

No person who is untrained or unqualified in weight shift controlled flight or, who is unfamiliar with the wing and base combination, should ever attempt to pilot the aircraft unless under professional instruction.

CAUTION

MOISTURE ON THE WING CAN INCREASE STALL SPEED AND SHOULD BE REMOVED PRIOR TO TAKE OFF.

The effect of light rain on the aircraft can increase the stall speed. It is extremely important to maintain speeds in excess of the take off and landing safety speeds when the wing is wet. If the aircraft has been left out in the rain or heavy dew it is necessary to wipe the wing down prior to take off. It is also recommended that the aircraft be flown solo first to ensure all excess moisture is removed. A chamois or sponge is recommended to remove the water.

Continued operation in heavy rain is not recommended due to the abrasive effect of raindrops on the propeller. Do not use waterproofing agents on the wing as the consequent beading of water droplets can significantly increase the stall speed.

4.1.3 XT 912 / Cruze Speeds for Normal Operation

Trim Speed	47-52 knots
Stall Speed at Maximum Take Off Weight	34 knots
Take Off Safety Speed & Nominated Approach Speed at MTOW	45 knots
Maximum Speed in Turbulence (V_a)	66 knots
Maximum Level Speed (V_h)	70 knots
Max wind operating conditions (At ground level)	20 knots
Cross winds of up to	12 knots

Table 3 Section 4. Cruze Speeds for Normal Operation

4.1.4 XT 912 / Merlin Speeds for Normal Operation

Trim Speed	47-52 knots
Stall Speed at Maximum Take Off Weight	33 knots
Take Off Safety Speed & Nominated Approach Speed at MTOW	44 knots
Maximum Speed in Turbulence (V_a)	66 knots
Maximum Level Speed (V_h)	66 knots
Max wind operating conditions (At ground level)	20 knots
Cross winds of up to	12 knots

Table 4 Section 4. Merlin Speeds for Normal Operation

4.1.5 XT 912 / Arrow Speeds for Normal Operation

Trim Speed	60-70 knots
Stall Speed at Maximum Take Off Weight	35 knots
Take Off Safety Speed & Nominated Approach Speed at MTOW	49 knots
Maximum Speed in Turbulence (V_a)	70 knots
Maximum Level Speed (V_h)	80 knots
Max wind operating conditions (At ground level)	20 knots
Cross winds of up to	12 knots

Table 5 Section 4. Arrow Speeds for Normal Operation

4.9.5 Climb

Foot Throttle	Full On (Reduce for minimum TOW)	
RPM	5000 RPM (Reduce to 5000 rpm once climb established. No change if using a reduced power take off)	
Airspeed	STREAK / SST / ARROW	49-55 KIAS
	CRUZE	45-50 KIAS
	MERLIN	45-50 KIAS

Table 13 Section 4. Climb Check

4.9.6 Cruise Speeds

Hand Throttle	Adjust for Level Flight	
Airspeed	ARROW	60-75 KIAS
	SST	60-70 KIAS
	STREAK	55-60 KIAS
	CRUZE	50-55 KIAS
	MERLIN	50-55 KIAS

Table 14 Section 4. Cruise Check

4.9.7 Descent

Foot Throttle	Reduce	
Hand Throttle	Off	
Airspeed	STREAK / SST / ARROW	49-55 KIAS
	CRUZE	45-50 KIAS
	MERLIN	45-50 KIAS

Table 15 Section 4. Descent Check

4.9.8 Landing

Hand Throttle	Off	
Airspeed	STREAK / SST / ARROW	49 KIAS
	CRUZE / MERLIN	45 KIAS
Directional Control	Nose Wheel Steering Straight	
Braking	Off Then as required	

Table 16 Section 4. Landing Check