



CAVALON

Pilot Operating Handbook

NOTE

During the approval/certification process all required safe loads have been successfully demonstrated. However, the gyroplane may be exposed to unpredictable and high loads especially when operated on rough surfaces, such as an unprepared grass strip. In this case it is even more essential to perform a thorough pre-flight inspection and have components and parts replaced, where needed.

NOTE

The choice, selection and use of this particular aircraft for the purpose chosen is at the sole discretion and responsibility of the owner/pilot. RotorSport UK Ltd and AutoGyro GmbH take no responsibility for your decision to fly.

This aircraft is operated under a Permit to Fly, or restricted Certificate of Airworthiness. This means that it is only allowed to be used for recreation, or flight training (where allowed). It also means that the aircraft has not been certified to any international standard, and that the components used in the aircraft are not necessarily certified parts. Whilst the manufacturer takes great care to ensure the parts are of appropriate quality, the level of guaranteed service is less than that with a certified aircraft, and pilot operators must consider this in their flight planning

In common with other aircraft of this type the Cavalon utilises a non-certified engine. This means that there may be a higher risk of engine failure than in a certified aircraft, with the associated risks of damage or injury as the result of an unplanned landing. Therefore strict compliance with the engine manufacturer's maintenance schedules, operational procedures and any additional instructions which may be given to you by AutoGyro GmbH, on behalf of the engine supplier, is essential. The aircraft must always be flown with the risk of engine failure in mind, and must not be flown over any areas where a forced landing cannot be safely executed.

Similarly the aircraft instruments (and other equipment) are non-certified. Gauges may fail completely, or part fail such that a gauge may under or over-read, or fluctuate. Good judgement must be used in monitoring instruments, and timely action taken should a reading be in doubt.

2.2 Environmental Limitations

Maximum wind speed or gust intensity	40 kts
Maximum demonstrated crosswind component for take-off and landing ...	20 kts
Maximum tailwind component for take-off and landing.....	5 kts
Maximum demonstrated operating altitude	12,000 ft
Demonstrated OAT for safe operation	- 20 to + 40 °C