STOL 750LS

SLSA

CONTINENTAL O-200 100 H.P.

PILOT OPERATING HANDBOOK

REGISTRATION:

SERIAL NUMBER:

PILOT OPERATING HANDBOOK

Model: STOL 750LS

Serial No:

Registration:

THERE ARE INHERENT RISKS IN THE PARTICIPATION IN RECREATIONAL AVIATION AIRCRAFT. OPERATORS AND PASSENGERS OF RECREATIONAL AIRCRAFT, BY PARTICIPATION, ACCEPT THE RISK INHERENT IN SUCH PARTICIPATION ON WHICH THE ORDINARY PRUDENT PERSON IS OR SHOULD BE AWARE. PILOTS AND PASSENGERS HAVE A DUTY TO EXERCISE GOOD JUDGEMENT AND ACT IN A RESPONSIBLE MANNER WHILE USING THE AIRCRAFT AND TO OBEY ALL ORAL OR WRITTEN WARNINGS, OR BOTH, PRIOR TO OR DURING USE OF THE AIRCRAFT, OR BOTH.

THIS AIRCRAFT WAS MANUFACTURED IN ACCORDANCE WITH LIGHT SPORT AIRCRAFT AIRWORTHINESS STANDARDS AND DOES NOT CONFORM TO STANDARD CATEGPRY AIRWORTHINESS REQUIRMENTS

Date of issue: March 2009

This airplane is to be operated in compliance with the information and limitations contained herein.

PILOT OPERATING HANDBOOK
List of Effective Pages

Section	Page	Date
0-0		
	0-1	March 2009
	0-2	March 2009
	0-3	March 2009
	0-4	March 2009
1-0		
	1-1	March 2009
2-0		
	2-1	March 2009
	2-2	March 2009
	2-3	March 2009
	2-4	March 2009
	2-5	March 2009
	2-6	March 2009
	2-7	March 2009
3-0		
	3-1	March 2009
4-0		
	4-1	March 2009
	4-2	March 2009
	4-3	March 2009
	4-4	March 2009
	4-5	March 2009
	4-6	March 2009
	4-7	March 2009
	4-8	March 2009
5-0		
	5-1	March 2009
	5-2	March 2009
	5-3	March 2009
	5-4	March 2009
6-0		
	6-1	March 2009
	6-2	March 2009
	6-3	March 2009
	6-4	March 2009
	6-5	March 2009
	6-6	March 2009
	6-7	March 2009
	6-8	March 2009
	6-9	March 2009
7-0		
	7-1	March 2009
	7-2	March 2009
	7-3	March 2009
	7-4	March 2009
	7-5	March 2009
	7-6	March 2009
	7-7	March 2009
	7-8	March 2009
	7-9	March 2009
	7-10	March 2009
	7-11	March 2009
	7-12	March 2009
	7-13	March 2009
	7-14	March 2009
	7-15	March 2009
	7-16	March 2009
8-0		
	8-1	March 2009
	8-2	March 2009
	8-3	March 2009
	8-4	March 2009
	8-5	March 2009
	8-6	March 2009
	8-7	March 2009
	8-8	March 2009
	8-9	March 2009
	8-10	March 2009
	8-11	March 2009
9-0		
	9-1	March 2009
	9-2	March 2009
	9-3	March 2009
10-0		
	10-1	March 2009
	10-2	March 2009
	10-3	March 2009
	10-4	March 2009
	10-5	March 2009
	10-6	March 2009
	10-7	March 2009
	10-8	March 2009
11-0		
	11-1	March 2009
12-0		
	12-1	March 2009
	12-2	March 2009
	12-3	March 2009

REVISIONS

PILOT OPERATING HANDBOOK
UPDATE LOG

REV. NO.	DATE ISSUED	DATE INCORPORATED	INSERTED BY
0	MARCH 2009	MARCH 2009	AMD

Note: page 0-2 must be replaced for each new update.

TABLE OF CONTENTS

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SECTION 1

GENERAL

WARNING
THE OWNER AND OPERATOR MUST UNDERSTAND THAT DUE TO INHERENT RISK INVOLVED
IN FLYING AN AIRCRAFT, NO WARRANTY IS MADE OR IMPLIED, OF ANY KIND, AGAINST ACCIDENTS, BODILY INJURY OR DEATH OTHER THAN THOSE, WHICH CANNOT BY LAW BE EXCLUDED.

THE SAFE OPERATION OF THIS AIRCRAFT RESTS WITH YOU, THE PILOT. WE BELIEVE THAT IN ORDER TO FLY SAFELY YOU MUST MATURELY PRACTICE AIRMANSHIP. OPERATIONS OUTSIDE THE RECOMMENDED FLIGHT ENVELOPE SUCH AS AEROBATIC MANOEUVRES OR ERRATIC PILOT TECHNIQUE MAY ULTIMATELY PRODUCE EQUIPMENT FAILURE. YOU ARE REFERRED TO THE OPERATING LIMITATIONS IN THIS MANUAL.

LIKE ANY AIRCRAFT, SAFETY DEPENDS ON A COMBINATION OF CAREFUL MAINTENANCE
AND YOU'RE ABILITY TO FLY INTELLIGENTLY AND CONSERVATIVELY. WE HOPE THAT YOUR AIRCRAFT WILL PROVIDE YOU WITH MANY HOURS OF SAFE AND ENJOYABLE FLYING.

SECTION 1

GENERAL

INTRODUCTION

This Pilot Operating Handbook (POH) is designed for maximum utilization as an operating guide for the pilot. It includes the material required by the regulations to be furnished to the pilot. It also contains supplemental data supplied by the airplane manufacturer.

This Pilot Operating Handbook is not designed as a substitute for adequate and competent flight instruction, knowledge of current airworthiness directives, applicable air regulations or advisory circulars. It is not intended to be a guide for basic flight instruction or a training manual and should not be used for operational purposes unless kept in a current status.

Assurance that the airplane is in an air worthy condition is the responsibility of the owner. The pilot in command is responsible for determining that the airplane is safe for flight. The pilot is also responsible for remaining within the operating limitations as outlined by instrument markings, placards, and this Pilot Operating Handbook.

Although the arrangement of this Pilot Operating Handbook is intended to maximize its in-flight capabilities, it should not be used solely as an occasional operating reference. The pilot should study the entire Pilot Operating Handbook to become familiar with the limitations, performance, normal and emergency procedures and operational handling characteristics of the airplane before flight.

The Pilot Operating Handbook has been divided into numbered (Arabic) sections. The limitations and emergency procedures have been placed ahead of the normal procedures, performance and other sections to provide easier access to information that may be required in flight. The "Emergency Procedures" Section is quickly available, to present an instant reference. Provisions for expansion and/or updates to this Pilot Operating Handbook (POH) have been made.

Before flying the aircraft, read and familiarize yourself with this POH, the Engine Operators Manual and Maintenance Manual.

CERTIFICATION BASIS

FAA Special Light Sport Aircraft (SLSA) category

WARNINGS, CAUTIONS AND NOTES

The following definitions apply to warnings, cautions and notes used in the Pilot Operating Handbook.

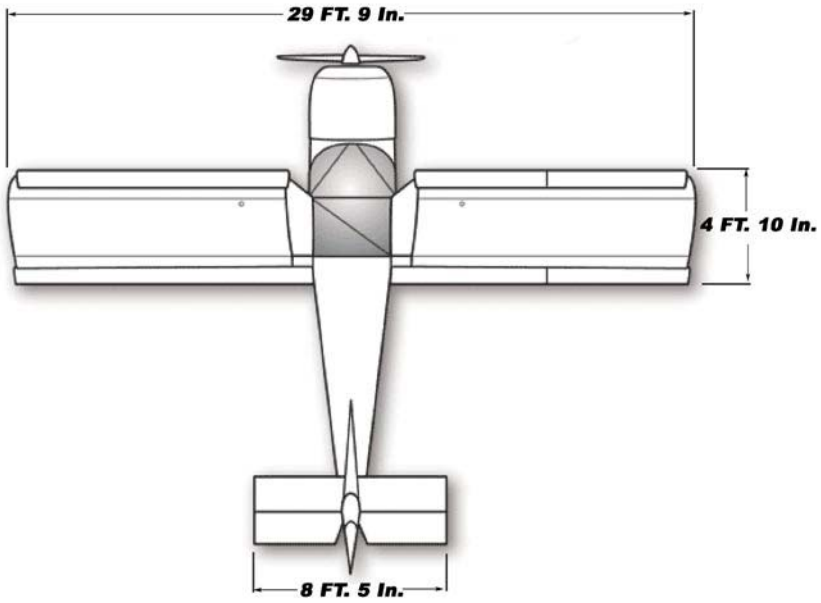
WARNING: Means that the non-observation of the corresponding procedure leads to an immediate degradation of flight safety which could result in loss of life or destruction of equipment.

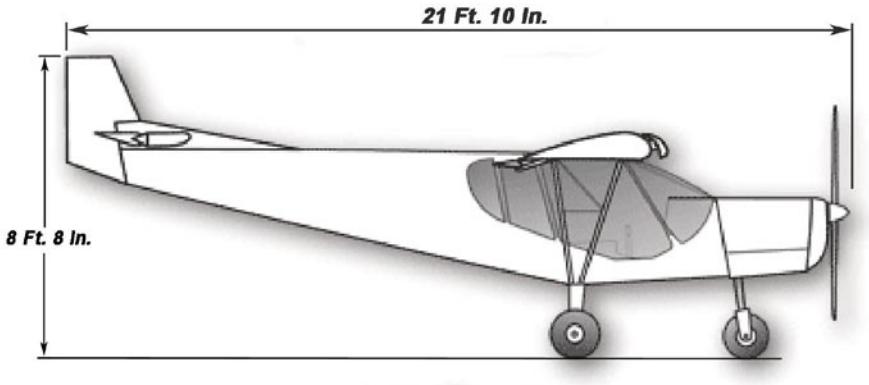
CAUTION: Means that the non-observation of the corresponding procedure leads to a degradation of flight safety resulting in damage to the equipment.

NOTE: Draws the attention to any item that is important or unusual.

SECTION 2

AIRPLANE AND SYSTEMS DESCRIPTION





SPECIFICATIONS
STOL 750LS SLSA

WING SPAN	29 FT 9 In.
WING AREA	144 SQ. FT.
WING CHORD	4 Ft. 10 In.
LENGTH	21 FT 10 In.
HEIGHT	8 Ft. 8 In
HORIZONTAL TAIL SPAN	8 Ft. 5 In.
HORIZONTAL TAIL AREA	22.2 Sq. Ft.
CABIN WIDTH	50 In.
WING LOADING	9.15 LBS/FT²
POWER LOADING	13.2 LBS/BHP

ENGINE - 4 Cylinders Horizontally Opposed - Air Cooled

Engine Manufacturer	Teledyne Continental Motors
Engine Model Number	O-200-D
Rated Horsepower	100
RPM Rating, standard atmosphere Max. continuous	2750
Recommended cruising RPM	2500
Compression Ratio	8.5:1

FUEL - Standard

Fuel Capacity,	left + right tanks	24 U.S. gal.
Usable Fuel (U.S. gal) (total)	left + right tanks	22 U.S. gal
Minimum fuel grade. See engine manual		100LL

OIL

Oil sump. capacity	5 Quarts
Oil grade - Below 40° F	SAE 30
- Above 40° F.	SAE 50

Note: See engine Operators Manual on above for more details.

PROPELLER - Fixed Pitch

Propeller Manufacturer	Sensenich
Model	W72GK-44GU
Number of Blades	2
Propeller Diameter (inches)	72

OPERATING WEIGHTS

Maximum Takeoff Weight (lbs)	1320 lbs
Maximum Landing Weight (lbs)	1320 lbs
Maximum Weights in Baggage Compartment. See weight and balance	40 lbs

SYMBOLS, ABBREVIATIONS AND TERMINOLOGY

The following definitions are of symbols, abbreviations and terminology used throughout the handbook and those which may be of added operational significance to the pilot.

- General Airspeed Terminology and Symbols

BHP	Brake horsepower (= rated horsepower of the engine)
CAS	Calibrated Airspeed means the indicated speed of an aircraft, corrected for position and instrument error. Calibrated airspeed is equal to true airspeed in standard atmosphere at sea level.
GPH	Fuel consumption in Gallons (U.S.) per Hour.
KCAS	Calibrated Airspeed expressed in "Knots".
C.G.	Centre of Gravity.
IAS	Indicated Airspeed is the speed of an aircraft as shown on the airspeed indicator.
KIAS	Indicated Airspeed expressed in "Knots".
L	Left
R	Right
RPM	Revolutions per minute.
S.L.	Sea Level
TAS	True Airspeed is the airspeed of an airplane relative to undisturbed air which is the CAS corrected for altitude and temperature.
V	Speed.
V_A	Maneuvering Speed is the maximum speed at which the controls may be fully (and smoothly) deflected in calm air as long as +4/-2 g is not exceeded. Do not make full or abrupt control movements above this speed.
V_{FE}	Maximum Flap Extended Speed is the highest speed permissible with wing Flaperons partially or fully extended.

General Airspeed Terminology and Symbols
(continued)

V_{NE}	Never Exceed Speed is the speed limit that may not be exceeded at any time.
V_C	Design Cruising Speed is the speed that should not be exceeded except in smooth air and only with caution.
V_S	Stalling Speed or the minimum steady flight speed at which the airplane is controllable (Flaperons up).
V_{SO}	Stalling Speed at which the airplane is controllable in the landing configuration.
V_X	Best Angle-of-Climb Speed is the air speed which delivers the greatest gain of altitude in the shortest horizontal distance.
V_Y	Best Rate-of-Climb Speed is the air speed which delivers the greatest gain in altitude in the shortest time.

- Meteorological Terminology

ISA	International Standard Atmosphere in which: The air is a dry perfect gas; The temperature at sea level is 15º Celsius (59º Fahrenheit); The pressure at sea level is 29.92 inches hg. (1013 mb); The temperature gradient from sea level up, is: - 1.98º C per 1000 ft or - 6.5º C per 1000 meter, or -3.57º F per 1000 ft.
OAT	Outside Air Temperature is the free air static temperature, obtained either from inflight temperature indications or ground meteorological sources, adjusted for instrument error.
Indicated Pressure Altitude	The number actually read from an altimeter when the barometric subscale has been set to 29.92 inches of mercury (1013 millibars).
Pressure Altitude	Altitude measured from standard sea-level pressure (29.92 in. Hg) by a pressure or barometric altimeter. It is the indicated pressure altitude corrected for position and instrument error. In this Pilot Operating Handbook, altimeter instrument errors are assumed to be zero.
Station Pressure	Actual atmospheric pressure at field elevation.
Wind	The wind velocities recorded as variables on the charts of this Pilot Operating Handbook are to be understood as the headwind or tailwind components of the reported winds.

- Units

Speed: Kts (Knots) = 1.15 mph (miles per hour)

Pressure: PSI = Pounds per Square Inch
in Hg = inches of Mercury
mb = millibar

Distances: in. = inches = 25.4 millimeters
ft = foot (feet) = .305 meters

Weights: Kg = kilograms = 2.2 lbs = 2.2 pounds

- Power Terminology

Takeoff Power	Maximum power permissible for takeoff.
Maximum Continuous Power	Maximum power permissible continuously during flight.
Maximum Climb Power	Maximum power permissible during climb.
Maximum Cruise Power	Maximum power permissible during cruise.

- Engine Instruments

CHT Gauge	Cylinder Head Temp.

- Airplane Performance and Flight Planning Terminology

Climb Gradient	The demonstrated ratio of the change in height during a portion of a climb, to the horizontal distance traversed in the same time interval.
Demonstrated Crosswind Velocity	The demonstrated crosswind velocity is the velocity of the 90 deg. crosswind component for which adequate control of the airplane during takeoff and landing was actually demonstrated.

- Weight and Balance Terminology

Reference Datum	An imaginary vertical plane from which all horizontal distances are measured for balance purposes: wing leading edge at rib #3
Station	A location along the airplane fuselage centerline given in terms of distance from the Reference Datum.
Position or Arm	The horizontal distance from the Reference datum to the center of gravity (C.G.) of an item parallel to fuselage centerline.
Moment	The product of the weight of an item multiplied by its arm. (Moment divided by a constant is used to simplify balance calculations by reducing the number of digits.)
Center of Gravity (C.G.)	The point at which an airplane would balance if suspended. Its distance from the reference datum is found by dividing the total moment by the total weight of the airplane.
C.G. Arm	The arm obtained by adding the airplane's individual moments and dividing the sum by the total weight.
C.G. Limits	The extreme center of gravity locations within which the airplane must be operated at a given weight.
Usable Fuel	Fuel available for flight planning.
Unusable Fuel	Fuel remaining after a runout test has been completed in accordance with the design standards.
Standard Empty Weight	Weight of a standard airplane including unusable fuel, full operating fluids and full oil.
Empty Weight	Standard empty weight plus optional equipment.
Payload	Weight of occupants, fuel and baggage.
Useful Load	Difference between takeoff weight, and empty weight.
Maximum Takeoff Weight	Maximum approved weight.

SECTION 3

OPERATING LIMITATIONS

SECTION 3

OPERATING LIMITATIONS

GENERAL

This section includes operating limitations and instrument markings necessary for safe operation of the airplane, its engine, standard systems and standard equipment.

AIRSPEED LIMITATIONS

SPEED	KCAS (Knots)	KIAS (Knots)	REMARKS
V_S Maximum Stall Speed at Maximum takeoff weight – FLAPERONS UP	36	38	
V_{SO} Maximum Stall Speed at Maximum takeoff weight – FLAPERONS DOWN	32	34	
V_{FE} Maximum Flap Extended Speed	60	60	Do not exceed this speed with Flaperons extended.
V_A Design Maneuvering Speed	78	78	Do not make full or abrupt control movements above this speed.
V_{NE} Never Exceed Speed	108	106	Do not exceed this speed in any operation.
V_C Design Cruising Speed	90	89	Do not exceed this speed except in smooth air and then only with caution.

CROSSWIND AND WIND LIMITATION: 15 Kts

SEVICE CEILING 14,000 feet

LOAD FACTORS (LIMIT):

Flap up: Positive + 4 g
Negative - 2 g
(Ultimate is 1.5 times limit)

Flap extended: Positive + 2 g
Negative - 0 g

PROHIBITED MANEUVERS:

Intentional spins prohibited.
Aerobatics prohibited.

WARNING
Exceeding the maximum load factors will lead to an overstressing of the airplane.

TYPES OF OPERATIONS

The airplane is approved for the following operations when equipped in accordance with the prevailing regulations.
Day V.F.R.
Flight in known or forecast icing conditions is prohibited.

SECTION 4

WEIGHT AND BALANCE INFORMATION

SECTION 4

WEIGHT AND BALANCE

4.1 GENERAL

In order to achieve the performance and flying characteristics which are designed into the airplane, it must be flown with the weight and center of gravity (C.G.) position within the approved operating range (envelope). Although the airplane offers flexibility of loading, the pilot must ensure that the airplane is loaded within the envelope before attempting to take off.

Mis-loading carries consequences for any aircraft. An overloaded airplane will not take off, climb or cruise properly. The heavier the airplane is loaded, the less climb performance it will have.

Center of gravity is a determining factor in flight characteristics. If the C.G. is too far forward in any airplane, it will be difficult to rotate for takeoff or landing and the nose gear overstressed at landings! If the C.G. is aft of the approved limit, the airplane may rotate prematurely on takeoff or tend to pitch up or down; the aircraft will be unstable in pitch. This can lead to inadvertent stalls and even spins; stall and spin recovery may be impossible in an improperly loaded airplane.

A properly loaded airplane, however, will perform as intended. Before the airplane is delivered, it is weighed, and the corresponding empty weight and C.G. location is computed (the empty weight consists of the standard empty weight of the airplane plus the optional equipment). Using the empty weight and C.G. location, pilots can easily determine the weight and C.G. position for the loaded airplane by computing the total weight and moment and then determining whether they are within the approved envelope.

The empty weight and C.G. location are recorded in the Weight and Balance Record Form. The current values should always be used. Whenever new equipment is added or any modification work is done, a new empty weight and C.G. position should be determined and recorded. The owner must make sure that this is done.

To determine a new empty-weight C of G, the airplane must first be weighed and then the new C of G position must be calculated.

To determine the C of G for the loaded airplane, loaded weight and balance calculations must be performed before flight.

4.2 INSTALLED EQUIPMENT LIST

Maintain an up to date list of installed equipment.

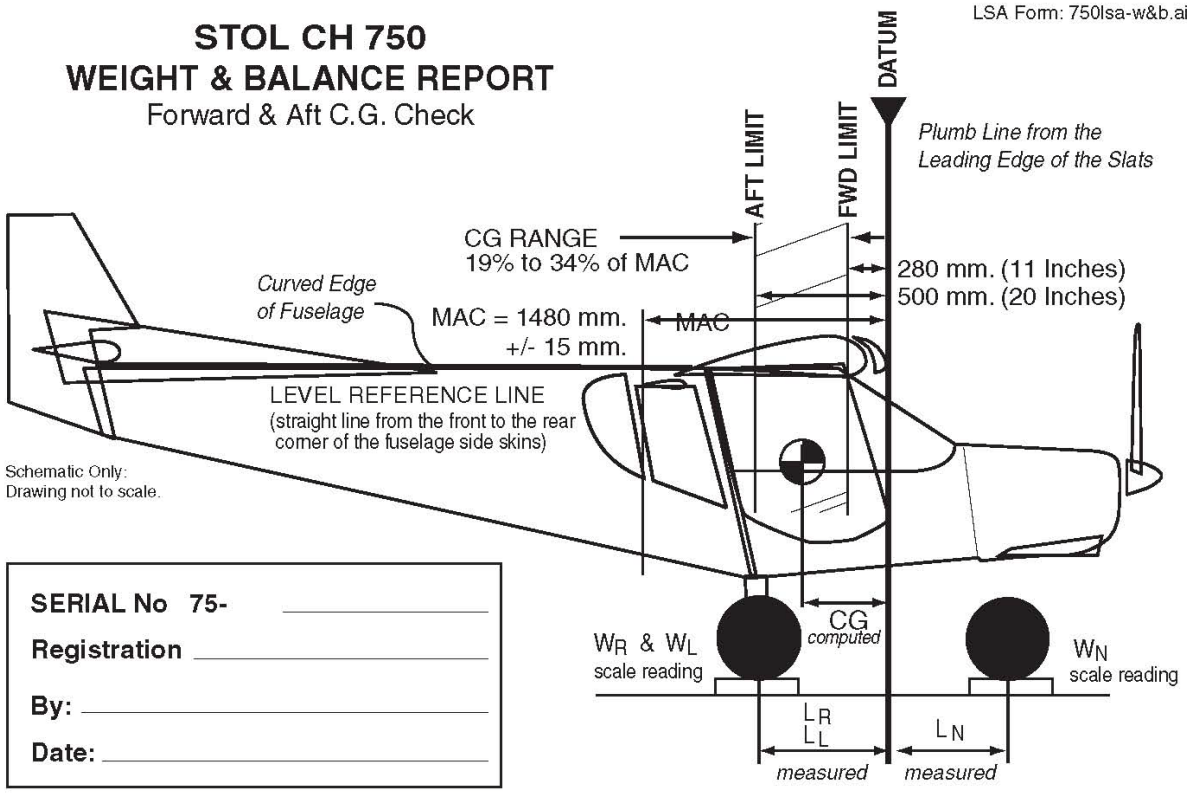
Aircraft Model: STOL 750LS-SLSA WITH O-200 ENGINE
Serial # .
Registration # .

Description	Weight lbs	C.G. Position inches	Date	Entered by

Note: New manufactured aircraft comes with a detailed list of installed equipment. Make sure you have this list.

LSA Form: 750lsa-w&b.ai (4/09)

STOL CH 750
WEIGHT & BALANCE REPORT
Forward & Aft C.G. Check



SERIAL No 75- _____

Registration _____

By: _____

Date: _____

ITEM	WEIGHT (pounds)	ARM (mm.)	MOMENT
RIGHT MAIN WHEEL	W_R =	L_R =	$W_R \times L_R$
LEFT MAIN WHEEL	W_L =	L_L =	
NOSE WHEEL	W_N =	L_N = – *negative arm*	–
Computed CG EMPTY	Empty Weight:	CG = *arm to Datum*	*Aircraft Moment*

Forward Check:
Add to the empty weight and aircraft moment items located forward of the computed empty CG (such as fuel) plus the pilot.

			MOMENT - Forward	MOMENT - Rear
PILOT / PASSENGER		650*		
WING TANKS L & R: ____ Gal. each		630		
REAR BAGGAGE		1600		
TOTAL	TW_F =	* Depends on individuals' weight distribution.	TM_F =	TM_R =
	TW_R =			
Gross Weight:	Take-Off Weight:		CG_{FRD} =	CG_{AFT} =

CG Range: From **280** mm. to **500** mm.

Center of Gravity (CG) = $\frac{\text{Total Moment (TM)}}{\text{Total Weight (TW)}}$

WEIGHT AND BALANCE RECORD

Maintain an up to date weight and balance record using the present form.

WEIGHT AND BALANCE RECORD

Aircraft Model: STOL 750LS
Serial # _____.
Registration # _____.

Empty Weight lbs	C.G. Position inches	Date	Entered by

The form is to be used to present the current status of the airplane empty weight and a complete history of previous modifications. Any change to the permanently installed equipment or modification that affects weight or moment must be entered in the Weight and Balance Record.

See optional equipment list page or any other item.

4.3 AIRPLANE WEIGHING PROCEDURE

The removal or addition of equipment or airplane modifications may affect basic empty weight and center of gravity. The following is a weighing procedure to determine this empty weight and center of gravity location:

Preparation

(1) Be certain that all items checked in the airplane equipment list are installed in the proper location in the airplane.

(2) Remove dirt, grease, moisture, foreign items such as rags and tools from the airplane before weighing.

(3) Defuel airplane: Open the fuel drain until all fuel is drained.

CAUTION

Whenever the fuel system is completely drained and fuel is replenished, it will be necessary to run the engine for a minimum of three minutes above idle (on each tank) to insure no air remains in the fuel supply lines.

(4) Fill with oil to full capacity.

(5) Flaperons fully up and all control surfaces in the neutral position. Door and access panels closed.

(6) Place the airplane on weighing scales inside a closed building to prevent errors in scale readings due to wind, and block the main gear.

Leveling

The horizontal reference is the upper fuselage longeron (at door sill).

Level airplane, by raising or lowering the nose wheel (lower by removing air from nose wheel tire), to center bubble on level placed on doorsill.

After Weighing the Airplane

Re-inflate the nose wheel tire if required (28-30 PSI)

Use table of weight & Balance report and fill in table weight & Balance record.

Weight and Balance Calculations for Flight

Before each flight, the weight and balance of the loaded airplane should be calculated as follows and checked to fit inside the approved limits.

Following tables may be used:

1) Obtain the Empty weight and C.G. position
Use the latest figures from the Weight and Balance record.

2) Use the applicable values shown in following table listing the **fuel** in each wing tank.

Fuel in each wing tank

Gauge each tank	Quantity US gal	Weight lbs	Position inches	Moment lbs.inches
1	12	72	**25**	**1800**
1/2	6	36	**25**	**900**
0	0	-----	-----	-----

Note: 1 U.S. gal fuel = 6 lbs.

3) Use the applicable values shown in following table for the occupants.

Weight lbs	Position * inches	Moment* lbs. inches
100	**25.5**	**2550**
150	**25.5**	**3825**
200	**25.5**	**5100**
250	**25.5**	**6375**
300	**25.5**	**7650**
350	**25.5**	**8925**
400	**25.5**	**10200**

*** Note:** The exact position of the occupants depends on their geometry (!) and the seat adjustment (use of cushions).
Above table gives only an average; more accurate results will be obtained by using actual figures.

Note: Measure the Position with tape measure from the DATUM line (front of wing leading edge) and enter into tables for more accurate results.

4) Use the applicable values shown in the following table for fuselage baggage.

FUSELAGE BAGGAGE (behind seat – top) MAXIMUM 40 LBS.

Weight	Position*	Moment*
lbs	inches	lbs.inches
10	**63**	**630**
20	**63**	**1,260**
30	**63**	**1,890**
40	**63**	**2,520**

5) Enter all the applicable values obtained from weight & balance report and above tables into the appropriate blocks below and perform the necessary calculations.

	Weight kg or lbs	Position inches	Moment lbs.inches
1) Empty			
2) Fuel			
3) Occupant			
4) Baggage Fuselage			

Loaded Aircraft weight is W = _____(lbs)

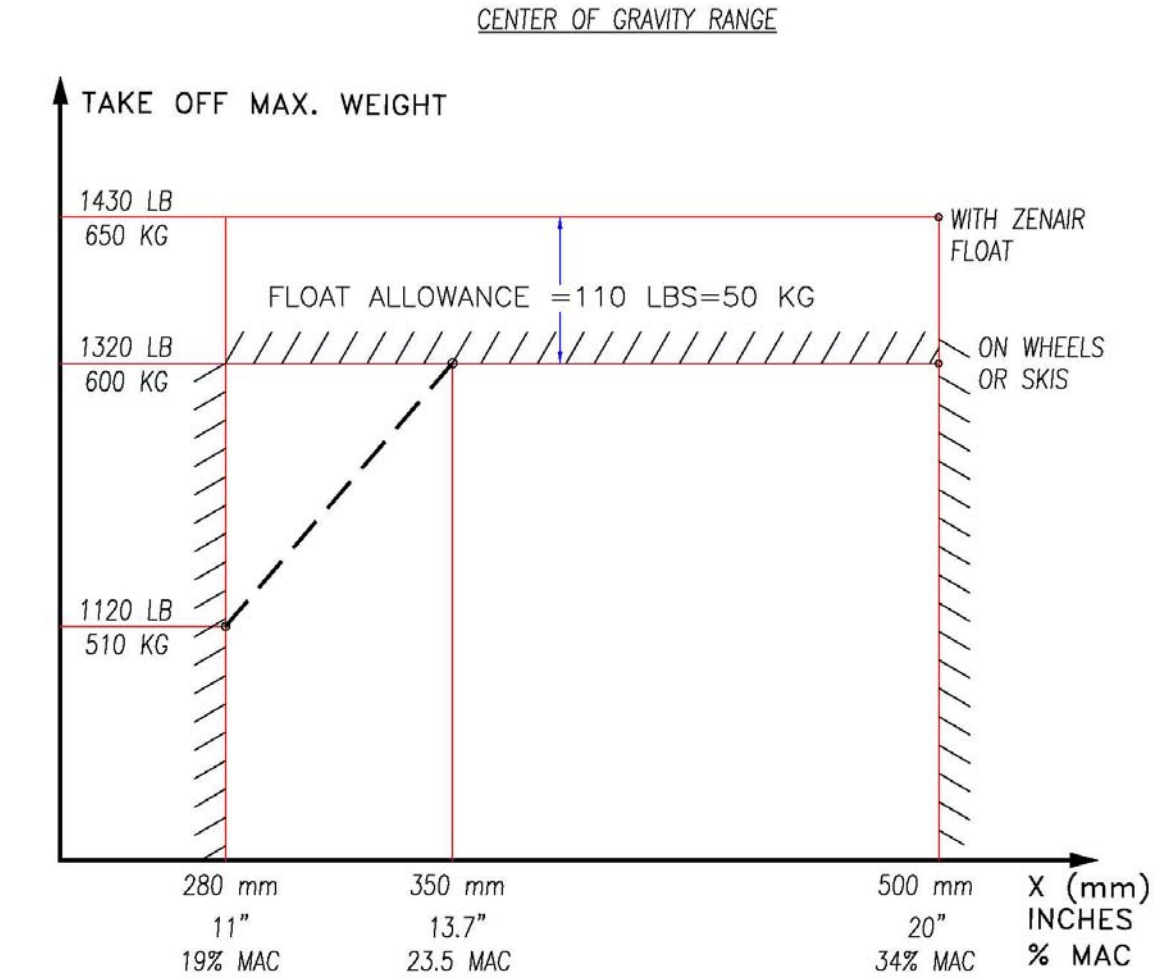
Loaded C.G. position is x = M/W = ——— = (*x* in inches)

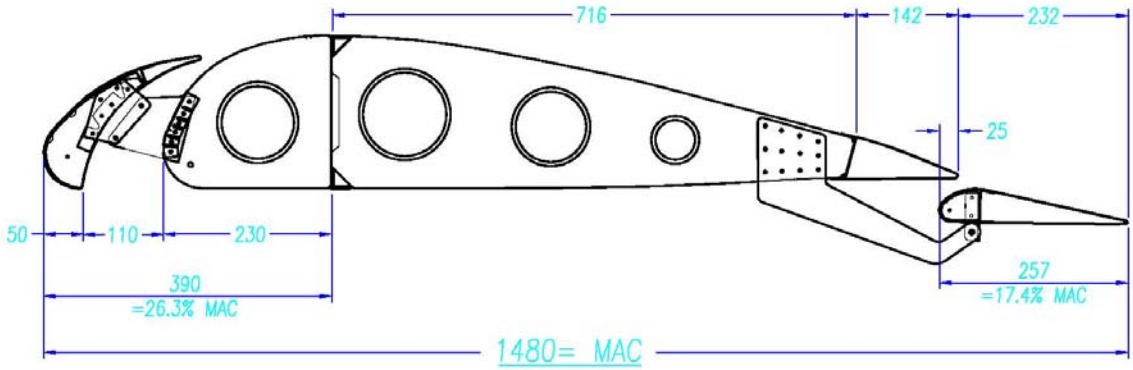
Check that both W and x fall within the limits.

Note: You may also want to repeat the above calculation corresponding to the aircraft at the end of the trip, which means with the fuel level as expected at destination.

Note: Measure the Position with tape measure from the DATUM line (front of wing leading edge) and enter into tables for more accurate results.

WEIGHT & BALANCE CHART





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SECTION 5

PERFORMANCE

SECTION 5

PERFORMANCE

GENERAL

All of the required performance information applicable to this aircraft is provided by this section.

TAKE OFF ROLL:

From **hard surface**, full power at brake release, Flaperons up

	Std. -30 deg. F.	Std.	Std +30 deg. F.	Temperature
S.L. = 0	200	250	300	
3,000 feet	400	460	540	
6,000 feet	600	680	770	
Altitude				

Above values are in feet

On grass, increase above values by 20% approximately.

Above values decrease by approximately 30% for 10 kts headwind and 45 % for 20 kts headwind.

TAKE OFF ROLL + CLIMB TO CLEAR 50 FT. OBSTICLE AT 56 KCAS:

From **hard surface**, full power at brake release, Flaperons up

	Std. -30 deg. F.	Std.	Std +30 deg. F.	Temperature
S.L. = 0	540	620	700	
3,000 feet	700	800	900	
6,000 feet	1010	1150	1280	
Altitude				

Above values are in feet

On grass, increase above values by 20% approximately.

Above values are decrease by 25% for 10 kts headwind and 40% for 20 kts headwind.

LANDING ROLL:

	Std. -30 deg. F.	Std.	Std +30 deg. F.	Temperature
S.L. = 0	250	290	350	
3,000 feet	310	360	420	
6,000 feet	370	430	500	
Altitude				

Above values are in feet

LANDING DISTANCE:
Landing distance from 50 ft. height, Flaperons down, throttle idle, approach speed = 48 KCAS

	Std. -30 deg. F.	Std.	Std +30 deg. F.	Temperature
S.L. = 0	470	550	620	
3,000 feet	540	620	700	
6,000 feet	600	700	790	
Altitude				

RATE OF CLIMB:
1320 lbs, Flaperons up and full throttle at Vy = 55 KCAS

	Std. -30 deg. F.	Std.	Std +30 deg. F.	Temperature
S.L. = 0	730	700	660	
3,000 feet	580	550	510	
6,000 feet	430	400	360	
9,000 feet	280	250	220	
Altitude				

CRUISE SPEEDS & RPM
Cruise speeds and RMP in standard atmosphere and 75% power (above 7,000 ft. the power is less)

	RPM	IAS - kts	CAS - kts	Range - Miles
S.L. = 0	2500		85	410
3,000 feet	2600		88	440
6,000 feet	2700		88	450
9,000 feet (less than 75%)	2750		86	400
Altitude				

At 75% power, the **fuel consumption** is about 6 gal/hr.
With 2 x 12 = 24 gal. fuel tanks full, the endurance (without reserve) is about 4.0 hours (unusable fuel is 1 gal. each tank).

Note: Reducing the power will reduce the speed and fuel consumption and slightly increase the range.

BEST ANGLE OF CLIMB:

Best angle of climb V_X is 53 KIAS, (52 KCAS)

Flaperons up, full power at 1320 lbs.

CROSSWIND:

The demonstrated takeoff and landing crosswind component is 15 kts.

SERVICE CEILING:

Where rate of climb is 100 FPM in standard atmosphere: 14,000 feet.

AIRSPEED CALIBRATION KTS – FLAPERONS UP

KIAS	35	50	70	90	110	130	140
KCAS						N/A	N/A

AIRSPEED CALIBRATION KTS – FLAPERONS DOWN

KIAS	30	40	50	60
KCAS				

Above calibration is specific to this aircraft.

NOTE:

KCAS Calibrated Airspeed means the indicated speed of an aircraft, corrected for position and instrument error. Calibrated airspeed is equal to true airspeed in standard atmosphere at sea level. Calibrated Airspeed expressed in "Knots".

KIAS Indicated Airspeed is the speed of an aircraft as shown on the airspeed indicator. Indicated Airspeed expressed in "Knots".

NOTE: If KIAS does not seem correct, see Maintenance Manual Appendix 1, AIRSPEED IN-FLIGHT ACCURACY

STALL SPEEDS AT 1,320 lbs. (Max. take off weight)

Flaperons up Vs = 38 KIAS, 36 KCAS

Flaperons down Vso = 34 KIAS, 32 KCAS

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SECTION 6

EMERGENCY PROCEDURES

SECTION 6

EMERGENCY PROCEDURES

GENERAL

The recommended procedures for coping with various types of emergencies and critical situations are provided by this section.

The first portion of this section consists of an abbreviated emergency check list which supplies an action sequence for critical situations with little emphasis on the operation of the systems.

The remainder of the section is devoted to amplified emergency procedures containing additional information to provide the pilot with a more complete understanding of the procedures.

These procedures are suggested as the best course of action for coping with the particular condition described, but are not a substitute for sound judgment and common sense. Pilots should familiarize themselves with the procedures given in this section and be prepared to take appropriate action should an emergency arise. See Engine Operators Manual for more information.

EMERGENCY PROCEDURES CHECK LIST

ENGINE FIRE DURING START

Starter . . . . . continue cranking
(If engine starts)
Power . . . . . .1700 RPM momentarily
Engine . . . SHUTDOWN and inspect for damage
(If engine fails to start)
Ignition . . . . . OFF
Master Switch . . . . . OFF
Mixture . . . . . .IDLE CUT OFF
Fuel . . . . . OFF
(abandon aircraft and fight fire)

ENGINE FAILURE DURING TAKEOFF

Throttle . . . . . IDLE
Brakes . . . . . APPLY
Wing Flaperons . . . . . .
UP
Mixture . . . . . IDLE CUT-OFF
Ignition Switch . . . . . .OFF
Master Switch . . . . . OFF

ENGINE FAILURE AFTER TAKEOFF

Airspeed . . . . . .53 KIAS (52 KCAS)
Mixture . . . . . IDLE CUT-OFF
Fuel Selector . . . . . OFF
Ignition Switch . . . . . OFF
Wing Flaperons. . . . . AS
REQUIRED
Master Switch . . . . . OFF

ENGINE FAILURE IN FLIGHT

(Restart Procedure)

Airspeed . . . . . .53 KIAS (52 KCAS)
Fuel Selector . . . . . ON
Aux Fuel Pump . . . . . ON
Mixture . . . . . RICH
Mag. Switch . . . . . BOTH
Carburetor Heat . . . . . ON
Gauges . . . . . Check for source of power loss
See engine manual

POWER OFF LANDING

Touchdowns should normally be made at lowest possible airspeed with full Flaperons.

When committed to landing:
Ignition . . . . . **OFF**
Master Switch . . . . . **OFF**
Fuel selector . . . . . **OFF**
Mixture . . . . . **IDLE CUT OFF**
Seat belt and harness . . . . . **Secure**

PRECAUTIONARY LANDING WITH ENGINE POWER

Seats, Seat Belts, Shoulder Harnesses ..**SECURE**
Airspeed . . 53 KIAS (52 KCAS) **(Flaperons UP)**
53 KIAS (52 KCAS) **(Flaperons down)**
Mixture . . . . . **RICH**
Fuel Selector. . . . . .**ON**
Ignition Switch . . . .**ON**
Wing Flaperons . . . . . **as required**
Master Switch . . . . . .**ON**
Touchdown . . . .**slightly tail low**
Brakes . . . . . **as required**

FIRE IN FLIGHT

Source of fire . . . . . .**check**

Electrical fire (smoke in cabin):
Master switch and Alt. Field. . . . . ..**OFF**
Vents . . . . . .**OPEN**
Cabin heat . . . . . **OFF**
Fire Extinguisher . . . . . .If and as required
Land as soon as practical.

Engine fire:
Cabin Heat . . . . . **OFF**
Fuel selector . . . .**OFF**
Throttle . . . . . **CLOSED**
Mixture . . . . . **IDLE CUT-OFF**
Auxiliary fuel pump . . . . . **OFF**
Proceed with **POWER OFF LANDING** procedure

LOSS OF OIL PRESSURE

Reduce power.
Prepare for power off landing, and land as soon as practical.

LOSS OF FUEL PRESSURE

Auxiliary fuel pump . . . . . .**ON**
Fuel selector . . . . . **check "ON"**
Land at nearest airport and investigate problem.

HIGH OIL TEMPERATURE

Land at nearest airport and investigate the problem. Prepare for power off landing.

ALTERNATOR FAILURE

Verify failure
Reduce electrical load as much as possible.
Circuit breakers . . . . . .check
Alt. switch. . . . .**OFF** (for 1 second), then **ON**
If no input Alt field. . . . . **OFF**
Reduce electrical load and land as soon as practical.

SPIN RECOVERY

Rudder . . . . . Full opposite to spin direction.
Ailerons . . . . . Full opposite to spin direction.
Pitch . . . . . Full forward.
When rotation stops, centralize rudder and ease control back to gently recover from dive.

Careful not to exceed the speed and g load limits.
If Flaperons were extended: retract them during recovery. Observe flap limit speed, if Flaperons are down.

ENGINE ROUGHNESS

Carburetor heat . . . . . **ON**
Mixture . . . . . adjust for max. smoothness
Auxiliary fuel pump . . . . . **ON**
Fuel selector . . . . . **check open**
Engine gauges . . . . . **check**
Magneto switch . . . . . **"BOTH"**

If operation is satisfactory on either one, continue on that magneto at reduced power and full **"RICH"** mixture to first airport.
Prepare for power off landing.
Also seen Engine Operates Manual

ICING

Inadvertent Icing Encounter

Ensure Pitot heat (IFR option) is **ON**

Turn back or change altitude to obtain an outside air temperature that is less conducive to icing.

Pull cabin heat control full out to obtain maximum air temperature. IFR airframe has small windshield defroster when cabin heat is pulled.

Open the throttle to increase engine speed and minimize ice build-up on propeller blades.

Apply carburetor heat as required. Lean the mixture for maximum RPM, if carburetor heat is used continuously.

Plan a landing at the nearest airport. With an extremely rapid ice build-up, select a suitable "off airport" landing site.

With ice accumulation on the wing leading edges, be prepared for significantly higher stall speed.

Leave wing Flaperons retracted. With a severe ice build-up on the horizontal tail, the change in wing wake airflow direction caused by wing flap extension could result in a loss of elevator effectiveness.

ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS

Ammeter Shows Excessive Rate of Charge (Full scale deflection)

Alternator . . . . . **OFF**
Alternator Circuit Breaker . . . . . **OFF**
Nonessential Electrical Equipment . . . . . .**OFF**
Flight . . . . . .**Terminate** as soon as possible

OR (option)

Master Switch . . . . . **OFF**
Nonessential Electrical Equipment . . . . . .**OFF**
Avionics master switch . . . . . .**ON**

Ammeter Indicates Discharge

NOTE

Radios . . . . . .**OFF**
Alternator Circuit Breaker . . . . . **CHECK ON**
Master Switch . . . . . **OFF**
Master Switch . . . . . .**ON**
Radios . . . . . .**ON**

If Ammeter Continues Indicating Discharge

Alternator . . . . . **OFF**
Nonessential Radio and Elect. Equipment **OFF**
Flight . . . . . **Terminate** as soon as possible

ELECTRIC FLAP

Should the Flaperons become inoperative, the flight may be continued safely provided following is kept in mind:

Flaperons Down: Do not exceed 60 KIAS (60 KCAS)
Caution: The rate of climb is reduced.
Monitor the engine oil temperature.

Flaperons Up: Approach at 53 KIAS (52 KCAS)
Caution: Be prepared for a longer landing distance.

ELECTRIC TRIM

In case of complete electric failure (battery and alternator) or trim runaway; the pilot will no longer be able to neutralize the pitch control forces. They may become quite heavy. Adjust speed and power to minimize the forces on the control and be prepared to have to exercise **unusually high pull or push** especially during landing.

LIGHTNING STRIKE

In case of a lightning strike, land at the nearest airport to investigate the damage.

AMPLIFIED EMERGENCY PROCEDURES (GENERAL)

The following paragraphs are presented to supply additional information for the purpose of providing the pilot with a more complete understanding of the recommended course of action and probable cause of an emergency situation.

ENGINE FIRE DURING START

Engine fires during start are usually the result of over priming. The first attempt to extinguish the fire is to try to start the engine and draw the excess fuel back into the induction system and blow the fire out.

If fire continues more than a few seconds, the engine should be shut down and the fire extinguished by the best available means.

ENGINE POWER LOSS DURING TAKEOFF

The proper action to be taken if loss of power occurs during takeoff will depend on the circumstances of the particular situation.

If sufficient runway remains to complete a normal landing, land straight ahead.

Any turn will increase the risk of stall or stall/spin, fatal at low altitude. Land as straight ahead as practical and maintain a safe airspeed and make only a very shallow turn if necessary to avoid obstructions. Use of Flaperons depends on the circumstances. Normally, Flaperons should be fully extended for touchdown.

If sufficient altitude has been gained to attempt a restart, maintain a safe airspeed and check the fuel selector, check the Auxiliary fuel pump to ensure that it is **"ON"** and that the mixture is **"RICH."** The carburetor heat should be **"ON".**

If power is not regained, proceed with the Power Off Landing procedure (refer to the emergency check list).

ENGINE POWER LOSS IN FLIGHT

Complete engine power loss is usually caused by fuel flow interruption and power will be restored shortly after fuel flow is restored. If power loss occurs at a low altitude, the first step is to prepare for an emergency landing.

If altitude permits, check the fuel and turn the Auxiliary fuel pump **"ON."** Move the mixture control to **"RICH"** and the carburetor heat to **"ON."** Check the gauges for an indication of the cause of the power loss. If no fuel pressure is indicated, check the tank selector position.

When power is restored move the carburetor heat and the Auxiliary fuel pump to **"OFF"**.

If the preceding steps do not restore power, prepare for an emergency landing.

If time permits, turn the ignition switch to **"L"** then to **"R"** then back to **"BOTH."** Move the throttle and mixture control levers to different settings. This may restore power if the problem is too rich or too lean a mixture or if there is a partial fuel system restriction. Water in the fuel could take some time to be used up, and allowing the engine to windmill may restore power. If power loss is due to water, fuel pressure indications will be normal.

(If engine failure was caused by fuel exhaustion power will not be restored after switching fuel tanks until the empty fuel lines are filled. This may require up to six seconds).

If power is not regained, proceed with the Power Off Landing procedure (refer to the emergency check list).

POWER OFF LANDING

If loss of power occurs at altitude, trim the aircraft for best gliding angle and look for a suitable field. If measures taken to restore power are not effective, and if time permits, check your charts for airports in the immediate vicinity; it may be possible to land at one if you have sufficient altitude. If possible, notify Air Traffic Control or other facility by radio of your difficulty, position, and intentions.

When committed to a landing, Flaperons may be used as desired. Turn the fuel selector valve to **"OFF"** and pull the mixture out. Shut **"OFF"** the master and ignition switches. The seat belts and shoulder harness should be tightened. Touchdown should be normally made at the lowest possible airspeed.

FIRE IN FLIGHT

The presence of fire is noted through smoke, smell and heat in the cabin. It is essential that the source of the fire be promptly identified through instrument readings, character of the smoke, or other indications since the action to be taken differs somewhat in each case.

Check for the source of the fire first.

If an electrical fire is indicated (smoke in the cabin), the master switch should be turned **"OFF."** The cabin vents should be opened and the cabin heat turned **"OFF."** If installed; use fire extinguisher as required. A landing should be made as soon as possible.

If an engine fire is present, switch the fuel selector to **"OFF"** and close the throttle. The mixture should be pulled out. Turn the Auxiliary fuel pump **"OFF."** In all cases, the cabin heat should be pushed **"OFF."** Once final flap configuration is set, select master switch **"OFF."** Proceed with power off landing procedure.

LOSS OF OIL PRESSURE

Loss of oil pressure may be either partial or complete. A partial loss of oil pressure usually indicates a malfunction in the oil pressure regulating system, and a landing should be made as soon as possible to investigate the cause and prevent engine damage.

A complete loss of oil pressure indication may signify oil exhaustion or may be the result of a faulty gauge. In either case, proceed toward the nearest airport at reduced power setting, and be prepared for a forced landing. If the problem is not a pressure gauge malfunction, the engine may stop suddenly. Maintain altitude until such time as a dead stick landing can be accomplished. Don't change power settings unnecessarily, as this may hasten complete power loss.

Depending on the circumstances, it may be advisable to make an off airport landing while power is still available, particularly if other indications of actual oil pressure loss, such as sudden increases in temperatures, oil or smoke, are apparent, and an airport is not close.

If engine stoppage occurs, proceed with Power Off Landing.

LOSS OF FUEL PRESSURE

If loss of fuel pressure occurs, switch the Auxiliary fuel pump **"ON"** and check the fuel selector.

Land as soon as practical and have the engine driven fuel pump and fuel system checked.

HIGH OIL TEMPERATURE

An abnormally high oil temperature indication may be caused by a low oil level, damaged or improper baffle seals, a defective gauge, or other causes. Land as soon as practical at an appropriate airport and have the cause investigated.

A steady, rapid rise in oil temperature is a sign of trouble. Land at the nearest airport and let a mechanic investigate the problem. Watch the oil pressure gauge for an accompanying loss of pressure.

ALTERNATOR FAILURE

Loss of alternator output is detected through negative reading on the ammeter. Before executing the following procedure, ensure that the reading is negative and not merely low, by actuating an electrically powered device, such as the Flaperons. If no increase in the ammeter reading is noted, alternator failure can be assumed.

The electrical load should be reduced as much as possible. Check the alternator circuit breakers for a popped circuit.

The next step is to attempt to reset the overvoltage relay. This is accomplished by moving the "ALT" switch to **"OFF"** for one second and then to **"ON."** If the trouble was caused by a momentary overvoltage condition (16.5 volts and up) this procedure should return the ammeter to a normal reading.

If the ammeter continues to indicate "0" output, or if the alternator will not remain reset, turn the "ALT" switch **"OFF,"** maintain minimum electrical load and land as soon as practical. All electrical load is being supplied by the battery only.

SPINS

Intentional spins are prohibited. To recover from an unintentional spin: Rudder and aileron against the spin and elevator neutral or slightly forward. Rotation stops quickly. Pull the nose gently up: careful not to exceed the speed and g load limits. If Flaperons were extended: retract them during recovery.

STALLS

When approaching, with **wing level stall** and throttle idle, keep the wings level with smooth rudder until the airplane mushes down (no abrupt brake down). The recovery is quick when pushing the nose down, with less than 15deg. roll and/or 5 deg. your **turning stalls** and **accelerated stalls**, power off have similar characteristics.

For both spins and stalls, when executed correctly, the full recovery will require an altitude loss of less than 150 feet.

CARBURETOR ICING
ENGINE ROUGHNESS

Note: See Engine Operators Manual

Engine roughness is usually due to carburetor icing which is indicated by a drop in RPM, and may be accompanied by a loss of airspeed or altitude. If too much ice is allowed to accumulate, restoration of full power may not be possible; therefore, prompt action is required.

Pull carburetor heat on (See Note). RPM will decrease slightly and roughness will increase. Wait for a decrease in engine roughness and increase in RPM, indicating ice removal. If no change in approximately one minute, push the carburetor heat to **"OFF."**

If the engine is still rough, adjust the mixture for maximum smoothness. The engine will run rough if too rich or too lean. The electric fuel pump should be switched to **"ON"** and the fuel selector checked to see if fuel contamination is the problem. Check the gauges for abnormal readings. If any gauge readings are abnormal, proceed accordingly. Move the magneto switch to **"L"** then to **"R,"** then back to **"BOTH."** If operation is satisfactory on either magneto, proceed on that magneto at reduced power, with mixture pushed full **"RICH,"** to a landing at the first available airport.

If roughness persists, prepare for a precautionary landing at pilot's discretion.

NOTE

Partial carburetor heat may be worse than no heat at all, since it may melt part of the ice, which will refreeze in the intake system. When using carburetor heat, therefore, always pull full heat, and when ice is removed, push the control to the full cold position.

DOOR OPENING IN FLIGHT

- Concentrate on flying the airplane.
- **REDUCE SPEED**
- IGNORE THE DOOR AND WIND NOISE
- Fly a normal approach and landing including completing the landing checklist
- If the door opens after lift-off, do not rush to land.
- Climb to normal traffic pattern altitude, fly a normal traffic pattern, and make a normal landing.
- Do not release the seat belt and shoulder harness in an attempt to reach the door. Leave the door alone. Land as soon as practicable, and close the door once safely on the ground.
- Do not panic. Try to ignore the unfamiliar wind. Also, do not rush. Attempting to get the airplane on the ground as quickly as possible may result in steep turns at low altitude.
- Complete all items on the landing checklist.
- Remember that accidents are almost never caused by an open door. Rather, an open door accident is caused by the pilot's distraction or failure to maintain control of the airplane.

SECTION 7

NORMAL PROCEDURES

SECTION 7

NORMAL PROCEDURES

GENERAL

This section describes the recommended procedures for the conduct of normal operations for the STOL 750LS. All of the required procedures and those necessary for the safe operation of the airplane as determined by the operating and design features of the airplane are presented.

Normal procedures associated with those optional systems and equipment which require Pilot Operating Handbook supplements are provided in the Options Section.

These procedures are provided to present a source of reference and review and to supply information on procedures which are not identical for all aircraft. Pilots should familiarize themselves with the procedures given in this section in order to become proficient in the normal operations of the airplane.

Note: See engine Operators Manual.

AIRSPEEDS FOR SAFE OPERATIONS

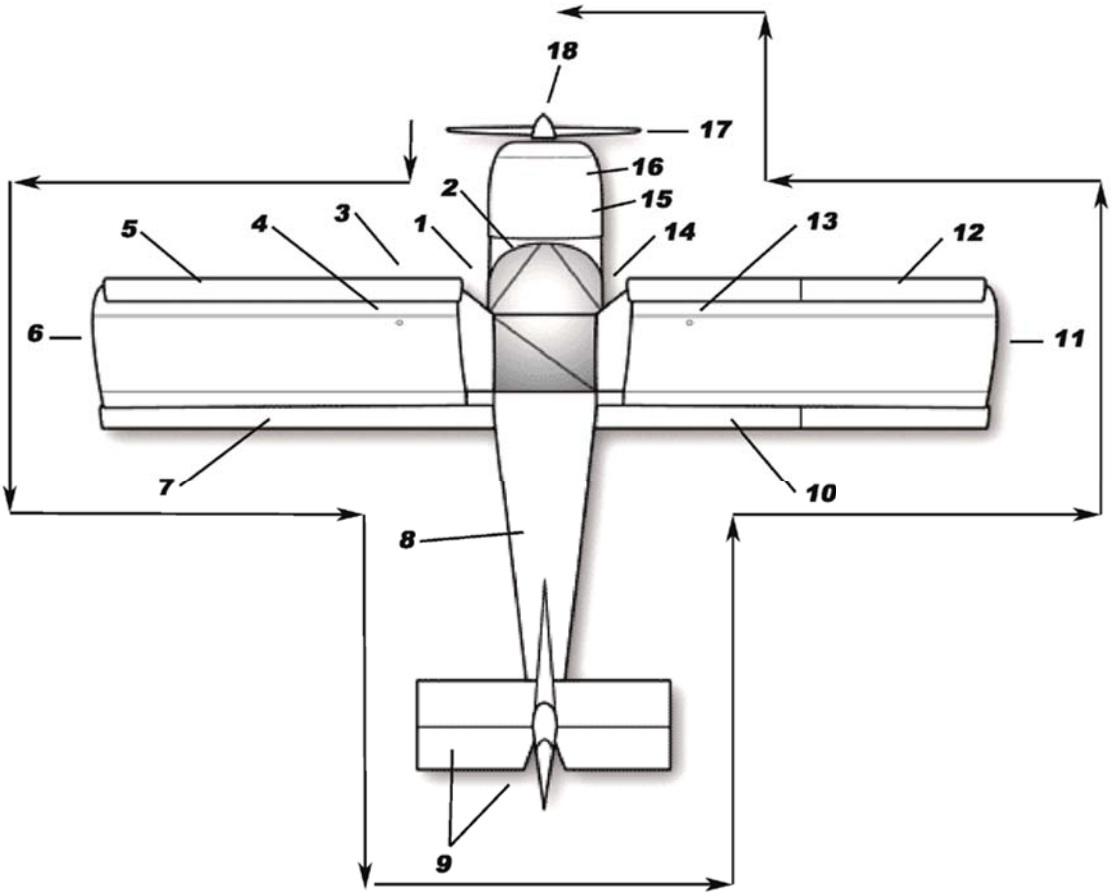
The following airspeeds are those which are significant to the safe operation of the STOL 750LS. These figures are for standard airplanes flown at gross weight under standard conditions at sea level.

Performance for a specific airplane may vary from published figures depending upon the condition of the engine, airplane and equipment, atmospheric conditions and piloting technique.

(a) Best Rate of Climb Speed (Vy) (55 KCAS)	56 KIAS Flaperons Up
(b) Best Angle of Climb Speed (Vx) (52 KCAS)	53 KIAS Flaperons Up
(c) Turbulent Air Operating Speed: Do not exceed (Vc) (90 KCAS)	89 KIAS Flaperons Up
(d) Landing Final Approach Speed (Flaperons down) (48 KCAS)	49 KIAS Flaperons Down
(e) Max Flaperons down (VFE) (60 KCAS)	60 KIAS
(f) Never Exceed Speed (Vne) (108 KCAS)	106 KIAS

(also see Page 3.1)

WALK-AROUND



NORMAL PROCEDURES CHECK LIST

PREFLIGHT CHECK

1 Unlock and open door

2 Check cockpit:

Ignition 1 + 2	OFF
Master Switch	ON
Throttle	pull out "idle"
Fuel Selector	ON
Fuel Gauges	Check Quantity
Flaperons	down
Master Switch	OFF

3 - Drain fuel sample from the left fuel tank (sump located under each wing) and gascolator (under fuselage near main landing gear).
- Inspect left main landing gear and tire for general condition (wear, cuts, abrasions, leaking brakes, tire inflation).
- Check Pitot static.
- Check left door for proper operation and locking.

4 - Visually confirm fuel level in left tank, and confirm level with fuel gauge on panel. Secure gas cap.
- Remove left wing tie down.
- Visually inspect left wing surfaces, top and bottom
- Visually inspect front and rear wing struts for damage / bending
- Visually inspect front and rear wing struts fittings top and bottom bolts
- Visually inspect jury strut bolts and for damage / bending

5 - Visually inspect the front of the wing and slats for damage, wear etc..

6 - Visually inspect the wing tip area for damage, wear etc..
- Visually inspect condition and security of lights (if installed).
- Check that lights are working (if installed).

7 - Check left wing flaperons for safety.
- Check left wing flaperons at root for control connection safety, wear, bending etc.
- Check left wing flaperons for freedom of movement and security.
- Lower / raise flap wing flaperons for freedom of movement and security

8 - Check rear fuselage for damage - access/inspection panels secured.
- Check antennas.

9 - Check elevator and rudder condition and freedom of movement (do not force!).
- Check cables and hinges.
- Check pins / safety at cable ends
- Check trim tab for security.
- Remove tail tie down.
- Check condition and security of tail light (if installed).
- Check that light is working (if installed).
- Check Pitot static port (if installed).

10 - Check right wing flaperons for safety.
- Check right wing flaperons at root for control connection safety, wear, bending etc.
- Check right wing flaperons for freedom of movement and security.
- Lower / raise flap wing flaperons for freedom of movement and security

11 - Visually inspect the wing tip area for damage, wear etc..
- Visually inspect condition and security of lights (if installed).
- Check that lights are working (if installed).
- Check stall warning for functionality (if installed).

12 - Visually inspect the front of the right wing and slats for damage, wear etc..

13 - Visually confirm fuel level in right tank, and confirm level with fuel gauge on panel. Secure gas cap.
- Remove right wing tie down.
- Visually inspect right wing surfaces, top and bottom
- Visually inspect front and rear wing struts for damage / bending
- Visually inspect front and rear wing struts fittings top and bottom bolts
- Visually inspect jury strut bolts and for damage / bending

14 - Inspect right landing gear and tire for general condition
(wear, cuts, abrasions, leaking brakes, tire inflation).
- Drain fuel sample from the right fuel tank, and the gascolator again.
- Check right side of door for general condition.
- Check right door for proper operation and locking.

15 - Check engine cowling for damage, evidence of leaks, and security of fasteners.
- Open engine oil door and check engine oil dipstick. Make sure that oil cap is closed tight.
- Through oil door, check nose gear bungee and firewall for bent channels from hard landings
- Through oil door, check for birds nests and or other foreign objects in engine compartment.
- Check security of fastener of oil door.

16 - Check engine muffler and exhaust for cracks, nicks, and security.

17 - Remove tow bar from nose gear if applicable (option).
- Check nose gear and tire for general condition
(wear, cuts, abrasions, tire inflation).

18 - Check engine air intake for birds nests and or other foreign objects.
- Check propeller nose cone for damage
- Check propeller for damage.

Physically check fuel level in tank(s) before each take off

Continue with your pre-flight check on next page.

Inside aircraft pre-flight inspection:

A. Control stick: The control stick should have a free and smooth operation throughout its full range of travel. There should be no binding or contact with the cabin frame, seat, or instrument panel. There should be no free-play (slack) in the controls, nor should the controls be tight.

B. Rudder pedals: Move the rudder pedals through the full range of rudder travel. The pedal movement should be smooth with no binding. Ensure that shoes will not catch on exposed metal lines, fixtures, or electrical wire harness. Do not move the controls abruptly!

C. Brakes: Toe brake pressure should be firm with no tendency to bleed down or lock up. Inspect brake pedal area. There must be no signs of brake fluid leaking.

D. Instrument panel: All the instruments should be properly secured in the panel. Check instrument panel and cabin placards.

E. Engine controls: All controls should be visually inspected, positive in operation, and securely mounted. The friction locks on controls should be checked for operation. Each control such as engine throttle cable, etc. should have full movement with at least a 1/8 inch of ‘‘cushion’’ at the full travel position.

F. Safety belt and shoulder harness: These items should be checked for condition and proper installation and locking.

G. Avionics and electrical checks: Test the avionics systems. Perform an operational check to ensure the radio(s) transmit and receive on desired frequencies. Inspect circuit breakers/fuses, microphones, and antennas for security and operation. Electrical systems can be checked for operation of lights, instruments, and basic nav/com performance. Other electrical systems, such as generator/alternator output can be checked during the engine run-up, and taxi. Check the ELT for condition.

H. Door locks check: Ensure the door on the aircraft functions as necessary. From inside the aircraft, check the door locks left and right so that the door will not open in flight.

I. Weight and Balance: The weight and balance for the aircraft should be carefully done. The gross weight and CG range should be determined prior to every flight.

J. Airworthiness/Registration/Operating Limitations/Placards/Weight & Balance, Pilot Operating Handbook: Must be on board.

BEFORE STARTING THE ENGINE

Operate the controls and check for proper operation. Make sure the windshield is clean for best visibility. Check brakes, and fasten and check seat belt + harness.

WARNING
Door must be closed securely when engine is on. Make sure that the door latching system is properly closed.
Do not open the doors with engine on.

Perform Preflight check list on previous pages.

CAUTION . . . This section pertains to operation under average climatic conditions. The pilot should thoroughly familiarize himself with Section V, Abnormal Operating Conditions in the Engine Operators Manual. Whenever such abnormal conditions are encountered or anticipated the procedures and techniques for normal operation should be tailored accordingly. For example, if the aircraft is to be temporarily operated in extreme cold or hot weather, consideration should be given to an early oil change and / or a routine inspection servicing.

GENERAL - See check list in Engine Operators Manual Section II

The life of your engine is determined by the care it receives. Follow the instructions contained in this manual carefully.

The engine receives a run-in operation before leaving the factory. Therefore, no break-in schedule need be followed. Straight mineral oil (MIL-C-6529 Type II) should be used for the first oil change period (25 hours)

The minimum grade aviation fuel for this engine 100LL. In case the required is not available, use the grade required is not available, use a higher rating. Never use a lower rated fuel.

WARNING
The use of a lower octane rated fuel can cause pre-ignition and/or detonation which can damage an engine the first time high power is applied. This would most likely occur on takeoff. If the aircraft is inadvertently serviced with the wrong grade of fuel, then the fuel must be completely drained and the tank properly serviced.

PRESTARTING.

Before each flight the engine and propeller should be examined for damage, oil leaks, security and proper servicing (see Section XII).

1. Position the ignition switch to the "OFF" position.
2. Operate all controls and check for binding and full range of travel.
3. Assure that fuel tanks contain proper type and quantity of fuel.
4. Drain a quantity of fuel from all sumps and strainers into a clean container. If water or foreign matter is noted, continue draining until only clean fuel appears.
5. Check oil level in sump.
6. Check cowling for security.

Note: The aircraft is equipped with an "auxiliary fuel pump", operated by an electric switch on the instrument panel. It is recommended that the pump be turned "ON" before turning engine on and left on during take-off and climb. It is recommended that the pump be turned "ON" when descending, on final and landing. When pump is "ON" one should see a slight increase in fuel pressure.

STARTING

1. Fuel Selector – On.
2. Battery Switch – On.
3. Ignition Switch – On.
4. Mixture – Full Rich.
5. Throttle – As required.
6. Prime – As required

NOTE . . . The amount of prime required depends on engine temperature. Familiarity and practice will enable the operator to estimate accurately the amount of prime to use. If the engine is hot, do not prime before starting. If primer is not installed, push the throttle in and out 1-2 times.

7. Auxiliary fuel pump – On.
8. Starter – Engage until engine starts, then release.

Caution . . . Do not engage the starter when the engine is running as this will damage the starter. If difficulty in starting is experienced, do not crank for longer than thirty seconds at a time as the starter motor may overheat. If the engine does not start after thirty seconds of cranking, allow a 3 to 5 minute cooling period before continued attempts. If flooding is suspected proceed as follows:

1. ***Throttle – Open***
2. ***Mixture – Idle Cutoff.***
3. ***Starter – Engage until engine starts, then release.***
4. ***Throttle Retard to 1200 RPM.***
5. ***Mixture – Full Rich.***

9. Oil Pressure – Check.. If no oil pressure is noted within 30 seconds (60 seconds in cold weather), shut down the engine and investigate.

GROUND RUNNING; WARM-UP.

Teledyne Continental aircraft engines are air-cooled and therefore dependent on the forward speed of the aircraft for cooling. To prevent overheating, it is important that the following rules be observed.

1. Head the aircraft into the wind.
2. Avoid prolonged idling at low RPM. Fouled spark plugs can result from this practice.
3. Leave mixture in "Full Rich". (See "**Engine Operators Manual** Ground Operation at High Altitude Airports", Section V, for exceptions.)
4. Warm-up 900-1000 RPM.

PRE-TAKEOFF CHECK

1. Maintain engine speed at approximately 900 to 1000 RPM for at least one minute in warm weather, and as required during cold weather to prevent cavitation in the oil pump and to assure adequate lubrication.
2. Advanced throttle slowly until tachometer indicates an engine speed of approximately 1200 RPM. Allow additional warm-up time at this speed depending on ambient temperature. This time may be used for taxiing to takeoff position. The minimum allowable oil temperature for run-up is 75°F.

CAUTION . . . Do not operate the engine at run-up speed unless oil temperature is 75 ºF. Minimum.

3. Perform all cowling operations with cowling flaps, (if installed); full open, with mixture control in "FULL RICH" position.
4. Restrict ground operations to the time necessary for warm-up and testing.

NOTE . . Carburetor ice can form on the ground with the engine idling. Therefore, just before take-off and during the magneto check, position the carburetor heat to "ON". Leave it in that position until the throttle is advanced for the take-off run, them position the carburetor heat to "cold air". This gives maximum power for take-off. Monitor engine for any indication of ice (roughness or loss of RPM) during climb and add full carburetor heat at the first sign of icing. The correct way to use carburetor heat is to first apply full heat to remove any ice that has formed by applying full heat.

5. Increase engine speed to 1700 RPM only long enough to perform the following checks:

a. Check Magnetos: Move the ignition switch to "R" position and note engine RPM, the move switch back to "BOTH" position. Then move the switch to "L" position and note engine RPM. The difference between the two magnetos operated individually should not differ more than 75 RPM' Observe engine for excessive roughness during this check. Maximum allowable drop when operating on one magneto is 150 RPM.

If no drop in RPM is observed when operating on either magneto alone, the switch circuit should be inspected.

WARNING

Absence of RPM drop when checking magnetos may indicate a malfunction in the ignition circuit. Should the propeller be moved by hand (as during preflight) the engine may start and cause injury to personnel. This type of malfunction should be corrected prior to continued operation of the engine.

CAUTION . . . Do not underestimate the importance of a pre-takeoff magneto check. When operating on single ignition, some RPM drop should be noted. Normal indications are 25-75 RPM drop and slight engine roughness as each magneto is switched off. Absence of a magneto drop may be indicative of an open switch circuit or improperly timed magneto. An excessive RPM drop usually indicates a faulty magneto or fouled spark plugs.

Minor spark plug fouling can usually be cleared as follows:

1. Magnetos – Both On.

2. Throttle – 2200 RPM.

3. Mixture – Move toward idle cutoff until RPM peaks and hold for ten seconds. Return mixture to full rich.

4. Magnetos – Recheck.

If the engine is not operating within specified limits, it should be inspected and repaired prior to continued operational service.

Avoid prolonged single magneto operation to preclude fouling of the spark plugs.

CAUTION . . . Do not operate the engine at a speed in excess of 1700 RPM longer than necessary to test operation and observe engine instruments. Proper engine cooling depends upon forward speed of the aircraft. Discontinue testing if temperature or pressure limits are approached.

5. Instrument Indications.

a. Oil Pressure: The oil pressure relief valve will maintain pressure within the specified limits if the oil temperature is within the specified limits and if the engine is not excessively worn or dirty. Fluctuating or low pressure may be due to dirt in the oil pressure relief valve or congealed oil in the system.

b. Oil Temperatures: The oil cooler will maintain oil temperature within the specified range unless the cooler oil passages or air channels are obstructed. Oil temperature above the prescribed limit may cause a drop in oil pressure, leading to rapid wear of moving parts in the engine.

c. Cylinder Head Temperature: Any temperature in excess of the specified limit may cause cylinder or piston damage. Cooling of cylinders depends on cylinder baffles being properly positioned on the cylinder heads and barrels, and other joints in the pressure compartment being tight so as to force air between the cylinder fins. Proper cooling also depends on operation practices. Fuel and air mixture ratio will affect cylinder temperature. Excessively lean mixture causes overheating even when the cooling system is in good condition. High power and low air speed, may cause overheating by reducing the cooling air flow. The engine depends on ram air flow developed by the forward motion of the aircraft for adequate cooling.

d. Battery Charging: The ammeter should indicate a positive charging rate until the power used for starting has been replaced by the battery charging circuit, unless the electrical load on the alternator is heavy enough to require its full output. The ammeter reading should return to the positive side as soon as the load is reduced. A low charging rate is normal after the initial recharging of the battery. A zero reading or negative reading with no battery load indicates a malfunction in the alternator or regulator system.

TAXIING

With the tricycle configuration, taxiing is easy with the use of the steerable nose wheel. Avoid steering the aircraft with the brakes. When winds exceed 15 to 20 mph, taxi very slowly and carefully. Position control surfaces to prevent inadvertent lift-off.

Check: flight instruments and radio aids: functioning correctly.

- Check Flaperons up.
- Set elevator trim to neutral / take off position.
- Check fuel selector valve.

- Check oil pressure and oil temperature.
- Check fuel quantity.
- Check Volts and Amp meter.

- Check all lights (if installed), select as required.
- Check and set radios and Navigation aids (if installed).
- Check mixture pushed "**RICH"**, Auxiliary fuel pump **"ON".**

- Set throttle for 1700 RPM. Check magnetos from **"BOTH"** to "**R",** then from **"BOTH"** to **"L"**, and back to **"BOTH"** (on either one magneto, the RPM drop is approximately 100).
- Pull carburetor heat to check operation. (RPM will decrease by approximately 100 at 1700 RPM). Push carburetor heat in after check.

- Set Altimeter.

- Fasten seat belts, tighten (but not uncomfortably).
- Check that nothing is sticking out the doors (seatbelt, clothing etc.)
- Check that door is locked securely (both sides). Latch system must be tight and in lockdown position.
- Check freedom and deflection of controls.

NORMAL TAKEOFF.

a. Release brakes

b. Position mixture to "FULL RICH".

c. Slowly advance throttle to Full Throttle.

d. Rotate approximately at Vy

CAUTION . . . Avoid rapid throttle operation.

WARNING
Do not take off if:
The engine is running unsteadily
The engine instruments values are beyond operational limits
The crosswind velocity exceeds permitted limits or your capacity to control the airplane.
The auxiliary fuel pump is not working

CLIMB.

Climb must be done at "FULL RICH" mixture setting,

BEST ANGLE OF CLIMB (Vx):

Approx 49 KIAS (47 KCAS). This will provide the greatest altitude gain in the shortest distance. (steepest angle of climb for short fields with obstruction)

BEST RATE OF CLIMB (Vy):

53 KIAS (52 KCAS). This will provide the greatest altitude gain in the shortest time.

1. Throttle - Max. power (Max. cont. power 2750 rpm)
2. Trim - trim the airplane
3. Instruments – check oil temperature and pressure are within limits

CAUTION
If the oil temperature and or oil pressure exceed their limits, reduce the climb angle to increase airspeed in order to stay within the limits.

CRUISE.

1. After a desired altitude has been reached, adjust the throttle so as not to exceed the RPM for the cruise power selected.

2. Any irregularities in RPM, oil temperature and oil pressure may be indicative of engine trouble. Land as soon as practical and investigate.

3. At altitudes of more than 5,000 feet above sea level adjust mixture control for best rich power by moving toward "lean" position until maximum RPM is obtained with fixed throttle.

CAUTION . . . Do not lean the fuel-air mixture, unless such adjustment results in a higher RPM. Excessively lean mixtures cause over-heating and may result in damage to the engine.

Elevator and Aileron Trim (optional) - - ADJUST to throttle setting and speed.
Auxiliary fuel pump **"OFF".**

CRUISE RPM

Set cruise. Maximum 2550 RPM
Lower RPM means slower cruise speed, quieter flying, better fuel economy, lower engine temperatures, and increased endurance.

See Page 5.3 for cruise at altitude.

APPROACH – BEFORE LANDING

PRE LANDING CHECK

Auxiliary Fuel Pump . . . . . ON
Mixture . . . . . RICH
Carburetor heat . . . . . ON
Flaperons . . . . . As Required
Speeds . . . . . As Required
Harness . . . . . Tight
Lights (option) . . . . . As Required

DESCENDING AND LANDING.

1. The mixture control must be "FULL RICH" position during descent.

2. If a long glide is made, apply power at short intervals to clear the cylinders and retain engine temperatures in the event that instant power is required.

3. Carburetor heat is available only at engine outputs well above idle. Apply carburetor heat before closing the throttle and place carburetor heat "OFF" before opening the throttle so full power will be available if necessary.

CROSS WIND LANDING:
Approach with one wing low, or use crabbing technique, or a combination of both. Straighten the aircraft out just before touchdown.

NOTE: Sideslips using large rudder inputs MAY be accompanied by a significant nose-down pitching tendency. A strong aft, longitudinal control force may be required to hold the nose up.

NOTE: Very large rudder pedal input results in a significant roll. These maneuvers serve no useful purpose and should be avoided.

NOTE: When extending the Flaperons, the sink rate increases substantially: this may lead to hard landings if not taken into account.

APPROACH AND LANDING:

1. Approach Airspeed – 53 KIAS (52 KCAS) **(Flaperons UP)**.
2. Trim -- ADJUST.
3. Landing speed of 46 KIAS (45 KCAS) to 53 KIAS (52 KCAS)
4. Touchdown -- MAIN WHEELS FIRST.
5. Landing Roll -- LOWER NOSE WHEEL GENTLY – by pulling stick back.
6. Braking-- MINIMUM REQUIRED.

APPROACH AND LANDING:

1. Approach Airspeed – 49 KIAS (48 KCAS) **(Flaperons DOWN)**.
2. Trim -- ADJUST.
3. Landing speed of 44 KIAS (43 KCAS) to 49 KIAS (48 KCAS)
4. Touchdown -- MAIN WHEELS FIRST.
5. Landing Roll -- LOWER NOSE WHEEL GENTLY – by pulling stick back.
6. Braking-- MINIMUM REQUIRED.

Note 1: Increase power and speed if the rate of sink is too high (see note of landing distance).

Note 2: In gusty weather, increase the approach speed to 51 KIAS (50 KCAS) with Flaperons down.

AFTER LANDING CHECK

Flaperons . . . . . UP
Lights . . . . . As Required
Radios and Nav aids . . . . . As Required

SHUT DOWN (Engine)

Magnetos . . . . Check
Radios and Nav aids . . . . OFF
External lights . . . . OFF
Auxiliary Fuel pump . . . . OFF
Mixture . . . . PULL/OUT
MAGs. (when propeller stops) . . . . .OFF
MASTER . . . . OFF
All switches . . . . .OFF

Remove ignition key when aircraft is unattended.

NOTE: The hour-meter counts "engine time" from the moment the master switch is turned on. Do not forget to turn the master switch off.

NOTE: 1. Normally the engine will have cooled sufficiently during the glide and taxiing period to permit placing the ignition switch in the off position without additional idling. If taxi time has been excessive, operate the engine at 1700 RPM for two or three minutes before stopping.

NOTE:2. If the engine is equipped with a Stromberg NA-53A1 carburetor, stop from idling speed by turning the ignition switch to “OFF”. As the engine stops open the throttle rapidly, and leave it open to prevent after-firing. If the carburetor is a Marvel-Schebler MA-3PA model, stop by moving the mixture control to the full “lean” position, where it acts as an idle cut-off. Do not open throttle, because it actuates the accelerator pump and rapid opening will flood the engine.

TIE DOWN

When the aircraft is not in use, it should be anchored to the tie down rings located under each wing and at the rear fuselage. Tie the control forward. Make sure the door is locked on both sides. The optional door cover will minimize dust, or damage to the door (and keep curious onlookers out).

NOTE: When aircraft is equipped with a "Parking Brake" (optional), it is important to always tie down the plane when it is not attended.

SHORT FIELD TAKEOFF

Same procedure as normal take off

SHORT FIELD LANDING

Same procedure as normal landing

BALKED LANDINGS:

1, Push throttle full open
2, Retract Flaperons.
3, Carb. heat close

With less than 4 seconds, the airplane climbs again as per Rate of Climb chart.

CROSS WIND LANDING:

Approach with one wing low, or use crabbing technique, or a combination of both. Level and straighten the aircraft just before touchdown.

NOTE: When extending the Flaperons, the sink rate increases substantially: This may lead to hard landings if not taken into account.

CAUTION

Rapid engine cooling should be avoided during operation. This happens above all during aircraft descent, low engine rpm or at engine shutdown immediately after landing. Under normal conditions the engine temperatures stabilize during descent to values suitable to stop engine by switching the ignition off. If necessary, cool the engine at 1700 rpm to stabilize the temperatures prior to engine shut down.

EXTREME HOT WEATHER OPERATION

The standard airflow provides proper engine cooling up to a Sea Level temperature of 100°F (38°C). If operation above this temperature is required, care must be taken not to overheat the engine. This is achieved by:

- minimizing ground warm up
- checking the oil temperature after the full throttle initial climb out: if the oil temperature is increasing beyond 225°, power must be reduced and/or a faster climb speed selected It is necessary to initiate the corrective action before the oil reaches the Red line (240°F) as there is a time lag between engine operation and associated oil temperatures.

CAUTION: When climbing at reduced power or faster speed, the rate of climb is reduced. See Engine Operators Manual for more information on hot weather operation.

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SECTION 8

AIRCRAFT GROUND HANDLING AND SERVICING

SECTION 8

AIRCRAFT GROUND HANDLING AND SERVICING

GENERAL

This section provides general guidelines relating to the handling, servicing and maintenance of the STOL 750LS.

Section F2295 of the ASTM LSA lists the Owner/Operator Responsibilities for Continued Operational Safety Monitoring of a Light Sport Airplane. Complete and submit Form #1 in the Maintenance Manual for maintenance, service and safety difficulties.

Review the aircraft records for outstanding "SAFETY ALERTS", "SERVICE BULETINS" and "NOTIFICATIONS". You must contact the manufacture for the latest list of above documents. **Manufacturer can be contacted by telephone at 478-374-2759 or by fax at 478-374-2793 or by mail at 415 Airport Road, Eastman GA, 31023 USA.**

For engine and propeller Service Bulletins, Airworthiness Directives, and Service Letters, contact the original manufacturers.

"SAFETY ALERTS" **are for notifications that require immediate action.**

"SERVICE BULETINS" **are for notifications that do not require immediate action but do recommend future actions.**

"NOTIFICATIONS" **are for notifications that do not necessarily recommend future action but are primarily for promulgation of continued airworthiness information.**

A Maintenance Manual, Parts Manual, and revisions to both, are available from AMD. Any correspondence regarding the airplane should include the airplane model and serial number to ensure proper response.

Before performing any type of maintenance on the aircraft, read the manufacturer's warranty forms to make sure you remain in compliance (to not inadvertently void the warranties).

When maintaining the aircraft yourself, make sure that you are authorized to do the work. See the aircraft Maintenance Manual and LSA rules for details.

SERVICING FUEL - See Maintenance Manual.

(a) Servicing Fuel System

At every 50 hour inspection, the fuel screen in the gascolator and at the carburetor inlet must be cleaned. See Maintenance Manual.

(b) Fuel Requirements

See Engine Manual

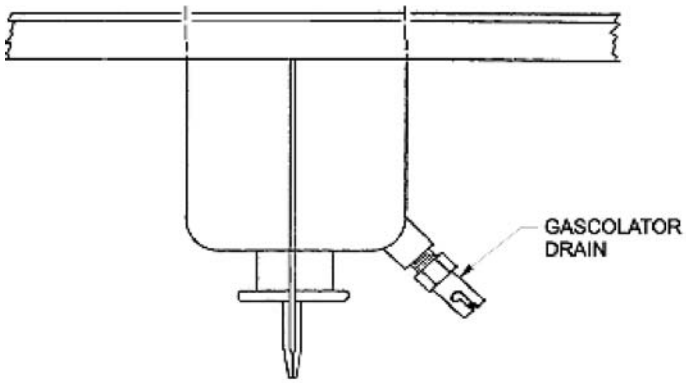
(c) Draining Fuel Strainer, Sumps and Lines

The fuel system sumps and strainer should be drained daily prior to the first flight and after refueling to avoid the accumulation of contaminants such as water or sediment. Each fuel tank is equipped with an individual quick drain located at the lower wing surface. The gascolator is equipped with an individual quick drain located under the fuselage. Each of the fuel tank sumps should be drained first. Then the gascolator should be drained with the fuel selector valve on each individual tank. Each time fuel is drained, sufficient fuel should be allowed to flow to ensure removal of contaminants. This fuel should be collected in a suitable container, examined for contaminants, and then discarded.

CAUTION

After draining any amount of fuel, care should be taken to ensure that no fire hazard exists before starting the engine.

After draining, each quick drain should be checked to make sure it has closed completely and is not leaking.



FUEL DRAINS

(d) Draining Fuel System

The bulk of the fuel may be drained from the system by opening the valves at the lower wing Surface near the fuselage. The remaining fuel is drained from the gascolator quick drain with the fuel selector set to each individual tank. Push the drain valve stem(s) to open the drain.

OIL REQUIREMENTS

See Engine Operators Manual.

Oil Sump Capacity: 5 U.S. Quarts

Oil Change Interval: 50 hours

It is recommended that the oil be changed as per instructions in the Engines Manual. Should fuel other than the specified octane rating for the power plant be added to tanks, do not fly the aircraft and immediately contact your mechanic.

The filler cap/dipstick is accessible through an access door in the engine cowling. Refer to the Maintenance Manual for the correct procedure for changing the oil and oil filter etc.

OIL TYPE:

Normal service: SAE 50 (above 40 deg. F)
SAE 30 (below 40 deg. F)
See Engine Operators Manual section VII for Approved products.

GROUND HANDLING: the airplane may be moved on the ground by:

WARNING
Ignition "OFF"

(a) Pushing on the wing leading edges at rib location, apply hand pressure on the wing rib rivet lines.

WARNING
DO NOT push or lift through the elevator or propeller area.

(b) Towing by the use of the nose wheel steering bar (option) or by power equipment that will not damage or excessively strain the nose gear steering assembly.

CAUTION
When towing with power equipment, do not turn the nose gear beyond its steering radius in either direction, as this will result in damage to the nose gear and steering mechanism.

CAUTION
Do not tow the airplane when the controls are locked.

(c) Taxiing

Before attempting to taxi the airplane, ground personnel should be instructed and approved by a qualified person authorized by the owner. Engine starting and shut-down procedures as well as taxi techniques should be covered. When it is ascertained that the propeller back blast and taxi areas are clear, power should be applied moderately to start the taxi roll, and the following checks should be performed:

- Taxi a few feet forward and apply the brakes to determine their effectiveness.
- While taxiing, make slight turns to ascertain the effectiveness of the steering.
- Observe wing clearance when taxiing near buildings or other stationary objects. If possible, station an observer outside the airplane.
- When taxiing over uneven ground, avoid holes and ruts.
- Do not operate the engine at high RPM when running up or taxiing over ground containing loose stones, gravel, or any loose material that may cause damage to the propeller blades.

(d) Parking

When parking the airplane, be sure that it is sufficiently protected from adverse weather conditions and that it presents no danger to other aircraft. When parking the airplane for any length of time or overnight, it is suggested that it be moored securely (tied down).
When parking the airplane, face it into the wind if possible and use chocks to properly block the wheels.

(e) Tie Down

The airplane should be tied down for immovability, security and protection. The following procedures should be used for the proper mooring of the airplane:

- Face the airplane into prevailing winds if possible.
- Retract the Flaperons.
- Block the wheels.
- Secure tie-down ropes to the wing tie-down rings and to the tail ring at approximately 45 degree angle to the ground. When using rope of non-synthetic material, leave sufficient slack to avoid damage to the airplane should the ropes contract.
- Secure the control yoke (stick) with seat belt or other means. Be sure to remove before flight.

CAUTION

Use bowline knots, square knots or locked slip knots. Do not use plain slip knots.

CAUTION

Not securing the controls when aircraft is parked can result in damage of the control system.

NOTE

Additional preparations for high winds include using tie-down ropes from the landing gear wheel area. Tightly secure the control yoke (stick) and rudder pedals (rudder) with seat belt or other means. Be sure to remove before flight.

Install a pitot cover if available. Be sure to remove the pitot cover before flight.
Doors should be locked when the airplane is unattended.
The optional cabin cover will protect the windshield from dust, the interior from ultraviolet rays, and will discourage unwanted onlookers.

CLEANING

(a) Cleaning Engine Compartment

Place a large pan under the engine to catch waste.

With the engine cowling removed, spray or brush the engine with solvent or a mixture of solvent and degreaser. It may be necessary to also brush areas that were sprayed.

CAUTION

Do not spray solvent into the alternator, vacuum pump, starter, electrics, or air intakes.

For best results, allow the solvent to remain on the engine from five to ten minutes; Then rinse the engine clean with additional solvent and allow to dry. Make sure you follow the solvent manufacturer's instructions. Also check with the engine manufacturer as to make sure that the solvent is compatible with the engine.

CAUTION

Do not operate the engine until solvent has evaporated or otherwise been removed.

Lubricate the controls, bearing surfaces, etc. See Maintenance Manual.

(b) Cleaning Exterior Surfaces

The airplane should be washed with a mild soap (dishwashing) and water. Harsh abrasives, alkaline soaps or detergents could scratch paint or plastic surfaces or could cause corrosion of metal. Cover areas where cleaning solution could cause damage. To wash the airplane, use the following procedure:

- Flush away loose dirt with water.
- Apply cleaning solution with a soft cloth, a sponge or a soft bristle brush.
- To remove exhaust stains, allow the solution to remain on the surface longer.
- To remove stubborn oil or grease, use a cloth dampened with naphtha.
- Rinse all surfaces thoroughly.
- Any good automotive wax may be used to preserve painted surfaces. Soft cleaning cloths or a chamois should be used to prevent scratches when cleaning or polishing. A heavier coating of wax on leading surfaces will reduce abrasion problems in these areas.

(c) Cleaning the Door

Clean only with special cleaner to make sure that the door is not damaged, to avoid scratches and/or discoloring, using a woolen cleaning cloth.

CAUTION

Do not use gasoline, alcohol, benzene, carbon tetrachloride, thinner, acetone, or window cleaning sprays, on the door.

CAUTION

To avoid scratches, never remove dust with a dry cloth.

(d) Cleaning Headliner, Side Panels and Seats

Clean headliner, side panels, and seats with a stiff bristle brush, and vacuum where necessary. Soiled upholstery, may be cleaned with a good upholstery cleaner suitable for the material.

AIRPLANE INSPECTION PERIODS

See Maintenance Manual for inspection frequency, details of inspections and who is authorized to perform the inspections.

ANNUAL INSPECTION:

An Annual Condition Inspection is required once a year to keep the Airworthiness Certificate in effect. The Annual Condition Inspection is the same as the 100-HOUR inspection in scope and detail. See Table 1 in the Maintenance Manual.

100-HOUR INSPECTION: PER LSA RULES

One hundred hour inspections are required by law if the aircraft is used for commercial purposes (rental, training, etc.). Aircraft warranty will be void if inspections are not in accordance with Table #1 of the Maintenance Manual. Inspections must be carried out by an authorized person as listed in the Maintenance Manual. The 100 hour inspection is a complete check of the aircraft and its systems, and should be accomplished by an Authorized person as outlined in the Maintenance Manual. The inspection is listed, in detail, in the inspection report of the appropriate Maintenance Manual.

50-HOUR INSPECTION:

It involves routine and detailed inspections at 50 hour intervals. The purpose of the program is to allow maximum utilization of the aircraft, to reduce maintenance inspection cost and to maintain a maximum standard or continuous airworthiness. See Maintenance Manual for details.

OPTIONAL MONITORING:

A spectrographic analysis of the oil is available from several sources. This system, if used intelligently, provides a good check of the internal condition of the engine. For this system to be accurate, oil samples must be sent in at regular intervals, and induction air filters must be cleaned or changed regularly. Check with your A&P.

PREVENTATIVE MAINTENANCE

As per FAA regulations, the FAA authorizes aircraft owners who holder at least a Sport Pilot certificate to perform maintenance as outlined in 14 CFR Part 43. This maintenance may be performed only on an aircraft which the pilot owns or operates and which is not used in commercial service.

Although maintenance as listed in Appendix 2 - section **(C)** - in the Maintenance Manual is allowed by the pilot, each individual should make a self-analysis as to whether he or she has the ability to perform the work.

If the above work is accomplished, an entry must be made in the appropriate logbook. The entry should contain:

(a) The date the work was accomplished.
(b) Description of the work.
(c) Number of hours on the aircraft.
(d) The certificate number of pilot performing the work.
(e) Signature of the individual doing the work.

Before performing maintenance on the engine, see Engine Operators Manual.

AIRPLANE ALTERATIONS

See the Maintenance Manual for details (Appendix 2)

The owner or pilot is required to ascertain that the following Aircraft Papers are in order and in the aircraft.

AIRPLANE DOCUMENTS

(a) To be displayed in the aircraft at all times:
  (1) Aircraft Certificate of Airworthiness
  (2) Aircraft Certificate of Registration

(b) To be carried in the aircraft at all times.
  (1) Pilot Operating Handbook.
  a. Weight and Balance and equipment list

Although the aircraft and engine logbooks are not required to be in the aircraft, they should be made available upon request. Logbooks should be complete and up to date. Good records will reduce maintenance costs by giving the mechanic information about what has or has not been accomplished.

ENGINE AIR FILTER

The air filter must be inspected at least once every fifty hours. Under extremely adverse operating conditions, it may be necessary to inspect the filter more frequently. The filter is disposable and inexpensive and a spare should be kept on hand for rapid replacement.

(a) Removal of Engine Air Filter

The filter is located in the front lower area of the engine compartment, and may be removed by the following procedure:

- Remove the upper and lower engine cowlings.
- Remove the air filter.

(b) Installation of Engine Air Filter

When replacing the filter, install the new filter.

BRAKE SERVICE

The brake system is filled with hydraulic fluid MIL-H-5606 (or aero fluid 41). The fluid level should be checked periodically or at every 50 hour inspection and replenished when necessary.

No adjustment of the brake clearances is necessary. If after extended service, brake blocks become excessively worn, they should be replaced with new segments.

BATTERY SERVICE

The battery should be checked for proper fluid level if it is not a dry cell type of battery. DO NOT fill the battery above the baffle plates. DO NOT fill the battery with acid - use only distilled water. A hydrometer check will determine the percent of charge in the battery.

If the battery is not up to charge, recharge starting with a 6 amp rate and finishing with a 2 amp rate. Quick charges are not recommended.

TIRE INFLATION

For maximum service from the tires, keep them inflated to the proper pressure = 30 PSI. All wheels and tires are balanced before original installation, and the relationship of tire, tube and wheel should be maintained upon reinstallation. Unbalanced wheels can cause extreme vibration in the landing gear; therefore, when installing new components, it may be necessary to rebalance the wheels with the tires mounted. When checking tire pressure, examine the tires for wear, cuts, bruises, and slippage.

LANDING GEAR SERVICE

The main landing gear carries 7.00 x 6 wheels, the nose landing gear carries 6.00 X 6 wheel. All three tires are four-ply rating, type III tires with tubes. Tire and wheel options are available in different configurations.

The nose gear shock chord (bungee) should be checked for chaffing, and elasticity.

In jacking the aircraft for landing gear or other service, use a padded sawhorse under the rear fuselage and lift (hang) the front of the plane by the engine (using ring on crankcase).

PROPELLER SERVICE

The spinner and backing plate should be frequently cleaned and inspected for cracks. Before each flight the propeller should be inspected for nicks, scratches, paint chips etc. Read the propeller manufacturers maintenance procedures.

NEW ENGINE BREAK-IN AND OPERATION

The engine underwent a run-in at the factory and is ready for a full range of use. See Engine Manual for details.

CONTROL SURFACE DEFLECTIONS

See STOL 750LS Parts Manual.

SECTION 9

PLACARDS AND MARKINGS

AIRSPEED INDICATOR MARKINGS

MARKING	INDICATED AIRSPEED Kts	SIGNIFICANCE
White Arc	30--60 Vso - V_{FE}	*Full Flap Operating Range.* Lower limit is maximum weight stalling speed in landing configuration. Upper limit is maximum speed permissible with Flaperons extended.
Green Arc	32--78 Vs - V_C	*Normal Operating Range.* Lower limit is maximum weight stalling speed with Flaperons up. Upper limit is maximum structural cruising speed.
Yellow Arc	78---108 V_C - V_{NE}	*Calm Weather Range*. Operations must be conducted with caution and only in smooth air.

INSTRUMENT MARKINGS

INSTRUMENT		Red Line MINIMUM LIMIT	Green Arc NORMAL OPERATING	Yellow Line CAUTION LIMIT	Red Line MAXIMUM LIMIT
TACHOMETER	**RPM**	500	700-2750		2750
CYLINDER HEAD TEMP. (CHT)		200° F			480° F
OIL TEMPERATURE	**ºF**	75° F			240° F
FUEL PRESSURE	**PSI**	.5	3 - 5	6	8
OIL PRESSURE	**PSI**	10 idle	30-60		60
VOLTMETER	**VOLTS**		10 - 14		

LIMITATION PLACARDS

The following placards are installed:
Instrument panel area:

THIS AIRCRAFT WAS MANUFACTURED IN ACCORDANCE WITH LIGHT SPORT AIRCRAFT AIRWORTHINESS STANDARDS AND DOES NOT CONFORM TO STANDARD CATEGPRY AIRWORTHINESS REQUIRMENTS

Above placard must be posted in the aircraft passenger area so that it is visible to both the pilot and passenger upon entry or when seated in the aircraft

No Intentional Spins Warning:

NO INTENTIONAL SPINS

Other placards on instrument panel:

NO SMOKING
Registration #
THROTTLE PULL CLOSE
MIXTURE PULL RICH
CARB. HEAT PULL OPEN

Other placards in cabin area:

TRIM NOSE UP TRIM NOSE DOWN	FLAPS UP FLAPS DOWN

Placard near Door Latch:

Do Not Unlatch Door In Flight

- Baggage area:

Install rear of rear baggage area :

18kg/ 40 LBS MAX. SOFT ARTICLES ONLY CHECK WEIGHT AND BALANCE

- Left forward fuselage:

FUEL DRAIN ↘

- Rear left side fuselage:

Model: CH 750LS SLSA MFG: AMD SERIAL # MFG DATE:

WING TANKS Placards

- At fuel gauges on instrument panel:

Usable Fuel 22 US gal

- Beside the wing tank fillers:

AVIATION FUEL 100L.L. Min. Oct. 12 USgal. Capacity

- Radio master breaker

RADIO MASTER

SECTION 10

SUPPLEMENTARY INFORMATION

SECTION 10

SUPPLEMENTARY INFORMATION

INTRODUCTION

This section provides a supplementary information of the airplane and its systems and their operation.

THE AIRPLANE

The STOL 750LS is a single-engine, fixed gear, high wing monoplane of all metal construction. It has side by side seating for two.

AIRFRAME

The primary structure, with the exception of the steel tube engine mount, steel nose gear strut, and isolated areas, is of 6061-T6 aluminum sheet metal riveted to aluminum extrusions with Avex rivets. Composites are used on non-structural fairings.

The fuselage is a conventional semi-monocoque structure. A large forward-tilting acrylic door provides easy access from either side. The rear baggage area is accessible through the cabin.

The main wings have a high lift airfoil with slats and Hoerner wing tips to maximize the STOL 750LS's effective wing span. The wings are attached to each side of the cabin frame by insertion of the butt ends of the main spars into the steel cabin frame.

INSTRUMENT PANEL CONTROLS

INSTRUMENT PANEL

The instrument panel is designed to accommodate the standard instruments for VFR flights, with plenty of room to install optional avionics and instruments.

FLIGHT CONTROLS

The flight controls actuate the control surfaces through a combination of push-pull rods and cables.

The horizontal tail is comprised of a fixed stabilizer and a movable elevator. The elevator is operated by moving the stick forward and aft. An electrically operated trim tab is mounted on the trailing edge of the elevator. This tab provides trim control by activation of a switch located on the pilots stick.

The rudder is an all-flying rudder and is operated by conventional foot pedals.

The ailerons / flaps are fixed together and are called Flaperons. The Flaperons are conventional in design and are operated by moving the stick control from side to side.

The flap function of the Flaperons are electrically actuated by a switch on the instrument panel. Flaperon position is monitored by the flap position indicator, close to the switch.

ENGINE CONTROLS

Engine controls consist of a throttle, a mixture, and a carb. Heat "push pull" control. These controls are located at the lower center of the instrument panel where they are accessible to both pilot and co-pilot.

The "**Black Handled"** throttle control is used to adjust engine RPM. Springs are added to the throttle lever arm to ensure that the engine will go to full power if linkages should fail.

The **"Red Handled"** mixture control is used to adjust the air-to-fuel ratio. The engine is shut down by the placing of the mixture control in the full lean position. In addition, the mixture control has a push button lock to prevent inadvertent activation of the mixture control. For more information on the leaning procedure, see the Engine Operator's Manual.

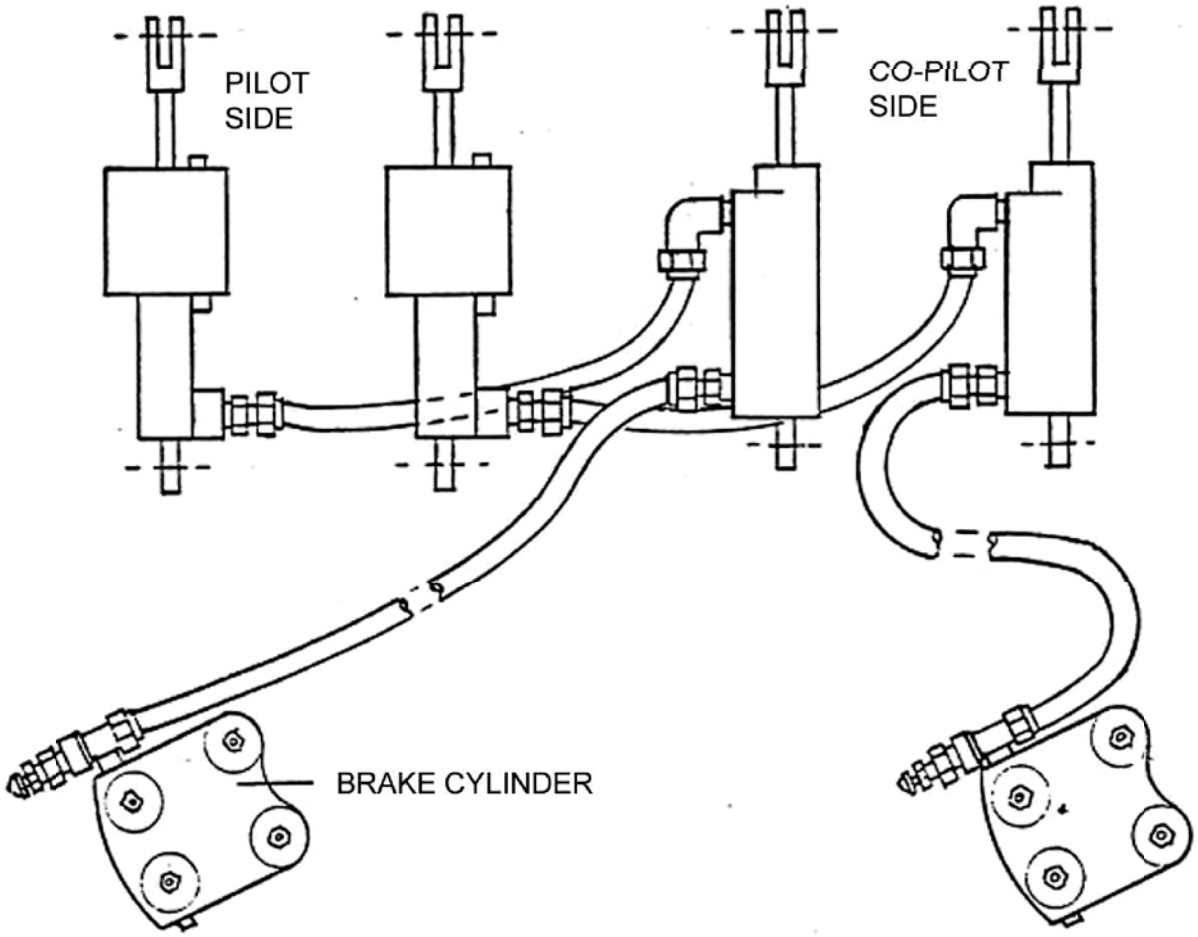
The carburetor heat control has two positions: pull out for 'ON', push in for 'OFF'.

LANDING GEAR

The fixed gear STOL 750LS is equipped with 7.00x6 MLG wheels and 6.00x6 NLG Wheel. Single disc hydraulic brake assemblies are provided on the main gear. The main gear shock absorber is a one piece metal leaf spring.

The nose gear is steerable by the use of rudder pedals. A shock-chord (bungee) assembly on the nose strut dampens shocks and bumping during taxiing.

The brakes are actuated by toe brake pedals which are attached to the rudder pedals. The master cylinders are connected to the pedals on the pilot (left) side, and slave cylinders are on the passenger side (optional).



BRAKE SYSTEM

POWERPLANT AND PROPELLER

The STOL 750LS is powered by a four cylinder horizontally opposed TCM O-200 air cooled engine.

The engine compartment is accessible for inspection by removing the fasteners from the top and bottom cowling. The engine mount is constructed of steel tubing, and attachment is provided to reduce vibrations.

The exhaust system is constructed of stainless steel and incorporates heater shrouds to supply heated air for the cabin and carb heat.

The engine is air cooled by directing air around the cylinder fins with a baffling system. Air for the muffler shrouds is also picked up from the nose cowling and carried through a duct to the shrouds. Heated air enters the carburetor air box through a hose connected to the heater shroud.

A fixed pitch wooden propeller with leading edge protection is installed as standard equipment.

The pilot should read and follow the procedures recommended in the Engine Operator's Manual for this engine in order to obtain maximum engine efficiency and time between engine overhauls.

The fuel is stored in Right and Left wing tanks, capacity 2 x 12 US gallons (2 x 11 US gallons usable).

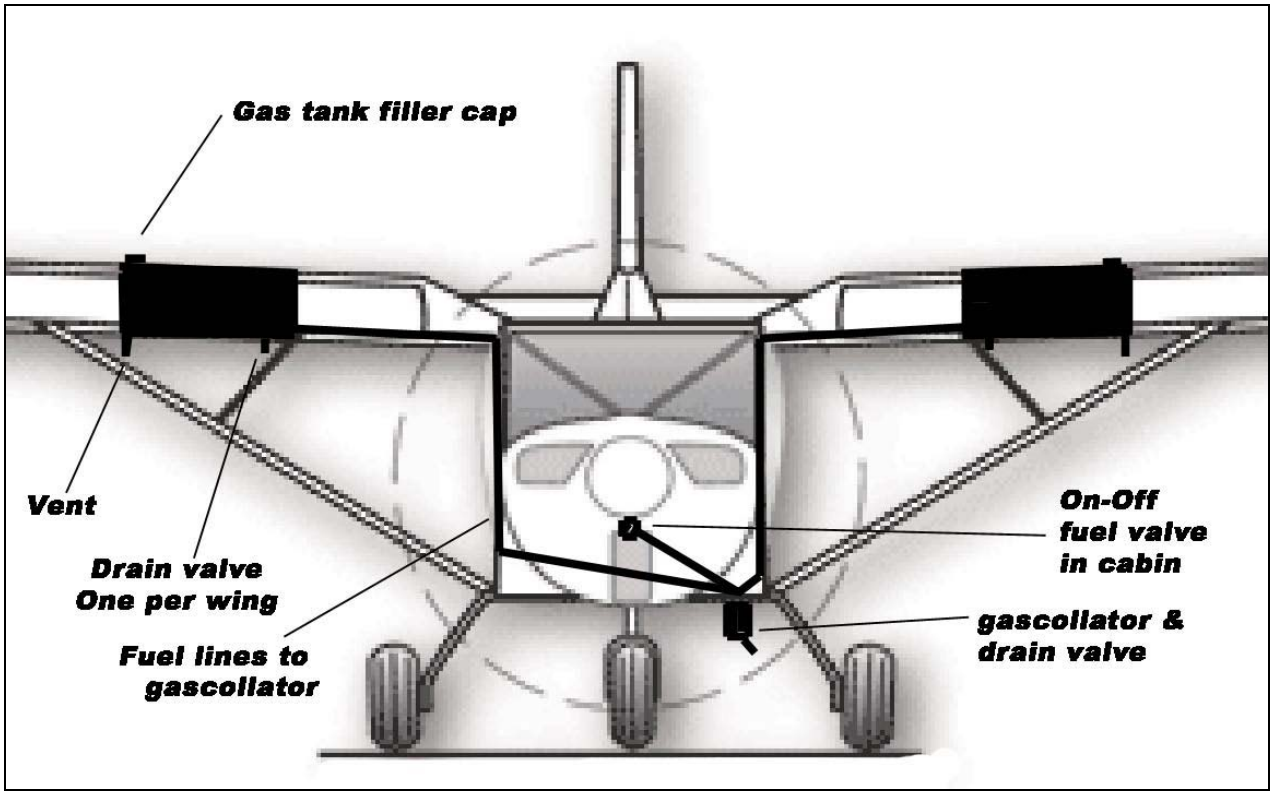
The fuel tank selector control is located on the seat center panel between the pilot and passenger. Fuel flow of both tanks is controlled through the ON-OFF valve. There is no left / right fuel selector. An ON –OFF fuel valve is supplied.

An auxiliary electric fuel pump is provided. The electric pump should be ON for all takeoffs and landings. The fuel pump switch is located on the instrument panel.

The fuel drains must be opened daily prior to first flight to check for water or sediment. Each tank has an individual drain. Check that the drains do not leak, after closing them.

The gascolator located under the fuselage, near the firewall, must also be drained before the first flight of the day.

Fuel quantity and fuel pressure gauges are mounted on the instrument panel.



FUEL SYSTEM SCHEMATIC

ELECTRICAL SYSTEM

The electrical system includes a 14 volt alternator, voltage regulator, battery contactor and a standard 12 volt battery. The battery is mounted at the firewall, with the master switch solenoid just above the battery. The voltage regulator is on the firewall, or integral to the alternator. The master switch and other electrical switches are located on the instrument panel.

Standard electrical accessories include a starter, an electric fuel pump, fuel gauge, and Volt Meters.

The system also provides for such optional electrical accessories as additional lights and gauges, and communication and navigational equipment.

The master switch is an on /off rocker switch. The alternator is an on – off rocker switch. They are located on the instrument panel.

PITOT-STATIC SYSTEM

The system supplies both pitot and static pressure for the airspeed indicator, altimeter, and the optional vertical speed indicator.

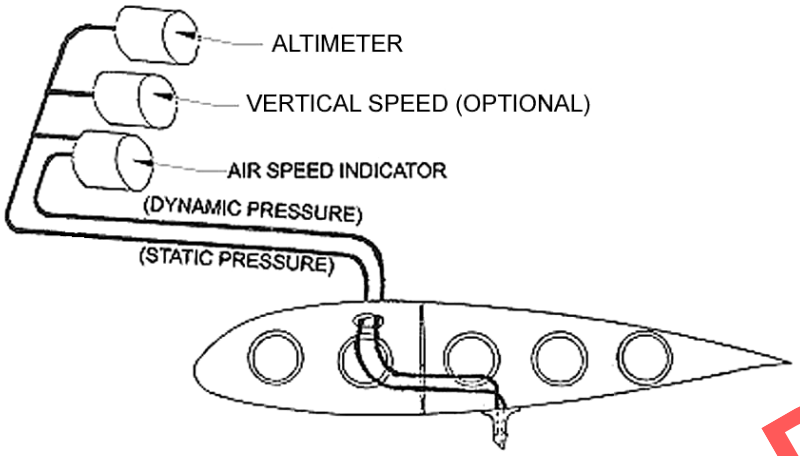
Pitot and static pressure are picked up by a pitot head installed on the bottom of the left wing and carried through pitot and static lines within the wing and fuselage to the gauges on the instrument panel. Static pressure may be supplied by an optional static port on the fuselage.

To prevent bugs from entering the pitot and static pressure holes, a cover should be placed over the pitot head, when the aircraft is not in use. A partially or completely blocked pitot head will give erratic or zero readings on the instruments.

NOTE

During the preflight, check to make sure the pitot cover is removed.

PITOT-STATIC SYSTEM VFR



HEATING AND VENTILATION SYSTEM

Heat for the cabin interior is provided by a shroud surrounding to the muffler. Heat is regulated with the control located on the instrument panel.

Fresh air is directed into the cabin through the vents installed in the right and left front fuselage sides.

WARNING
Door must be closed securely when engine is on

.

PROPELLER SPINNER

Airplane may be used with the spinner removed.

SECTION 11

FAMILIERIZATION FLIGHT PROCEDURES

SECTION 11

FAMILIERIZATION FLIGHT PROCEDURES

WARNING
Familiarization flight procedures in this manual are not intended for "self-check out".

WARNING
No-"self-check out" is permitted. A check ride with a certified sport pilot CFI or CFI Examiner or Factory Pilot is required.

For Aircraft Flight Training Supplement, this manual covers the basics. A supplemental manual is available on CD ROM.

SECTION 12

OPTIONS

SECTION 12

OPTIONS

GENERAL

This section provides additional necessary information for the efficient operation of the airplane when equipped with one or more of the various optional equipment and/or systems not provided with the standard airplane.

All of the Options provided by this section are "Approved" options, and consecutively numbered as a permanent part of this Pilot Operating Handbook. The information contained in each Option applies only when the related equipment is installed in the airplane. No change to limitations or performance is associated with these options.

Your aircraft may be equipped with avionics, an EFIS, an EMS, auto pilot etc. Operation of these items is detailed in the manufacturer's instructions and are for VFR only. Note that manufacturers operating instructions that can be downloaded from their web sites. Owner / operator of the aircraft must add these instructions to this POH and must keep them updated.

EMERGENCY LOCATOR TRANSMITTER (E.L.T.)

GENERAL

The E.L.T. consists of a self-contained dual-frequency radio transmitter and battery power supply, and if ARMED, it is activated by an impact producing a change in velocity of 3.5 ft/sec. or more as may be experienced in a crash landing. The E.L.T. emits an omni-directional signal on the international distress frequencies of 121.5 and 243.0 MHz. General aviation and commercial aircraft, the FAA, and CAP monitor 121.5 MHz, and 243.0 MHz is monitored by the military. Following a crash landing, the E.L.T. will provide line-of-sight transmission up to 100 miles at 10,000 feet. The E.L.T. transmits on both distress frequencies simultaneously at 75 mw rated power output for 48 continuous hours in the temperature range of -4^{O}F to +131^{O}F (-20^{O}C to +55^{O}C).

The portable E.L.T. unit is mounted behind the rear co-pilot seat. An ON-OFF switch is mounted on the instrument panel for activation and /or deactivation. The E.L.T. can also be activated or deactivated by moving the toggle switch in the unit.

EMERGENCY PROCEDURES

Immediately after a forced landing where emergency assistance is required, the E.L.T. should be utilized as follows.

1. Ensure E.L.T. Activation - Turn a radio transceiver ON and select 121.5 MHz. If the E.L.T. can be heard transmitting, it was activated by the "g" switch and is functioning properly. If no emergency tone is audible, push the switch to ON.

2. Prior To Sighting Rescue Aircraft - Conserve airplane battery. Do not activate radio transceiver.

3. After Sighting Rescue Aircraft - Switch E.L.T. to OFF, preventing radio interference. Attempt contact with rescue aircraft with the radio transceiver set to a frequency of 121.5 MHz. If no contact is established, push the E.L.T. switch to ON immediately.

4. Following Rescue - Push the switch to ARMED or OFF.

NORMAL PROCEDURES (E.L.T.)

As long as the function selector switch remains in the ARMED position, the E.L.T. automatically activates following an impact.

Following a lightning strike, or an exceptionally hard landing, the E.L.T. may activate although no emergency exists. To check your E.L.T. for inadvertent activation, select 121.5 MHz. on your radio transceiver and listen for an emergency tone transmission. If the E.L.T. can be heard transmitting, push the switch to OFF, then to ARMED for normal operation.

NEVER ACTIVATE the ELT while airborne for any reason.

ELT MAINTENANCE

Refer to the ELT Operation Manual. (Battery replacement).

FIRE EXTINGUISHER

The fire extinguisher is mounted behind the co-pilot, in the baggage area. It is to be used and maintained as per instructions printed on the unit.

TOW BAR (Option)

The tow bar is not stored in the aircraft.

WHEEL FAIRINGS (Option)

The wheel fairings give a sleek look to your aircraft with little change in performance. They are made of fiberglass and are easily removed or mounted to their attachment brackets.

Note: In snowy conditions, remove the wheel fairings so that the snow cannot accumulate inside, freeze and then lock the wheels.

EXTERNAL POWER PLUG (Option)

The external power plug is a typical type “Piper aircraft” plug. Do not reverse the polarity as this will cause damage to the electric system.

Supplement Number 1

Model: STOL 750LS

NIGHT VFR FLYING

EAA ARTICLE 10/13/05 - SPECIAL LSA AND NIGHT/IFR FLYING

Some confusion exists in the aviation marketplace regarding the use of special light-sport aircraft (S-LSA) for flying at night and/or under instrument flight rules (IFR). The ASTM consensus standards that govern the manufacture and production of S-LSA specifically address day/visual flight rules (VFR) operations only.

First, sport pilots, or those exercising sport pilot privileges, are restricted from flying at night or in IFR conditions, so they may not operate an S-LSA, or any aircraft, at those times.

Other properly rated pilots may fly an S-LSA in those conditions if allowed per the aircraft's operating limitations and if it is equipped per FAR 91.205. Additionally, FAR 91.327(d) requires all S-LSA to be operated in accordance with the aircraft's operating instructions. An aircraft's operating instructions are different from operating limitations; operating instructions are issued by manufacturers-engine, airframe, and accessory-while operating limitations are issued by the FAA.

Many S-LSA are equipped with Rotax engines. Rotax's operating instructions prohibit the use of a Rotax engine at night or in IFR conditions unless it is the FAA type-certificated engine; that is, certificated to FAR Part 33. Rotax's non-certificated engines are indicated by the letters "UL" after the engine series number; for example, 912UL, 912ULS, and 914UL.

Additionally, S-LSA airframe and engine manufacturers may place restrictions against the use of their aircraft and/or engines for night/IFR operations. For example, other S-LSA are powered by Jabiru engines; these engines are certificated to JAR-22H and are limited to day/VFR operation.

Bottom line: some S-LSA can be equipped for night and IFR operation; be sure to tell the manufacturer/dealer if your intent is to operate the aircraft under those conditions...and make sure you have the proper ratings.

For more information, call EAA's Aviation Service at 888/EAA-INFO (322-4636) or e-mail info@eaa.org.

SUPPLEMENT NUMBER 1
LOG OF REVISIONS

Revision Date	Revised Pages	Description of Revision
MARCH 2009	All pages	Initial Issue

SUPPLEMENT NUMBER 1
List of Effective Pages

Supplement Number 1	Page	Date
	1	MARCH 2009
	2	MARCH 2009
	3	MARCH 2009
	4	MARCH 2009
	5	MARCH 2009

CAUTION

The STOL 750LS is a single engine airplane. When the operating limitations and maintenance requirements are complied with, it has the high degree of reliability. Nevertheless, an engine failure is not completely impossible. For this reason, flights during the night, or above terrain which is unsuitable for a landing, constitute even more risk. It is therefore highly recommended to select flight times and flight routes such that this risk is minimized.

NOTE
Supplement #1 is for NIGHT VFR only. Aircraft must be equipped with "MINIMUM EQUIPMENT LIST FOR NIGHT VFR"

MINIMUM EQUPMENT LIST FOR NIGHT VFR

Minimum operating equipment. The following table lists the minimum equipment required. Additional minimum equipment for the intended operation may be required and also depends on the route to be flown.

	DAY VFR	NIGHT VFR
Flight and Navigation Instruments	- airspeed indicator - altimeter - compass	- magnetic compass
Engine Instruments	- fuel indicators - integrated engine instrument	- ammeter - voltmeter
Lighting		- position lights - strobe lights (anti collision lights) - landing light - Taxi light - instrument lighting / cabin light - flashlight
Other operational minimum equipment	- POH - Registration - C of A - W&B and installed component list	
Placards	- Section 9 of POH	Supplement #1

TYPES OF OPERATIONS

The airplane is approved for the following operations when equipped in accordance with the prevailing regulations.

Day V.F.R.
Night VFR
Flight in known or forecast icing conditions is prohibited.

OTHER LIMITATIONS.

BATTERY CHARGE

Taking off for Night VFR with an empty battery is not permitted. The use of an external power supply for engine starting with an empty airplane battery is not permitted if the subsequent flight is intended to be a Night VFR flight. In this case the airplane battery must first be charged, and aircraft charging system must be working.

OPERATION TIME OF ELECTRICAL EQUIPMENT

Following an alternator failure, it can be expected that the systems are supplied with power for half an hour if only essential equipment is left on.

NAVIGATION LIGHTS AND STROBES

Conventional type navigation lights are located on the wing tips and the rudder. Strobe lights are also mounted on the wing tips. ON/OFF switches, found on the instrument panel are labeled (NAV LIGHTS), and (STROBES) respectively. The switches are ON in the up position.

Strobe lights should be turned off when taxiing in the vicinity of other airplanes, or during night flight through clouds, fog or haze.

LANDING LIGHTS (optional)

Landing / taxi lights are mounted on the airframe. The ON/OFF switch for the landing / taxi lights is found on the instrument panel.

CABIN LIGHT (optional)

Cabin light is located between the seats in baggage area. The light is a multi purpose light providing narrow spotlight or floodlight beam. Rotate dial for red or white lens. Push-button for instant full light. Adjustable rheostat. Coiled cord & snap-in mounting makes light portable in cockpit area. Cabin light is not connected through the aircraft master switch and must therefore be turned off independently.

NIGHT VFR PLACARDS

DAY AND NIGHT VFR IN NON-ICING CONDITIONS

LANDING LIGHT	TAXI LIGHT	STROBE LIGHTS	NAV LIGHTS

Above placards are added to aircraft in addition to standard placards in section 9.