warning: CHECK
 Navigation lights and strobe-light: CHECK

NOTE

Strobe lights won't work without the engine running

Landing light: CHECK
 Fuel Tank levels: CHECK
 Master switch: OFF

WARNING

Fuel level indicated by the fuel quantity indicators (on the instrument panel) is only indicative. For flight safety, pilot should verify actual fuel quantity visually in tanks before takeoff.

6.1.3.2 External Inspection

To carry out the external inspection it will be necessary to follow the checklist below with the station order outlined in fig. 6-1. Visual inspection is defined as follows: check for defects, cracks, detachments, excessive play, and unsafe or improper installation as well as for general condition. For control surfaces, visual inspection also involves additional check for freedom of movement and security.

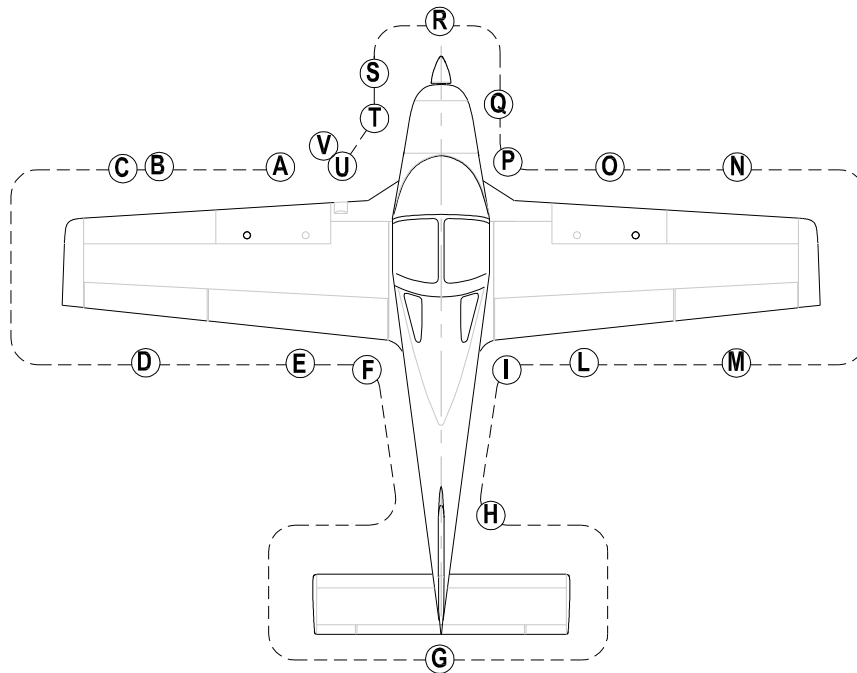


FIG. 6-1

- A. Left fuel filler cap: CHECK visually for desired fuel level and secure
- B. Pitot tube: Remove pitot tube cover and check that the pitot tube mounted on the left wing is unobstructed. Do not blow inside pitot tube
- C. Left side leading edge and wing skin: CHECK for damage
- D. Left aileron: CHECK for damage, freedom of movement: Left tank vent: CHECK for obstructions
- E. Left flap and hinges: CHECK security
- F. Left main landing gear: CHECK inflation 23 psi (1.6 bar), tire condition, alignment, fuselage skin condition
- G. Horizontal tail and tab: CHECK for damage, freedom of movement
- H. Vertical tail and rudder: CHECK for damage, freedom of movement (note: do not move rudder unless nosewheel is lifted off the ground)
- I. Right side main landing gear: CHECK inflation 23 psi (1.6 bar), tire condition, alignment, fuselage skin condition
- J. Right flap and hinges: CHECK security
- K. Right aileron: CHECK for damage, freedom of movement; Right side tank vent: check for obstructions
- L. Right leading edge and wing skin: CHECK for damage
- M. Stall indicator micro switch: Check freedom of movement, turn on Master switch and check cabin acoustic warning signal is operative, turn off Master switch
- N. Right side fuel filler cap: CHECK visually for desired fuel level and secure
- O. Nose wheel strut and tire: CHECK inflation 15 psi (1.0 bar), tire condition and condition of rubber shock absorber discs. Check the right static port for obstructions
- P. Propeller and spinner condition: CHECK for nicks and security
- Q. Open both engine cowlings and perform the following checklist:
 - Check no foreign objects are present

- Check the cooling circuit for losses, check coolant reservoir level, and insure radiator honeycomb is unobstructed
- Check lubrication circuit for losses, check oil reservoir level, and insure radiator honeycomb is unobstructed
- Open both fuel shutoff valves and inspect fuel lines for leaks. Drain gascolator using a cup to collect fuel by opening the drain valve located on the firewall, close shutoff fuel valves. Check for water or other contaminants
- Silent-block suspensions: CHECK integrity
- Intake system: Check connection and integrity of air intake system, visually inspect that ram air intake is unobstructed
- All parts: Check they are secure or safety wired

WARNING

Drainage operation must be carried out with aircraft parked on level surface.

- R. Engine cowlings CLOSE
- S. Landing Light: CHECK
- T. Tow bar and chocks: REMOVE

6.1.3.3 BEFORE START

- Parking brake: SET
- Flight controls: CHECK
- Throttle: IDLE
- Friction lock: ADJUST
- Master switch: ON
- Generator light: ON
- Aux. Alternator switch (if installed): ON
- Aux. Alternator light (if installed): ON
- Trim control: CENTERED
- Trim switch: LEFT
- Landing light: CHECK
- Fuel quantity: CHECK

Note

Compare the fuel levels read by the fuel quantity indicators with the quantity present in the tanks

- Master switch: OFF
- Seat position and safety belts: ADJUST
- If flying solo:*
- Passenger belts: SECURED / CLEAR OF CONTROLS
- Canopy: CLOSED AND LOCKED

6.1.3.4 STARTING ENGINE

- Brakes: SET
- Master switch: ON
- Fuel selector valves: BOTH ON
- Electric fuel pump: ON
- Throttle: IDLE
- Choke: AS NEEDED
- Propeller area: CLEAR

WARNING

Check to insure no person or object is present in the area close to propeller

Strobe light: ON
 Ignition Switches: ON
 Master Switch: START

Note

Activate starter for max of 10 seconds on followed by a cooling period of 2 minutes off before attempting a re-start

Oil pressure: CHECK
 Engine instruments: CHECK
 Choke: OFF
 Engine rpm: 2000-2500 rpm
 Electric fuel pump: OFF
 Fuel pressure: CHECK

6.1.3.5 BEFORE TAXI

Radio and Avionics (if installed): ON
 Altimeter: SET
 Direction indicator (if installed): SET
 Parking brake: OFF

6.1.3.6 TAXI

Brakes: CHECK
 Flight instruments: CHECK

6.1.3.7 BEFORE TAKE-OFF

Parking brake: ON
 Engine instruments: CHECK

- Oil temperature: 90°-110 ° C
- Cylinder head temperature: 90° - 135 °C
- Oil pressure: 2 - 5 bar
- Fuel pressure: 0.15 – 0.40 bar

Generator light: OFF
 External Alternator light (if installed): OFF
 Throttle: 4000 RPM

To test ignition systems:

- Maximum RPM drop with only one ignition 300 rpm
- Maximum differential between LEFT or RIGHT 120 rpm

Carburetor Heat: CHECK
 Throttle: IDLE
 Fuel quantity indicators: CHECK
 Fuel selectors: BOTH ON
 Flaps: T/O (15°)
 Flight controls: CHECK
 Trim: CENTER
 Seat belts: FASTENED
 Canopy: CLOSED & LOCKED
 Transponder (if installed): ALT

6.1.3.8 TAKEOFF AND CLIMB

Parking brake: OFF
 Carburetor heat: OFF
Taxi to line-up:
 Magnetic compass and DG: CHECK, SET
 Throttle: FULL

Note

Static RPM is approximately 5100 ± 250 rpm

Engine instruments: CHECK
 Vr (Rotation speed): ~ 48 KIAS

Note

Rotate to takeoff attitude and accelerate to a climb speed of 60 knots with 15° Flaps

Above 300' AGL:

Flaps: RETRACT
 Establish Vy clean: 68 KIAS
 Trim: ADJUST
 Cruise climb: 75 – 80 KNOTS
 Electric Fuel Pump: OFF

6.1.3.9 CRUISE

Reaching cruise altitude:

Throttle: SET (5500 RPM Max)
 Engine instruments: CHECK

- Oil temperature: 90°-110 ° C
- Cylinder head temperature: 90° - 135 °C
- Oil pressure: 2 - 5 bar
- Fuel pressure: 0.15 – 0.40 bar

CAUTION

Normal position of the fuel selectors is both on. Check fuel balance and fuel pressure. If necessary, shut off the higher reading tank using the appropriate fuel shutoff valve. Check fuel pressure again. **BE SURE THAT ONE TANK IS FEEDING THE ENGINE AT ALL TIMES!**

Note

Check fuel gauges frequently with one tank shut off to prevent fuel starvation.

6.1.3.10 BEFORE LANDING

Electric fuel pump: ON
 Landing light (if installed): ON
On downwind leg: Speed and flaps at your discretion based on traffic, etc.
 Traffic: CHECK
 Flaps: AS DESIRED
 Optimal touchdown speed (full flaps): 40 KNOTS
 Optimal touchdown speed (full flaps): 40 KNOTS

6.1.3.11 BALKED LANDING

Throttle: FULL
 Airspeed: 60 KIAS
 Flaps position: TO 15 degrees
 Airspeed: 65 KIAS
 Trim: ADJUST
Above 300' AGL:
 Flaps: RETRACT
 Establish Vy clean: 68 KIAS

Trim: ADJUST
 After takeoff checklist: COMPLETE

6.1.3.12 AFTER LANDING

Taxi at an appropriate speed for conditions

Flaps: UP
 Transponder: STANDBY

6.1.3.13 ENGINE SHUT DOWN

Keep engine running at 2500 rpm for about one minute in order to reduce latent heat. This can be accomplished during taxi.

Note

Do not ride the brakes. If necessary stop for one minute with parking brake on to cool.

Electrical equipment (except the Strobe Light): OFF
 Ignition switches: OFF
 Strobe light: OFF
 Master switch: OFF
 One or both fuel valves: OFF
 Parking brake: ON
 Chocks: INSTALL
 Parking brake: OFF

6.1.3.14 POSTFLIGHT CHECK

Pitot tube cover: INSTALL
 Aircraft: TIED DOWN
 Control locks (if available): INSTALL
 Chocks: INSTALL
 Parking brake: OFF
 Canopy: CLOSED & LOCKED

SECTION 7

GROUND HANDLING & SERVICE

7 Introduction

This section contains factory-recommended procedures for proper ground handling and routine care and servicing. It also identifies certain inspection and maintenance requirements, which must be followed if the aircraft is to retain its new-plane performance and dependability. It is recommended to follow a planned schedule of lubrication and preventive maintenance based on climatic and flying conditions encountered locally.

7.1 Aircraft Inspection Periods

Inspection intervals occur at 100 hours and in accordance with special inspection schedules which are added to regularly scheduled inspections. Correct maintenance procedures are described in the aircraft's Service Manual or in the engine's Maintenance Manual.

7.2 Aircraft Alterations or Repairs

For repairs, refer to aircraft's Maintenance Manual.

7.3 Ground Handling

7.3.1 Towing

The use of a towbar is recommended. But, pulling on the propeller near the axle you can safely maneuver the aircraft. Aircraft may be steered by turning rudder or, for steep turns, by pushing lightly on tailcone to lift nose wheel.

7.3.2 Parking and Tiedown

When parking airplane outdoors, head it into the wind and set the parking brake. If chocks or wedges are available it is preferable to use the latter.

In severe weather and high wind conditions it is wise to tie the airplane down. Tie-down ropes shall be fastened to the specific wings' attachments and anchoring shall be provided by ramp tie-downs. Nose gear fork can be used for front tie-down location.

Flight controls shall be secured to avoid possible damage to control surfaces. Seatbelts may be used to latch control stick to prevent control movement.

7.3.3 Jacking

Given the light empty weight of the aircraft, lifting one of the main wheels can easily be accomplished even without the use of hydraulic jacks. For an acceptable procedure please refer to the Maintenance Manual.

7.3.4 Leveling

Aircraft leveling may become necessary to check wing incidence, dihedral or the exact location of CG. Longitudinal leveling verification is obtained placing a level longitudinally, over the aft part of the cabin floor (just in front of the seat).

7.3.5 Road Transport

It is recommended to secure tightly all aircraft components onto the cart to avoid damage during transport. Minimum cart size is 7x2.5 meters. It is suggested to place wings under the aircraft's bottom, secured by specific clamps. Secondary

components such as stabilator and struts shall be protected from accidental hits using plastic or other material. For correct rigging and de-rigging procedure, refer to Maintenance Manual.

7.3.6 Ground anchorage

The airplane should be moored for immovability, security and protection. FAA Advisory Circular AC 20-35C, Tiedown Sense, contains additional information regarding preparation for severe weather, tiedown, and related information. The following procedures should be used for the proper mooring of the airplane:

1. Head the airplane into the wind if possible.
2. Retract the flaps.
3. Chock the wheels.
4. Lock the control stick using safety belts.
5. Secure tie-down ropes to the wing tie-down rings and to the tail ring at approximately 45-degree angles to the ground, in longitudinal direction (see Fig.8-1).

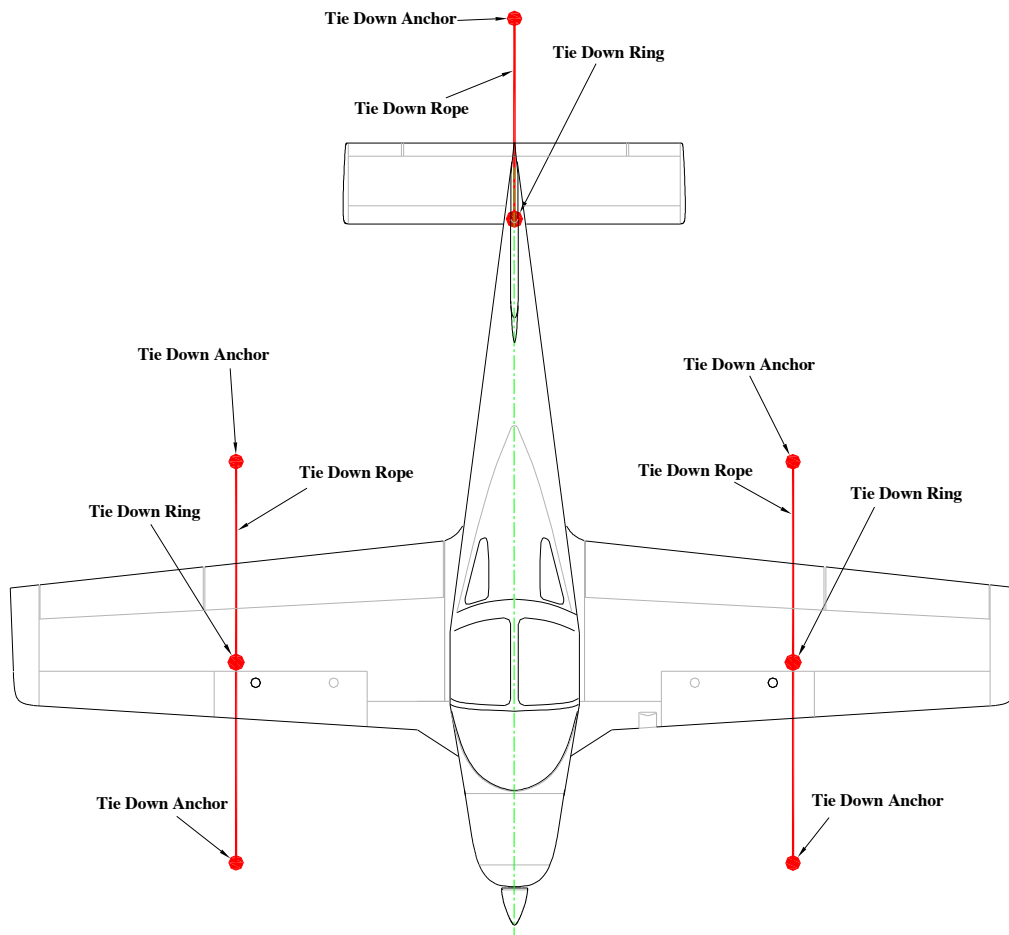


Fig. 7-1. Cable positioning

7.3.7 Cleaning and Care

To clean painted surfaces, use a mild detergent such as shampoo normally used for car finish; use a soft cloth for drying.

The plastic windshield and windows should never be dusted when dry; use lukewarm soapy water and dry using chamois only. It is possible to use special glass detergents but, in any case, never use products such as gasoline, alcohol, acetone or other solvents.

To clean cabin interior, seats, upholstery and carpet, it is generally recommended to use foam-type detergents.

Section 8

REQUIRED PLACARDS AND MARKINGS

8 Required Placards and Markings

The following limitation placards must be placed in plain view on the aircraft.
Near the airspeed indicator a placard will state the following:

Maneuvering speed $V_A=96$ KIAS

On the right hand side of the panel a placard will state the following:

Passenger Warning

This aircraft was manufactured in accordance with Light Sport aircraft airworthiness standards and does not conform to standard category airworthiness requirements.

On the pilot's panel a placard will state the following:

NO INTENTIONAL SPINS

Near baggage compartment a placard will state the following:

Fasten tie-down net
Maximum weight 44 lbs

On the wing root there are the following placards:

LIGHT SPORT

NO STEP

For other required placards see Line Maintenance Manual

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