

RECORD OF REVISIONS

Any revisions or amendments to the present manual shall be issued in the form of bulletins with attached new pages. It is in the interests of every user to enter such revision into the table of revisions and to replace the existing page by the new one. The revised or corrected text shall be indicated by a vertical line on left page margin and the page shall bear revision number and date of its issue.

Rev. No.	Pages Affected	Date of Issue	Bulletin Number	New Page Inserted On, Signature
1.	2-23/ 2.5	15.11.2007	01/151107	
2.	2-24/ 2.8	15.11.2007	01/151107	

WARNING

The stall speed mentioned above are with wings level. Once any angle of bank (e.g. turn) is encountered the stall speed is significantly increasing.

Example: angle of bank – 60° $V_S = 73$ MPH

The more bank – the higher stall speed. This simple rule is especially important when a turn at maximum permitted angle of bank (60°) is performed. Do not start the turn until you have sufficient airspeed reserve – recommended entry speed is 92 MPH. Full throttle is also essential to have sufficient thrust reserve as the drag is increasing during a steep turn.

2.2 Flaps extended speed range (V_{SO} to V_{FE})

	KIAS	KCAS
Lower limit	36	39
Upper limit	81	78

2.3 Maximum maneuvering speed (V_A)

	KIAS	KCAS
Max. manoeuvring speed (V_A)	95	90

2.4 Never exceed speed (V_{NE})

	KIAS	KCAS
Never exceed speed (V_{NE})	124	116

2.5 Crosswind and wind limitation

Maximum permitted wind speed components for take-off and landing:

Max. wind (in runway direction)..... 28 mph (25 knots)

Crosswind..... 17 mph (15 knots)

tail wind..... 7 mph (6 knots)

Cross wind takeoffs and landings require training and experience, the higher crosswind component, the better your skill must be. Do not fly without proper experience when the wind speed is approaching the limit.

Avoid takeoffs with tail wind when possible – the total takeoff distance is significantly longer and longer ground distance is required to gain altitude.

When landing with tail wind the aircraft's possessive ground speed is higher resulting in longer landing distance.

2.6 Service ceiling

Ceiling..... 14 760 ft

WARNING

Oxygen mask and/or other equipment required to reach maximum ceiling, consult respective regulations.

2.7 Load factors

Flaps up:

Maximum positive center of gravity load factor..... + 4 Gs

Maximum negative center of gravity load factor - 2 Gs

Flaps down:

Maximum positive center of gravity load factor..... + 2 Gs

Maximum negative center of gravity load factor 0 Gs

2.8 Prohibited maneuvers

WARNING

**Aerobatics, intentional spins are prohibited.
Maximum angle of bank : 60°**

2.9 Other Limitations

WARNING

No smoking

WARNING

Flights with rear canopy removed are prohibited