



## EXAMEN DE LIMITACIONES Y EMERGENCIAS “CC-ARC”

|                                                 |                 |                         |
|-------------------------------------------------|-----------------|-------------------------|
| <b>Nombre del piloto:</b>                       |                 |                         |
| <b>Fecha</b>                                    | <b>Aprobado</b> | <b>Reprobado</b>        |
|                                                 |                 |                         |
| <b>Nombre y Firma del Instructor que revisó</b> |                 | <b>Firma del alumno</b> |
|                                                 |                 |                         |

### A.- LIMITACIONES DE OPERACIÓN

#### 1.- Limitaciones (Velocidades)

|                     | KIAS |
|---------------------|------|
| V <sub>A</sub>      |      |
| V <sub>NE</sub>     |      |
| V <sub>NO</sub>     |      |
| V <sub>FE</sub>     |      |
| V <sub>S</sub>      |      |
| V <sub>SO</sub>     |      |
| V <sub>X</sub>      |      |
| V <sub>Y</sub>      |      |
| V <sub>R</sub>      |      |
| V <sub>Apch</sub>   |      |
| V <sub>Planeo</sub> |      |
| Max Cross Wind      |      |

#### 2.- Motor (Potencia Máxima Continua)

| Limitaciones Operativas de Motor |  |
|----------------------------------|--|
| Razón HP o BHP                   |  |
| RPM estáticas                    |  |
| Mínimas                          |  |
| Máximas                          |  |
| Temperatura de aceite (°C)       |  |
| Operación normal                 |  |
| Mínima - Máxima                  |  |
| Presión de Aceite (BAR)          |  |
| Operación normal                 |  |
| Mínima – Máxima                  |  |

#### 3.- Combustible (LITROS)

|                    |  |
|--------------------|--|
| Tipo a Utilizar    |  |
| Capacidad Total    |  |
| Combustible Usable |  |

#### 4.- Aceite (Its.)

|                    |  |
|--------------------|--|
| Capacidad Total    |  |
| Utilizable         |  |
| Mínimo para operar |  |

#### 5.- Pesos (KG)

|                 |  |
|-----------------|--|
| Máximo TAKE-OFF |  |
| Máximo Equipaje |  |

#### 6.- Límites de maniobra (Cat. Normal)

|            |  |
|------------|--|
| Chandela   |  |
| Ocho Flojo |  |
| Escarpados |  |
| Stalls     |  |

## B.- EMERGENCY PROCEDURES

### - ENGINE FAILURE DURING TAKEOFF ROLL

1. THROTTLE LEVER .....
2. BRAKES .....
3. FUEL PUMP B,A. ....
4. LANE B,A .....
5. MASTER SWITCH.....

### - ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

1. YOKE... ..
2. AIRSPEED.....
3. THROTTLE LEVER .....
4. FLAPS .....
5. AREA .....
6. FUEL SELECTOR .....
7. FUEL PUMP B,A .....
8. LANE B,A .....
9. MASTER SWITCH.....
10. AFTER TOUCH DOWN .....

### - ENGINE FAILURE DURING FLIGHT (Restart Procedures)

1. AIRSPEED .....
2. ALTITUDE .....
3. AREA .....
4. MASTER SWITCH.....
5. FUEL PUMP B-A .....
6. FUEL SELECTOR .....

7. THROTTLE LEVER .....
8. THE PROPELLER IS ROTATING
  - LANE B,A .....
9. THE PROPELLER IS NOT ROTATING:
  - STARTER SWITCH .....
  - STARTER BUTTO

## FIRES

### - DURING START ON GROUND

1. FUEL PUMP .....
2. BRAKES .....
3. LANE A,B .....
4. MASTER SWITCH .....

### AFTER THE ENGINE STOPS

1. FUEL SELECTOR .....
2. AIRPLANE .....
3. FIRE EXTINGUISHER .....

### - ENGINE FIRE IN FLIGHT

- 1.- FUEL PUMP B,A .....
- 2.- LANE B,A .....
- 3.- HOT & COLD AIR KNOBS .....
- 4.- FUEL SELECTOR .....
- 5.- GLIDING SPEED .....
- 6.- AREA .....
- 7- MASTER SWITCH .....

### - WING FIRE

- 1.- PITOT HEAT .....
- 2.- LANDING LIGHT .....
- 3.- POSITION LIGHT .....
- 4.- BEACON LIGHT .....

## OTHER EMERGENCY

### - VIBRATIONS / HIGH OIL TEMP / LOW & HIGH OIL PR / HIGH EGT / HIGH COOLANT

1. THROTTLE LEVER.....

2. LANDING .....

3. FLIGHT LOG .....

NOTE: If severe vibration and loss of power may be due to be  
Operating with 3 cylinders.

### - CANOPY DEPLOYED IN FLIGHT

1. YOKE... ..

2. SPEED .....

3. CANOPY FRAME... ..

### - FUEL PRESS OUT OF RANGE

1. THROTTLE LEVER.....

2. IF ABOVE LIMIT  
PUMP B .....

3. IF BELOW LIMIT  
PUMP B .....

4. LANDING.....