

**CAUTION!**

Attempting takeoff with initial rotor speed less than the above values could lead to blade flapping. In this condition the rotor could contact the rudders and/or the propeller.

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Load factors of less than 1G cause a decay in rotor rpm, and if sustained could lead to blade flapping. Pushover maneuvers lasting 1+ seconds must be avoided by relying on the pilot's sensory cue of lightness in the seat to detect a low G condition.



3.9 Off-Field Landing

A precautionary landing at a non-prepared site may be performed at pilot's discretion in order to avoid unexpected weather, in case of severe illness of the pilot, or if technical defects are suspected, for example: sudden and severe rotor vibrations. If time allows:

1. Select a suitable landing site from safe altitude, considering slope, wind speed and direction.
2. Fly a reconnaissance pattern to check for obstacles, such as power lines/wires/cables in approach and go-around paths.
3. Overfly landing site to check for obstructions such as fences, ditches, rocks, height of vegetation, animals, etc.
4. Perform a normal approach into wind, and touch-down on the most suitable zone with minimal ground speed.

3.10 Flight Control Malfunction

In case of a flight control failure the Sport Copter can be controlled with the remaining primary controls, plus power, trim, and rudder.

An immediate reduction of power, respectively speed may be necessary to avoid pitch oscillations or other effects affecting dynamic or static stability. Navigate to a suitable landing site with wide and shallow turns and approach against the wind.

3.10.1 Air-Trim (normal operation avoids leakage)

Actuator bleed valves should be **only ~2 turns open**. Trim button inputs must be **short taps** (long pushes deplete the air tank). Expect 1-second latency between trim input and its rotorhead effect.

If an air leak develops, do not hold down the trim button because a constantly running pump can overheat (causing premature wear) and repeatedly trip its 15A breaker. Leave tripped/off until ready to land. (Expect increased stick pressure, which does not create an emergency.) In the landing pattern, reset the breaker to temporarily restore air-trim pressure, land normally, and pull out the breaker. **Before returning aircraft to flight service, locate and repair the air leak (check all hose fittings, including at the pump).**