

4.2) Safety information

▲ WARNING:

Such crash landings can lead to serious bodily injury or death

▲ WARNING:

This is not a certificated aircraft engine. It has not received any safety or durability testing, and conforms to no aircraft standards. It is for use in experimental, uncertificated aircraft and vehicles only in which an engine failure will not compromise safety.

User assumes all risk of use, and acknowledges by his use that he knows this engine is subject to sudden stoppage.

▲ WARNING:

Never fly the aircraft equipped with this engine at locations, airspeeds, altitudes, or other circumstances from which a successful no-power landing cannot be made, after sudden engine stoppage.

Aircraft equipped with this engine must only fly in DAYLIGHT VFR conditions.

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10.3.7) Operation in flight

It is recommended to use full throttle during take-off and climb, if not specified otherwise, slight throttle reduction may create a leaner mixture and should be avoided. Select a cruising speed where the engine is running smooth.

Do not exceed maximum engine rpm.

During cruise and descending it is very important not to create a lean condition with high rpm and low throttle opening. The less fresh charge the engine gets, the more hot residual gas remains in the cylinder. This raises the temperatures to a critical level. For this reason, you may also experience higher exhaust gas and cylinder head temperatures at reduced throttle openings.

Minimum engine idle speed is 2000 engine r.p.m. Higher idle r.p.m. setting will reduce enrichment action of starting circuit in carburetor (choke) making cold starting difficult.

Prior to shutdown, engine should be run until latent heat build-up from previous high power settings has been dissipated (approx. 3000 r.p.m. or at nearest smooth running r.p.m. for a minimum of two minutes followed by a short period of idle - 2000 r.p.m.).

Additional shock loads present at idle cause gear box, propeller, and/or drive train to operate in conditions which should be avoided whenever possible.

10.3.8) Special operating conditions:

Water:

There are dangers to your engine that you may not experience on land. Some of these dangers are water ingestion on take-off or landing due to spray and splash, corrosion, electrolysis, and, worst of all, unintentional submersion.

Bearings, crankshaft etc., are highly susceptible to corrosion. Synthetic oils, although good lubricants, often attract moisture rather than repel it.

A well designed and well maintained air intake system (e.g. ROTAX intake silencer with K & N oil impregnated air filter) will help to prevent water ingestion.

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