DEPARTAMENTO "SEGURIDAD OPERACIONAL"

SUBDEPARTAMENTO "LICENCIAS"

NOMBRE : _____

FECHA : _____

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

"CC–AJP" "CC-DCP"

A.- OPERATING LIMITATIONS

1.- Limitations Speed (Kias.)

Va	**96**
Vne	**135**
Vno	**108**
Vfe	**70**
Vae	**70**
Vs	**43**
Vso	**37**
Vg Flaps 15°	**64**
Vapp	**55**
Max Cross Wind	**18**

2.- Fuel & Oil

Type to Use	**Minimum 90 RON Grade, Up To 10% Alcohol.**
Total Capacity	**50 Lts.**
Usable Capacity	**48 Lts.**
Oil Capacity	**3.1 Qts.**

3.- Weight & Balance

Maximum TAKE-OFF	**550 Kgs.**
Maximum Baggage	**10 Kgs.**
CG Range	**265mms. – 364 mms.**
Min. Comb. Crew Weight	**55 Kgs.**

4.- Engine

Reason HP	**80**
Maximum RPM	**5.800 for 5 Minutes**
RPM Maximum Continuous	**5.5000**
Static RPM	
Maximum	**5.600**
Minimum	**5.000**
Temperatures ºC	
Maximum Oil Temp.	**140**
Minimum Oil Temp.	**50**
Maximum Coolant Temp.	**120**
Maximum EGT	**880**
Maximum CHT	**120**
Oil Pressure (Bar)	
Maximum	**6.0**
Minimum	**1.0**

5.- Maneuvering Limits

MANEUVER	SPEED (Kias.)
Spin	**PROHIBITED**
Steep Turns	**80**
Lazy Eight	**90**
Chandelle	**105**

6.- Service Ceiling: **18.000 Fts.**

7.- Parachute deployment

Minimum Height	**500 Fts. AGL**

B.- EMERGENCY PROCEDURES FOR IMMEDIATE ACTION:

1. ENGINE FAILURE DURING TAKEOFF ROLL (AIRBORNE):

- **SUFFICIENT RUNWAY TO LAND:**

Glide Airspeed	**ESTABLISH 55 KIAS**
Flaps lever	**2nd POSITION**
Brakes	**AS REQUIRED**

- **INSUFFICIENT RUNWAY TO LAND:**

Glide Airspeed	**ESTABLISH 64 KIAS**
Landing Site	**SELECT**
Emergency Landing/Outlanding	**ACCOMPLISH**

2. ROUGH ENGINE OPERATION OR ENGINE FAILURE IN FLIGHT:

- **IF SUFFICIENT ALTITUDE EXISTS:**

Glide Airspeed	**ESTABLISH 64 KIAS**
Flaps lever	**1st POSITION**
Elevator Trim	**ADJUST**
Landing Site	**SELECT**
Choke	**VERIFY OFF**
Master	**VERIFY ON**
Magnetos	**VERIFY BOTH ON**
Fuel Valve	**VERIFY OPEN**
Fuel pump	**ON**
Throttle	**IDLE**
Attempt Engine	**RE-START**

- **If time permits:**

Comm. Frequency	**121.5 MHZ**
Transponder	**7700**
ELT	**ON**

- **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	**CLOSED**
Fuel Pump	**OFF**
Magnetos	**BOTH OFF**
Seatbelts	**SECURED**
Transponder	**7700**
Flaps	**SECOND DETENT WHEN LANDING IS ASSURED**
Master	**OFF JUST BEFORE TOUCH DOWN**

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	**CLOSED**
Fuel Pump	**OFF**
Starter	**MAINTAIN PRESSED**
Throttle	**FULL FORWARD**
After engine full stop	
Batt. Disc. Ring	**PULL**
Master	**OFF**
Magnetos	**BOTH OFF**

Abandon the aircraft and start the fire extinguishing

5. ENGINE FIRE IN FLIGHT

Fuel Valve	**CLOSED**
Fuel Pump	**VERIFY OFF**
Throttle	**FULL FORWARD**
After engine full stop	
Magnetos	**BOTH OFF**
Avionics	**ON (OFF ON APPROACH)**
Master	**ON (OFF ON APPROACH)**
Vents, Cabin Heat	**AS REQUIRED**
Maneuver	**SIDE-SLIP CRAB**
Emergency Landing/Out landing	**ACCOMPLISH**

6. SMOKE IN COCKPIT

Fuel Pump	**OFF**
Avionics	**OFF**
Batt. Disc. Ring	**PULL**
Vents, Cabin Heat	**AS REQUIRED**
Fire Extinguisher	**AS REQUIRED**
Land	**ASAP**
After landing:	
Aircraft	**ABANDON**

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	**INITIATE**

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	**REDUCE TO 55 KIAS**
Safety Belt	**ADJUST**
Magnetos	**BOTH OFF**
Face	**PROTECT**
Activation Handle	**PULL**

- **After parachute is fully deployed**

Fuel Valve	**CLOSED**
Comm. Frequency	**121.5 MHZ**
Transponder	**7700**
ELT	**ON**

- **Near to ground**

Avionics	**OFF**
Master	**OFF**

- **IF NO TIME**

  Face **PROTECT**

  Activation Handle **PULL**

- **After parachute is fully deployed**

  Magnetos **BOTH OFF**

  Fuel Valve **CLOSED**

9. SPIN RECOVERY

Throttle	**IDLE**
Command Stick	**FORWARD AND CENTERED**
Rudder	**APPLY FULL (PEDAL) DEFLECTION IN THE DIRECTION OPPOSITE THE SPIN**
Nose	**LOWER (STICK FORWARD)**
Rudder	**NEUTRALIZE AS THE SPIN STOPS**
Command Stick	**SOFTLY PULL UP TO REGAIN STRAIGHT AND LEVEL FLIGHT**

10. ICING/PNEUMATIC INSTRUMENT FAILURES

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

Altitude/Course **CHANGE**

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

Cabin Heat **ON**

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

Speed reference **GPS SPEED**

In case of an extremely rapid ice build-up

Land **AS SOON AS POSSIBLE**

Maneuvers **SOFTLY**

Flaps **RETRACTED**

Approach speed **70 KTS.** *(Also with the GPS as reference)*