

3.4.3. Emergency Descent

Emergency descent allows fast descent when flight controls are available.

- Throttle Idle
- Flaps negative
- Airspeed below V_A
- Descent flight path side slip with left wing forward / low, full right rudder, aileron left as needed to control flight path
- Stabilize descent When reaching target altitude, bring rudder and aileron controlled back to neutral. Control speed

3.4.4. After Roll Over on Land

- ▲ **Warning:** If urgent help is required after an emergency landing, manually activate the ELT (if installed) to alert the search and rescue services.
- ▲ **Warning:** After a roll over on land fuel spillage is likely. Therefore the risk of fire is high. Move away from the aircraft as fast as possible.
 - Brace yourself with legs against windshield
 - Unhook safety harness
 - Evacuate aircraft

3.5. Inadvertent Spin

- ▲ **Warning:** This aircraft has a high aerodynamically performance with low drag. Airspeed increases rapidly during a dive. Pay full attention to airspeed limitations, angles of control surfaces deflection and flight load factors when recovering the aircraft from a steep dive.
- ▲ **Warning:** Do not push the elevator control before the rotation has stopped. Only release elevator back pressure.
- ▲ **Warning:** Do not reduce the power to idle before the rotation has stopped. It has been demonstrated that with power the rotation stops faster. When rotation has stopped, power can be reduced.
- **Note:** Should the spin recovery fail the AEPS (when installed) can be used.

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