



SAILPLANE FLIGHT MANUAL

2.3 AIRSPEED INDICATOR MARKINGS

Marking	KIAS(km/h IAS) (value -range)	Significance
Green arc	46 ÷ 85 (85 ÷ 158)	Normal Operating Range. (Lower limit is maximum weight 1.1 vsi at most forward c.g. Upper limit is rough air speed)
Yellow arc	85 ÷ 134 (158 ÷ 248)	Manoeuvres must be conducted with caution and only in smooth air.
Red line	134 (248)	Maximum speed for all operations
Yellow triangle	49 (90)	Minimum approach speed at maximum weight.

2.4 WEIGHT

Maximum take-off and landing weight 750 lb (340 kg)

Empty weight with standard equipment 463 lb (210 kg) ± 3%

Maximum weight of all non lifting parts 518 lb (235 kg)

Pilot's weight range 121 ÷ 243 lb (55 ÷ 110 kg)

It is necessary to use a secured removable cushion with ballast of 16 lb
(7 kg) when flown by a pilot (including parachute) weighing less than 137
lb (62 kg) see section 7.8.

Maximum load in baggage compartment 44 lb (20 kg)

WARNING

SUM OF BALLAST WEIGHT, BAGGAGE
WEIGHT AND PILOTS WEIGHT (INCLU-
DING PARACHUTE) MUST NOT EXCEED
287 lb (130 kg).

(cont.)

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4.5.3 Approach and landing

The recommended approach speed with retracted air brakes is 49 KIAS (90 km/h IAS), with fully extended air brakes is 59 KIAS (110 km/h IAS). Extend the air brakes slowly.

Slip is well controllable and it is possible to use it as an efficient means for landing path shortening when simultaneously extending the air brakes. The recommended attitude for landing should allow the main gear wheel to touchdown before the tail wheel contacts the ground. To avoid long ground-run after landing touch the ground at the lowest safe speed (about 38 KIAS (70 km/h IAS)).

NOTE

Due to great effectivity of air brakes it is recommended to handle very carefully at altitudes just above the ground.

4.5.4 High speed features

In flight at a high speed up to 134 KIAS (248 km/h IAS) the sailplane is well controllable. Full deflection of the elevator and rudder are permissible only up to speed $V_A = 85$ KIAS (158 km/h IAS). One-third deflection is permissible at a speed of V_{NE} . It is necessary to avoid abrupt and violent motions of elevator.

In rough air, i.e. in lee-wave rotor, thunderclouds, visible vortices or during flight across mountain ranges maximum speed $V_{RA} = 85$ KIAS (158 km/h IAS) must not be exceeded.

Air brakes may be opened up to a speed of V_{NE} . At this speed air brakes should be used only in emergency or at non-intended exceeding of the maximum airspeed. Quick opening results in high loads and abrupt air braking on account of great air brakes efficiency.

A dive should be recovered less abruptly with air brakes extended than with retracted air brakes (see section 2.7 Manoeuvring load factors).

With air brakes extended dive at a speed of 118 KIAS (220 km/h IAS) with the nose attitude near 45° below the horizon. No loose objects should be in the cockpit.



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5.2.2 Stall speeds (KIAS)

The effect of weight on stall speed is given in Fig. 5 - 2.

There is a distinctive stall warning at the maximum take-off weight and forward centre of gravity position at a speed of 40 KIAS (75 km/h IAS). At a speed of 38 KIAS (70 km/h IAS) the sailplane begins to lose altitude without downward pitching motion. The full effectivity of control surfaces is maintained during this manoeuvre.

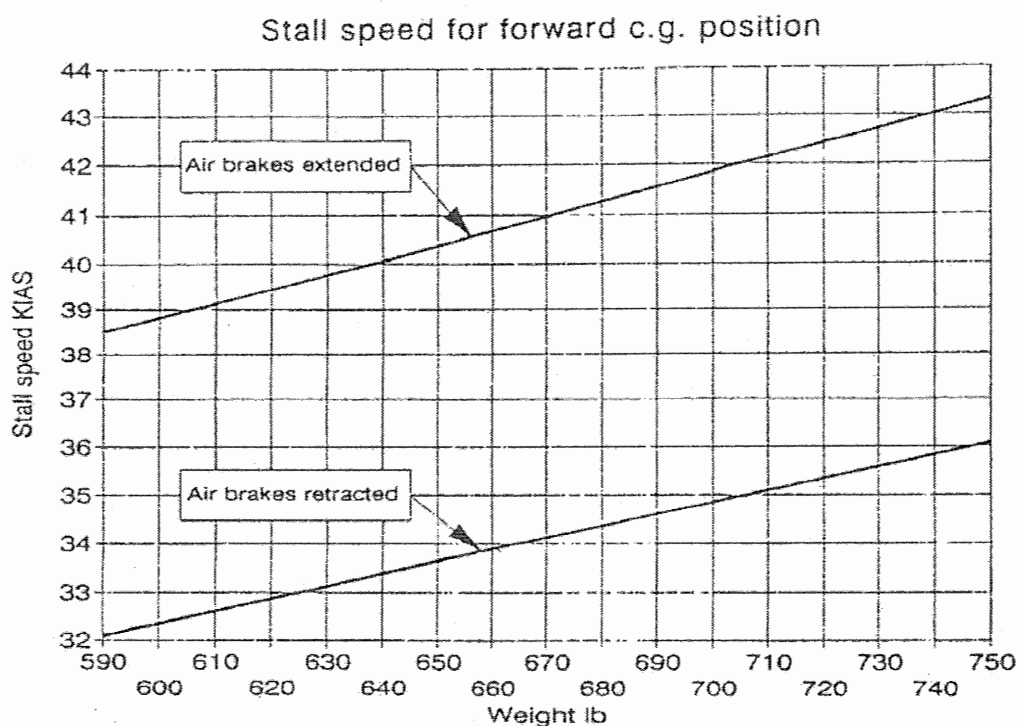


FIG. 5 - 2

5.3 NON - APPROVED FURTHER INFORMATION

Maximum demonstrated operating altitude 18,045 ft (5500 m).

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