

DEPARTAMENTO "SEGURIDAD OPERACIONAL" SUBDEPARTAMENTO "LICENCIAS"

NOMBRE	
NOMBRE	•

FECHA :_____

"PIPISTREL LSA S.R.L. ALPHA TRAINER"

<u>"CC–AJP"</u>

<u>"CC-DCP"</u>

A.- OPERATING LIMITATIONS

1.- Limitations Speed (Kias.)

Va	
Vne	
Vno	
Vfe	
Vae	
Vs	
Vso	
Vg Flaps 15°	
Vapp	
Max Cross Wind	

2.- Fuel & Oil

Type to Use	
Total Capacity	
Usable Capacity	
Oil Capacity	

3.- Weight & Balance

Maximum TAKE-OFF	
Maximum Baggage	
CG Range	
Min. Comb. Crew Weight	

4.- Engine

Reason HP	
Maximum RPM	
RPM Maximum	
Continuous	
Static RPM	
Maximum	
Minimum	
Temperatures °C	
Maximum Oil Temp.	
Minimum Oil Temp.	
Maximum Coolant Temp.	
Maximum EGT	
Maximum EGT Maximum CHT	
Maximum EGT Maximum CHT	
Maximum EGT Maximum CHT Oil Pressure (Bar)	
Maximum EGT Maximum CHT Oil Pressure (Bar) Maximum	
Maximum EGT Maximum CHT Oil Pressure (Bar) Maximum Minimum	

5.- Maneuvering Limits

MANEUVER	SPEED (Kias.)
Spin	
Steep Turns	
Lazy Eight	
Chandelle	

6.- Service Ceiling:

7.- Parachute deployment

Minimum	Height
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B.- EMERGENCY PROCEDURES FOR IMMEDIATE ACTION:

1. ENGINE FAILURE DURING TAKEOFF ROLL (AIRBORNE):

• SUFFICIENT RUNWAY TO LAND:

Glide Airspeed

Flaps lever

Brakes

INSUFFICIENT RUNWAY TO LAND:

Glide Airspeed Landing Site

Emergency Landing/Outlanding

2. ROUGH ENGINE OPERATION OR ENGINE FAILURE IN FLIGHT:

• IF SUFFICIENT ALTITUDE EXISTS:

Glide Airspeed

Flaps lever

Elevator Trim

Landing Site

Choke

Master

Magnetos

Fuel Valve

Fuel pump

Throttle

Attempt Engine

• If time permits:

Comm. Frequency

Transponder

ELT

IF THERE IS NO TIME/ALTITUDE OR THE ENGINE DOES NOT START PROCEED WITH EMERGENCY LANDING/OUT LANDING

3. EMERGENCY LANDING/OUT LANDING

Fuel Valve Fuel Pump Magnetos Seatbelts Transponder Flaps

Master

Approach and land with extreme caution, maintaining normal airspeeds. After having landed leave the aircraft immediately.

4. ENGINE FIRE DURING STARTUP OR GROUND:

Fuel Valve Fuel Pump Starter Throttle *After engine full stop* Batt. Disc. Ring Master Magnetos *Abandon the aircraft and start the fire extinguishing*

5. ENGINE FIRE IN FLIGHT

Fuel Valve Fuel Pump Throttle *After engine full stop* Magnetos Avionics Master Vents, Cabin Heat Maneuver Emergency Landing/Out landing

6. SMOKE IN COCKPIT

Fuel Pump Avionics Batt. Disc. Ring Vents, Cabin Heat Fire Extinguisher Land *After landing:* Aircraft

7. CARBURETOR ICING

First noticeable signs of carburetor icing are rough engine noises and gradual loss of power. Carburetor icing may occur even at temperatures as high as 10°C.

Descend

In case of complete power loss perform ROUGH ENGINE OPERATION OR ENGINE FAILURE IN FLIGHT and if unsuccessful proceed with EMERGENCY LANDING/OUT LANDING

8. EMERGENCY PARACHUTE ACTIVATION

IF TIME PERMITS

Speed

Safety Belt

Magnetos

Face

Activation Handle

After parachute is fully deployed

Fuel Valve

Comm. Frequency

Transponder

ELT

• Near to ground

Avionics

Master

IF NO TIME

Face

Activation Handle

After parachute is fully deployed
Magnetos

Fuel Valve

9. SPIN RECOVERY

Throttle Command Stick Rudder

Nose

Rudder

Command Stick

10. ICING/PNEUMATIC INSTRUMENT FAILURES

WARNING: Icing may occur even at temperatures as high as 10°C.

Altitude/Course

Consider lateral or vertical path reversal to return to last "known good" flight conditions. *Maintain VFR flight.*

Cabin Heat

Watch for signs of icing on the pitot tube. In case of pneumatic instrument failures,

Speed reference

In case of an extremely rapid ice build-up

Land

Maneuvers

Flaps

Approach speed

(Also with the GPS as reference)