



**DEPARTAMENTO “SEGURIDAD OPERACIONAL”
SUBDEPARTAMENTO “LICENCIAS”**

NOMBRE: _____

FECHA: _____

“PIPISTREL LSA S.R.L. VIRUS SW”

“CC-AHU”

“CC-AVD”

A.- OPERATING LIMITATIONS

1.- Limitations Speed (KIAS)

Va	
Vne	
Vra	
Vfe	
Vae	
Vs	
Vso	
Vx	
Vy	
Vr	
Vg Flaps 9°	
Vapp	
Max Cross Wind	

2.- Fuel & Oil

Type to Use	
Total Capacity	
Usable Capacity	
Oil Capacity	

3.- Weight & Balance

Maximum TO Weight - AVD	
Maximum TO Weight - AHU	
Maximum Baggage	
CG range	

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 CHT	
Oil Pressure (Bar)	
Maximum	
Minimum	

5.- Maneuvering Limits

MANEUVER	KIAS
Spin	
Steep Turns	
Lazy Eight	
Chandelle	

6.- Service Ceiling is:

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

Wheel Brakes

Air Brakes

- **INSUFFICIENT RUNWAY TO LAND:**

Glide Airspeed

Landing Site

Fuel Valves

Magnetos

Batt. Disc. Ring

Flaps lever

Air Brakes

2. ROUGH ENGINE OPERATION OR ENGINE FAILURE IN FLIGHT:

- **IF SUFFICIENT ALTITUDE EXISTS:**

Glide Airspeed

Flaps lever

Elevator Trim

Landing Site

Master

Magnetos

Fuel Valves

Choke

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/LANDING OFF AIRPORT**

3. EMERGENCY LANDING/LANDING OFF AIRPORT

Fuel Valves

Master

Magnetos

Seatbelts

Transponder

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

4. ENGINE FIRE DURING STARTUP OR GROUND:

Fuel Valves

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 Valves

Magnetos

Throttle

Battery Disc. Ring

Avionics

Master

Vents, Cabin Heat

Maneuver

Emergency Landing

6. SMOKE IN COCKPIT

Avionics

Batt. Disc. Ring

Vents, Cabin Heat

Fire Extinguisher

Land

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

*In case of complete power loss perform **EMERGENCY LANDING/ LANDING OFF AIRPORT***

8. EMERGENCY PARACHUTE ACTIVATION

- **IF TIME PERMITS**

Speed

Safety Belt

Magnetos

Face

Activation Handle

- **AFTER PARACHUTE IS FULLY DEPLOYED**

Fuel Valves

Comm. Frequency

Transponder

ELT

- **NEAR TO GROUND**

Avionics

Master

- **IF NO TIME**

Face

Activation Handle

- **AFTER PARACHUTE IS FULLY DEPLOYED**

Magnetos

Fuel Valves

9. **SPIN RECOVERY**

Throttle

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

Pitot 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)