

2.1.17 Approved Maneuvers

This aircraft is intended for non-aerobatic operation only. Non-aerobatic operation includes:

- Any maneuver pertaining to "normal" flight
- Stalls (except whip stalls)
- Lazy eights
- Chandelles
- Turns in which the angle of bank is not more than 60°
- Acrobatic maneuvers are not approved
- 1 ½ turn spins for flight instruction only with trained CFI

Recommended entry speeds for each approved maneuver are as follows:

Maneuver	Speed (KIAS)	Speed (KCAS)
Lazy eight	93	88
Chandelle	93	88
Steep turn (max 60°)	93	88
Stall / Spin	Slow deceleration (1 Knots/sec)	

Warning

Limit load factor could be exceeded by moving the flight controls abruptly to full control deflection at a speed above V_A (93 KIAS [88 KCAS] , Maneuvering Speed).

2.1.18 Maneuvering Load Factor Limits

Maneuvering load factors are as follows:

Flaps		
0°	+4	-2
35°	+1.9	0

2.1.19 Flight Crew

Minimum crew for flight is one pilot seated on the left side.

2.1.20 Kinds of Operations

The airplane, in standard configuration, is approved only for day VFR operation with terrain visual contact. Minimum equipment required is as follows:

- Altimeter
- Airspeed Indicator
- Heading Indicator
- Fuel Gauges
- Oil Pressure Indicator
- Oil Temp. Indicator
- Cylinder Heads Temp. Indicator
- Outside Air Temp. indicator
- Tachometer
- Chronometer
- First Aid Kit
- Hand-held fire extinguisher
- Emergency hammer

For further standard equipment refer to section 3.

Pilot Operating Handbook

3.6 Crosswind and wind limitation

Demonstrated wind performance

Max. demonstrated head wind velocity
for take-off and landing 24 [knot]
Max. demonstrated cross wind velocity
for take-off and landing 12 [knot]

3.7 Service ceiling

Service ceiling 10 000 [ft]

3.8 Load factor

Maximum positive limit load factor +4 g
Maximum negative limit load factor - 2 g

3.9 Prohibited maneuvers

WARNING

AEROBATICS AND INTENTIONAL SPINS ARE PROHIBITED !

Airplane Category:

The is approved for normal and below listed maneuvers:

- Steep turns not exceeding 60° bank
- Lazy eights
- Chandelles
- Stalls (except whip stalls)

Revision:

2.9. APPROVED MANEUVERS

This airplane is certified in the UTILITY Category in accordance with JAR-VLA.

Permissible Utility Category Maneuvers:

- a) All normal flight maneuvers
- b) Stalls (except whip stalls)
- c) Lazy Eight's Entry speed: 116 kts (215 km/h)
Chandelles: Entry speed: 116 kts (215 km/h)
Steep turns in which the angle of bank does not exceed 60°
- d) Spinning (with Wing Flaps UP)

NOTE

Aerobatics are prohibited.

2.10. MANEUVERING LOAD FACTORS

Table of structural maximum permissible load factors:

	at V_A :	at V_{NE} :	with fully extended flaps
Positive	+ 4.4	+ 4.4	+ 2.0
Negative	- 2.2	- 2.2	0

WARNING

Exceeding the maximum load factors will result in overstressing of the airplane.
Simultaneous full deflection of more than one control surface can result in overstressing of the structure, even at speeds below the maneuvering speed.

2.11. MAXIMUM PASSENGER SEATING

Maximum Passenger Seating: one passenger.

2.12. FLIGHT CREW

Minimum Flight Crew: one pilot,
aircraft to be flown solo from left seat only
