

Airplane Factory SLING LSA
Pilot Operating Handbook

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|----------------|--------------------------------------|
| 4. Instruments | - Check |
| | - Oil temperature and pressure |
| | - Cylinder temperature within limits |
| 5. Brakes | - Apply to stop wheel rotation |

CAUTION

If the cylinder head temperature or oil temperature approach their limits,
reduce the climb angle to increase airspeed and thus fulfill the limits.

Best angle of climb speed (V_X): 65 knots

Best rate of climb speed (V_Y): 72 knots

4.6 Cruise

Refer to section 5, for recommended cruising figures

WARNING

The fuel lift pipe in the fuel tank is situated adjacent to the lower inside wall of the tank. The aircraft should at no time be subjected to a sustained side slip towards a near empty fuel tank (i.e. - right wing down) as, despite the baffling, this may have the consequence that the fuel runs towards the outer edge of the tank exposing the fuel lift pipe to suck air, thereby starving the engine of fuel leading to engine failure. This poses a particular threat when at low altitude, typically prior to landing.

4.7 Descent

Optimum glide speed - 70 KIAS

4.8 Approach

Approach speed

Long finals - 65 KIAS

Short finals - 60 KIAS

- | | |
|---------------|--------------------|
| 1. Throttle | - As needed |
| 2. Wing flaps | - Extend as needed |
| 3. Trim | - As needed |

CAUTION

It is not advisable to reduce the engine throttle control lever to minimum on final approach and when descending from very high altitude. In such cases the engine becomes over-cooled and a loss of power may occur. Descent at increased idle (approx. 3000 rpm), speed between 65-76 knots (75-87 mph, 120-140 km/h) and check that the engine instruments indicate values within permitted limits.