

2.7.3 Minimum Flight Crew and Crew Weight

At least one pilot in the front seat is required to operate the aircraft. Minimum pilot weight is 144 pounds (65 kg) in the front seat.

Maximum power at minimum takeoff weight can cause an abrupt climb rate in standard conditions that, if not corrected, may cause climb angles of greater than the placarded maximum specially with 915iS engine.

Approximately 80% of maximum take-off power is considered comfortable for a minimum weight takeoff. Take off distance will be extended at reduced power.

WARNING

Always operate the aircraft from the front seat when flying solo.

2.7.2 Maneuvering Limits and Loads

WARNING

Any maneuver resulting in a low-G (near weightless) condition can result in a catastrophic loss of lateral/roll control in conjunction with rapid main rotor RPM decrease. Always maintain adequate load on the rotor and avoid aggressive forward control input performed from a level flight or following a pull-up.

These maneuvers can never be conducted completely safely. These maneuvers can put the aircraft outside the pilots control and put both the aircraft and its occupants in extreme danger.

Do not pitch nose up or nose down more than 30 degrees from the horizontal.

Do not bank more than 60 degrees angle of bank. In roll there is no artificial stop for bank angle.

NOTE

Maneuvers involving bank angles of more than 60° and pitch angles more than 30 degrees are considered to be aerobatic flight.

WARNING

Aerobatic flight is prohibited.

**THIS AIRCRAFT WAS MANUFACTURED IN ACCORDANCE WITH LIGHT
SPORT AIRCRAFT AIRWORTHINESS STANDARDS AND DOES NOT
CONFORM TO STANDARD CATEGORY AIRWORTHINESS REQUIREMENTS**

This aircraft is to be operated in compliance with the information and limitations
contained herein.

**The manual is not a substitute for competent theoretical and practical training on
the operation of this aircraft. Failure to adhere to its provisions or to take proper
flight instruction can have fatal consequences**