



**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	94
Vne	163
Vra	135
Vfe	70
Vae	110
Vs	44
Vso	40
Vx	58
Vy	76
Vr	40
Vg Flaps 9°	64
Vapp	55
Max Cross Wind	18

2.- Fuel & Oil

Type to Use	Unleaded 91 and up, no alcohol content
Total Capacity	100 L
Usable Capacity	93 L
Oil Capacity	3.1 qt

3.- Weight & Balance

Maximum TO Weight - AVD	600 kg
Maximum TO Weight - AHU	550 kg
Maximum Baggage	25 kg
CG range	10.51”- 14.76”

4.- Engine

Reason HP	100
Maximum RPM	5800 for 5 minutes
RPM Maximum Continuous	5500
Static RPM	
Maximum	5500
Minimum	5100
Temperatures (°C)	
Maximum Oil Temp.	130
Minimum Oil Temp.	50
Maximum Coolant Temp.	120
Maximum EGT	900
Maximum CHT	120
Oil Pressure (Bar)	
Maximum	6.0
Minimum	1.0

5.- Maneuvering Limits

MANEUVER	KIAS
Spin	PROHIBITED
Steep Turns	110
Lazy Eight	110
Chandelle	120

6.- Service Ceiling is: **16.400 fts.**

7.- Parachute deployment

Minimum Height	500 FT AGL
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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
Wheel Brakes	AS REQUIRED
Air Brakes	AS REQUIRED

• **INSUFFICIENT RUNWAY TO LAND:**

Glide Airspeed	ESTABLISH 64 KIAS
Landing Site	SELECT
Fuel Valves	BOTH CLOSED
Magnetos	L & R OFF
Batt. Disc. Ring	PULL
Flaps lever	AS REQUIRED
Air Brakes	AS REQUIRED

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
Master	VERIFY ON
Magnetos	VERIFY BOTH
Fuel Valves	VERIFY BOTH OPEN
Choke	VERIFY OFF
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/LANDING OFF AIRPORT**

3. EMERGENCY LANDING/LANDING OFF AIRPORT

Fuel Valves	BOTH CLOSED
Master	OFF
Magnetos	OFF
Seatbelts	SECURED
Transponder	7700

*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	BOTH CLOSED
Starter	MAINTAIN
Throttle	FULL FORWARD

After engine full stop

Batt. Disc. Ring	PULL
Master	OFF
Magnetos	OFF

Abandon the aircraft and start the fire extinguishing

5. ENGINE FIRE IN FLIGHT

Fuel Valves	BOTH CLOSED
Magnetos	OFF
Throttle	FULL FORWARD
Battery Disc. Ring	PULL
Avionics	ON (OFF ON APPROACH)
Master	ON (OFF ON APPROACH)
Vents, Cabin Heat	AS REQUIRED
Maneuver	SIDE-SLIP CRAB
Emergency Landing	ACCOMPLISH

6. SMOKE IN COCKPIT

Avionics	OFF
Batt. Disc. Ring	PULL
Vents, Cabin Heat	AS REQUIRED
Fire Extinguisher	AS REQUIRED
Land	AS SOON AS POSSIBLE
Abandon	THE 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

INITIATE

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

8. EMERGENCY PARACHUTE ACTIVATION

- **IF TIME PERMITS**

Speed

REDUCE TO 55 KIAS

Safety Belt

ADJUST

Magnetos

OFF

Face

PROTECT

Activation Handle

PULL

- **AFTER PARACHUTE IS FULLY DEPLOYED**

Fuel Valves

BOTH 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

OFF

Fuel Valves

BOTH CLOSED

9. SPIN RECOVERY

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

Cabin Heat	ON
Pitot Heat	ON

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

Speed reference	GPS SPEED
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In case of an extremely rapid ice build-up

Land	AS SOON AS POSSIBLE
Maneuvers	SOFTLY
Flaps	RETRACTED
Approach speed	70 KTS. <i>(Also with the GPS as reference)</i>