

AIRSPEED CALIBRATION ALTERNATE STATIC SOURCE

Notes:

1. Airspeed indicator instrument error is assumed zero

Cabin heat & ventilation off. Windows closed

Flaps up							
Normal IAS	50	60	70	80	90	110	130
Alternate IAS	51	61	72	82	92	113	132
Flaps 10°							
Normal IAS	50	60	70	80	85	-	-
Alternate IAS	51	61	72	83	87	-	-
Flaps 30°							
Normal IAS	50	60	70	80	85	-	-
Alternate IAS	47	58	69	80	86	-	-

Cabin heat & ventilation on. Windows closed

Flaps up							
Normal IAS	50	60	70	80	90	110	130
Alternate IAS	48	59	70	80	90	109	128
Flaps 10°							
Normal IAS	50	60	70	80	85	-	-
Alternate IAS	49	58	66	75	76	-	-
Flaps 30°							
Normal IAS	50	60	70	80	85	-	-
Alternate IAS	48	57	65	74	75	-	-

Windows open

Flaps up							
Normal IAS	50	60	70	80	90	110	130
Alternate IAS	42	53	67	74	82	100	119
Flaps 10°							
Normal IAS	50	60	70	80	85	-	-
Alternate IAS	41	52	63	73	75	-	-
Flaps 30°							
Normal IAS	50	60	70	80	85	-	-
Alternate IAS	39	52	62	71	73	-	-

STALL SPEED

Flight characteristics:

1. CG at aft limit
2. Idle power

Notes:

1. Stall speed is in knots IAS
2. Stall speed decreases 12 knots at max power
3. Stall results in aprox. 200 feet loss of altitude
4. Aircraft shall never deliberately be flown above 60° bank

Load factor		1 g	1,18 g	1,4 g	2,0 g	4,0 g
Flap pos.	Airplane mass	0°bank	30°bank	45°bank	60°bank	75°bank
0°	1200	51	55	60	72	-
	1100	46	50	54	65	96
	1000	41	45	49	58	88
10°	1200	41	45	49	58	-
	1100	37	40	44	52	-
	1000	33	36	39	47	-
30°	1200	36	39	43	51	-
	1100	33	36	39	47	-
	1000	30	33	36	42	-

TAKE OFF PERFORMANCE

The airplane may never be operated above maximum take off mass. Additionally, take off may not be attempted if the actual aircraft take off mass is above the maximum mass allowable mass for the take off distance available, taking into account current regulatory factors, runway conditions and other factors stipulated by the national CAA.

Take off performance is based on the following conditions:

1. Max brakes until full power is reached
2. Take off on dry, paved and flat runway
3. Zero wind

ADDITIONAL INFORMATION

1. Use 50% of reported headwind or 150% of reported tailwind when calculating take off distance.
2. If take off data is missing from table then climb performance over 50 feet is Less than 150 feet per minute. Take off is prohibited under these conditions.
3. For take off in gusty wind conditions, add 10% to final take off distance.
4. Ground roll can be assumed to be 45% of total take off distance to 50 feet

Runway surface corrections:

Runway condition	Factor increment
Cut grass (<2 inch)	10%
Water or slush (<1 inch)	20%
Light snow (<1 inch)	5%
Heavy snow (<1 inch)	15%
Gravel	10%

Note: Take off with standing water, slush or snow in excess of 1 inch is prohibited. Take off in grass exceeding 2 inches is also prohibited.

Refer to page 4 and 5 for take off graphs

TAKE OFF DISTANCE 50FT

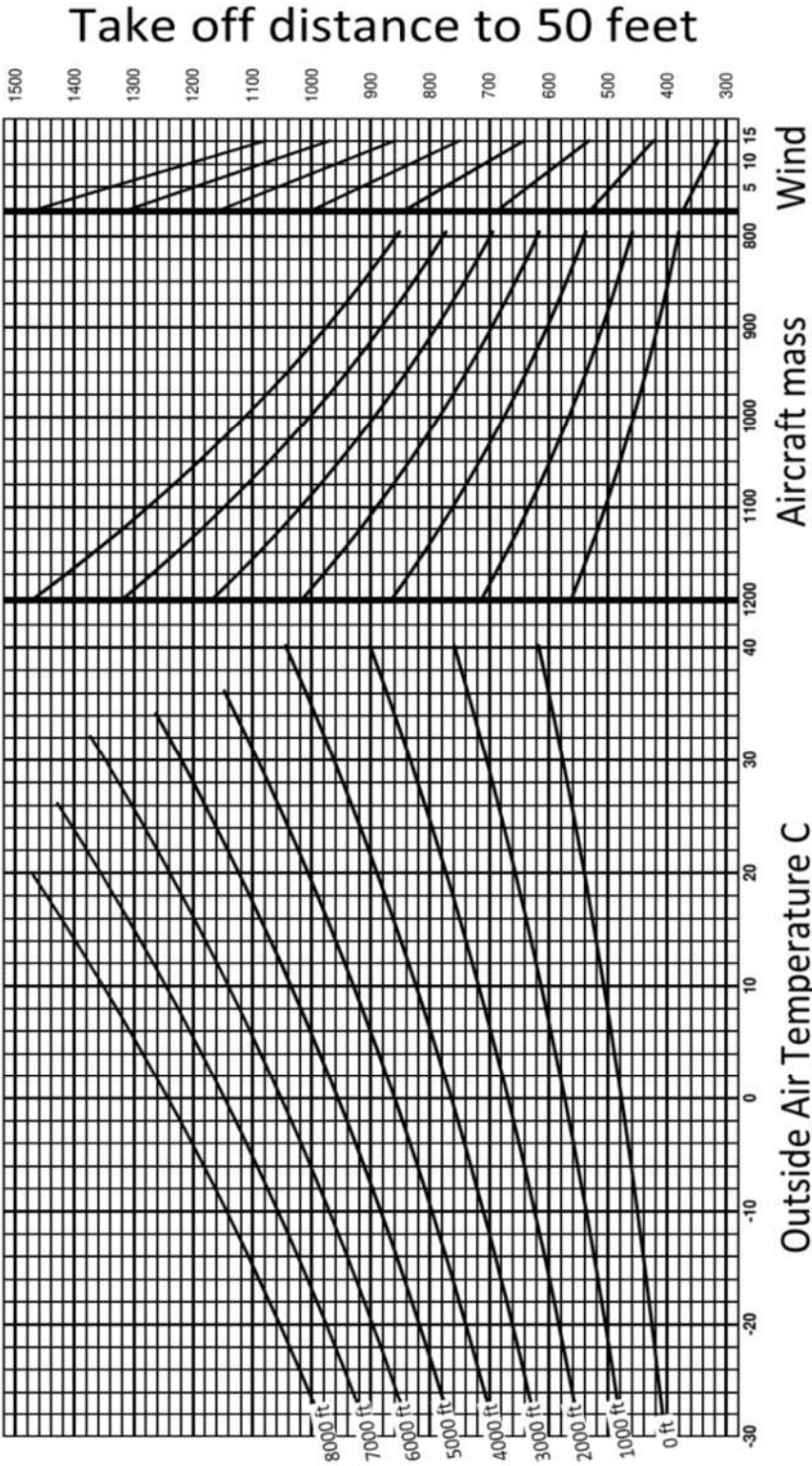
Flaps 0°

Mass kg	Airspeed kt IAS		Airport pressure alt.	Take off distance (m) 50 feet			
	Vr	50 ft		0°C	+10°C	+20°C	+30°C
1200	56	75	0	510	540	590	640
			1000	530	580	610	673
			2000	560	610	645	702
			3000	595	645	694	733
			4000	615	675	710	765
			5000	637	702	740	802
			6000	685	730	775	-
			7000	745	770	-	-
1000	51	69	0	485	513	561	608
			1000	504	551	580	639
			2000	532	580	613	667
			3000	565	613	659	696
			4000	584	641	675	727
			5000	605	667	703	762
			6000	651	694	736	797
			7000	708	732	777	833
800	47	64	0	460	487	532	578
			1000	478	523	551	607
			2000	505	551	582	634
			3000	537	582	626	662
			4000	555	609	641	690
			5000	575	634	668	724
			6000	618	659	699	797
			7000	672	695	777	833

Notes: 1. Reduce take off distance by 6% for each 9 knot headwind
 2. Increase take off distance by 10 % for each 2 knot tailwind

TAKE OFF PERFORMANCE

10° flaps



TIME FUEL AND DISTANCE TO TOP OF CLIMB MAX RATE

Flight characteristics:

1. Flaps up
2. Full power
3. Mixture lean for max
EGT above 5 000 feet
4. Calm winds

Notes:

1. Fuel figures include 5 l for taxi and take-off
2. Increase/decrease distance, time and fuel to top of climb by 10% for every 10°C above/below ISA
3. All figures in kilograms, knots, feet, minutes and nautical miles

Mass	Press. Alt	Temp C°	IAS	Climb rate	From sea level		
					Time	Fuel	Dist
1200	0	15	79	897	0	5	0
	1000	13	79	879	3	6	4
	2000	11	79	861	5	8	8
	3000	9	79	844	8	11	14
	4000	7	79	827	11	14	18
	5000	5	79	811	16	18	25
	6000	3	79	795	21	22	32
	7000	1	79	779	25	26	40
	8000	-1	79	763	31	30	49
	9000	-3	79	748	38	36	62
	10000	-5	79	733	44	42	79
1000	0	15	79	937	0	5	0
	1000	13	79	918	3	6	4
	2000	11	79	900	5	7	7
	3000	9	79	882	7	10	13
	4000	7	79	864	10	13	16
	5000	5	79	847	14	16	23
	6000	3	79	830	19	20	29
	7000	1	79	813	23	23	36
	8000	-1	79	797	28	27	44
	9000	-3	79	781	34	32	56
	10000	-5	79	766	40	38	71
800	0	15	79	1098	0	5	0
	1000	13	79	1076	2	6	3
	2000	11	79	1055	4	7	6
	3000	9	79	1033	6	9	11
	4000	7	79	1013	9	11	15
	5000	5	79	993	13	15	20
	6000	3	79	973	17	18	26
	7000	1	79	953	20	21	32
	8000	-1	79	934	25	24	40
	9000	-3	79	915	31	29	50
	10000	-5	79	897	36	34	64

TIME FUEL AND DISTANCE TO TOP OF CLIMB ECONOMY

Flight characteristics:

1. Flaps up
2. Full power
3. Mixture lean for max
EGT above 5 000 feet
4. Calm winds

Notes:

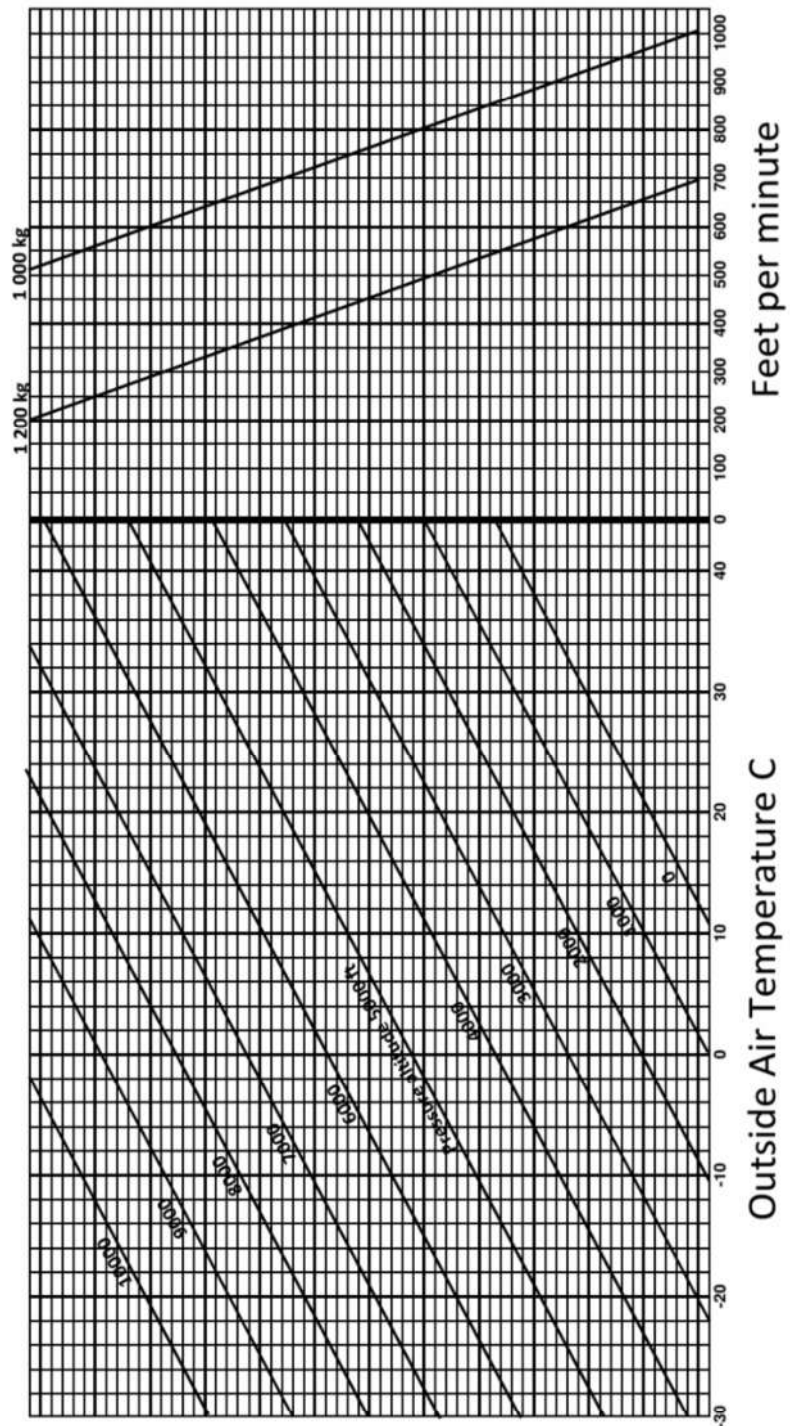
1. Fuel figures include 5 l for taxi and take-off
2. Increase/decrease distance, time and fuel to top of climb by
10% for every 10°C above/below ISA
3. All figures in kilograms, knots, feet, minutes and nautical miles

Mass	Press. Alt	Temp C°	IAS	Climb rate	From sea level		
					Time	Fuel	Dist
1200	0	15	90	493	0	5	0
	1000	13	90	473	5	6	8
	2000	11	90	454	8	8	12
	3000	9	90	436	12	10	18
	4000	7	90	419	15	12	23
	5000	5	90	402	20	16	30
	6000	3	90	386	27	19	40
	7000	1	90	370	31	22	50
	8000	-1	90	356	40	27	59
	9000	-3	90	341	49	34	70
	10000	-5	90	328	62	40	89
1000	0	15	90	559	0	5	0
	1000	13	90	537	5	6	7
	2000	11	90	515	7	7	11
	3000	9	90	495	11	9	16
	4000	7	90	475	14	11	21
	5000	5	90	456	18	14	27
	6000	3	90	438	24	17	36
	7000	1	90	420	28	20	45
	8000	-1	90	403	36	24	53
	9000	-3	90	387	44	31	63
	10000	-5	90	372	56	36	80
800	0	15	90	719	0	5	0
	1000	13	90	690	4	6	6
	2000	11	90	663	6	7	10
	3000	9	90	636	10	8	15
	4000	7	90	611	12	10	19
	5000	5	90	586	16	13	24
	6000	3	90	563	22	15	32
	7000	1	90	540	25	18	41
	8000	-1	90	519	32	22	48
	9000	-3	90	498	40	28	57
	10000	-5	90	478	50	32	72

CLIMB RATE

Flight characteristics:

1. Flaps up
2. Full power
3. Mixture lean for max EGT above 5 000 feet
4. IAS 62 knots



CRUISE PERFORMANCE

Flight characteristics:

Notes:

Max weight 1200 kg

1. Mixture full rich increase FF with up to 40%!

Mixture lean for max EGT

2. Areas marked with "-" are not obtainable

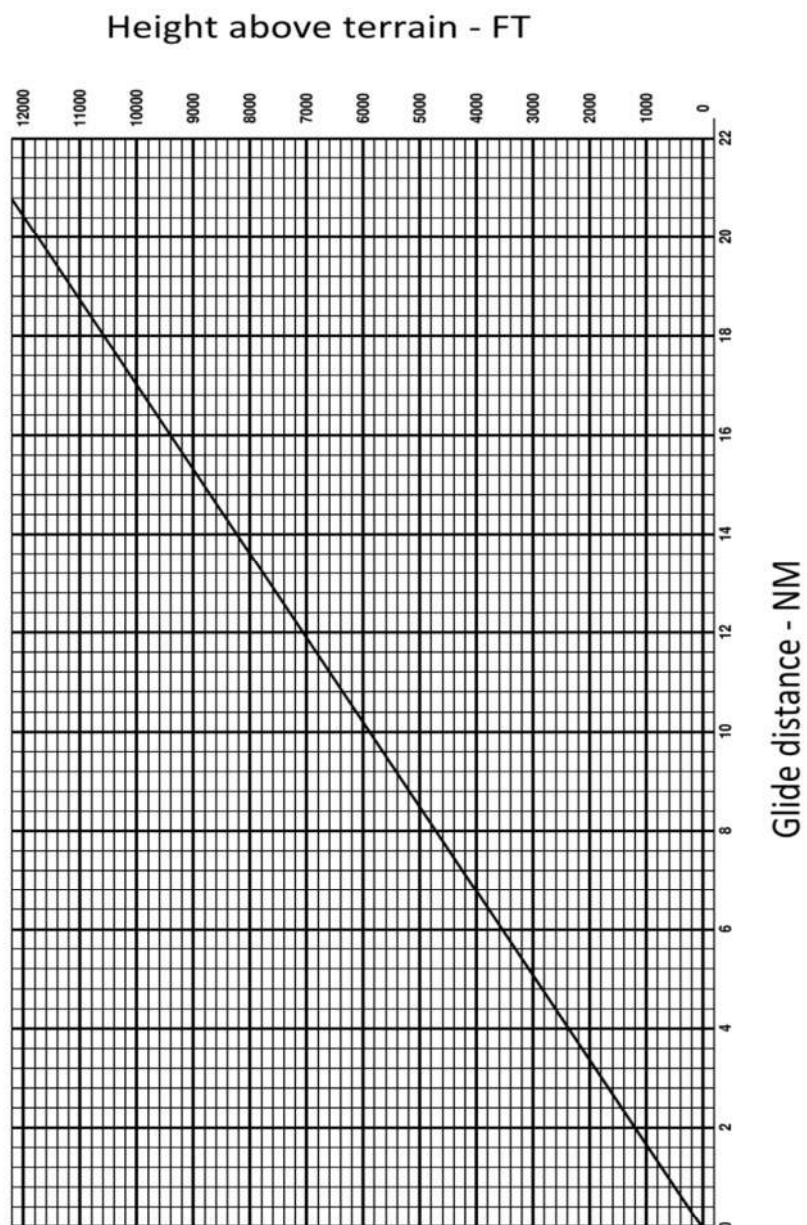
3. Fuel flow is in liters per hour. Airspeed in knots. Power in %

Press. alt	RPM	ISA				ISA + 20C		
		Power	TAS	FF		Power	TAS	FF
2000	2500	-	-	-		69	111	31
	2400	75	110	36		66	107	30
	2300	63	106	31		61	102	28
	2200	59	100	23		55	98	21
	2100	52	92	19		49	89	17
4000	2500	-	-	-		71	108	32
	2400	71	108	33		69	105	29
	2300	60	104	30		57	102	30
	2200	57	98	21		52	97	27
	2100	50	90	18		47	87	17
6000	2500	-	-	-		71	110	32
	2400	75	113	37		69	108	31
	2300	65	107	33		62	103	29
	2200	60	101	24		50	99	26
	2100	53	94	22		44	90	16
8000	2500	75	117	36		71	111	30
	2400	70	115	35		69	108	31
	2300	63	108	32		62	103	29
	2200	59	103	23		52	98	26
	2100	51	97	21		49	87	17
10000	2500	71	110	33		65	103	31
	2400	69	113	31		63	99	29
	2300	62	103	29		59	96	28
	2200	55	97	27		51	91	25
	2100	48	93	25		45	85	18
12000	2500	62	104	29		57	99	24
	2400	58	99	25		50	90	21
	2300	52	91	22		41	82	16
	2200	42	85	19		-	-	-
	2100	38	81	16		-	-	-

**GLIDE DISTANCE
BEST GLIDE**

Flight characteristics:

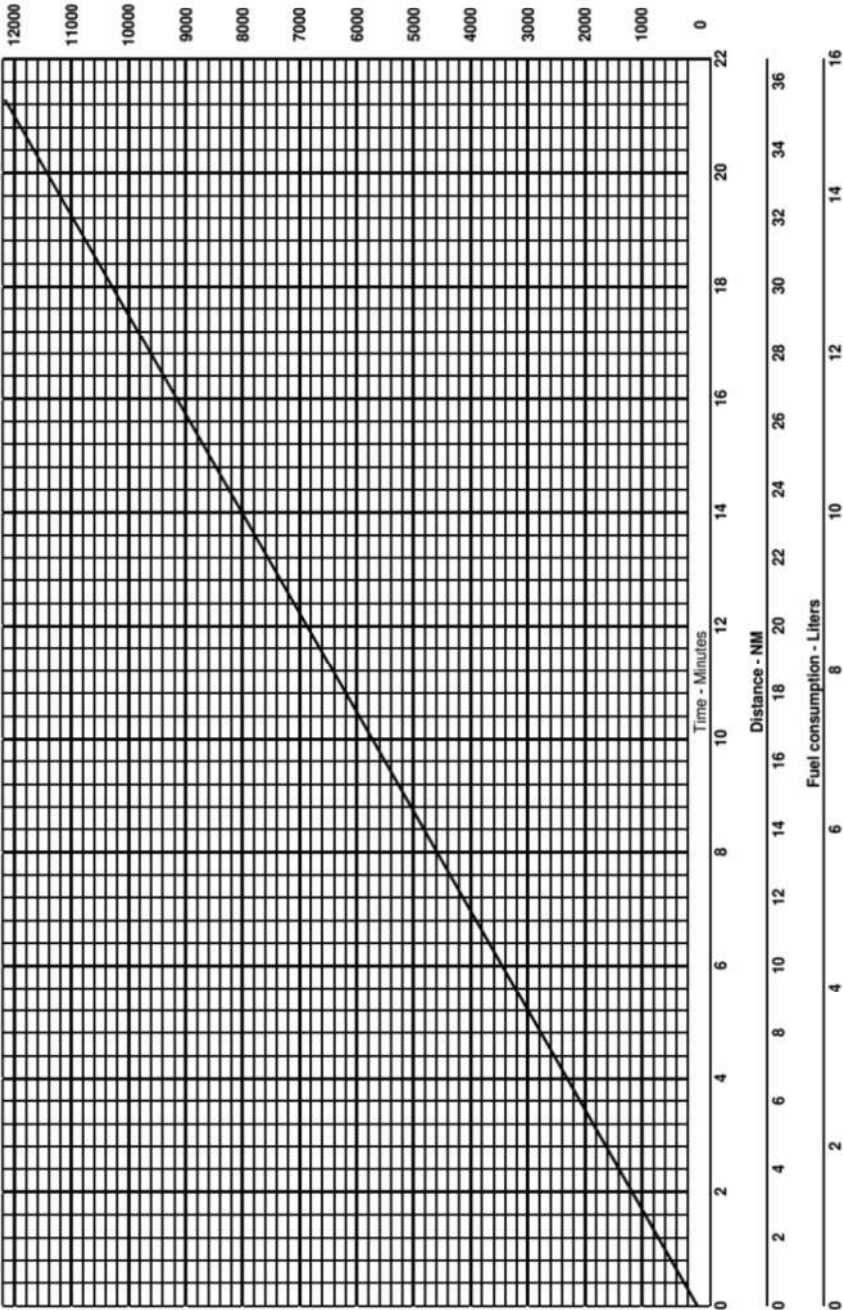
1. Flaps up
2. Engine off, propeller windmilling
3. IAS 67 knots
4. Max weight (1 200 kg)
5. Zero wind



TIME FUEL AND DISTANCE TO DESCENT
POWER ON DESCENT

- Flight characteristics:
- 1. IAS 110 knots
 - 2. RPM 1700

Height above terrain - FT



LANDING PERFORMANCE

Landing may not be attempted if the landing distance required exceeds the landing distance available, taking into account current regulatory factors, runway conditions and other factors stipulated by the national CAA.

Landing performance is based on the following conditions:

1. Idle power over threshold
2. Flaps down
3. Zero wind
4. Dry, hard runway
5. Max braking applied after touchdown

ADDITIONAL INFORMATION

1. Use 50% of reported headwind or 150% of reported tailwind when calculating Landing distance
2. For landing in gusty wind conditions, add 20% to final landing distance.
3. Ground roll can be assumed to be 55% of total landing distance over 50 feet

Runway surface corrections:

Runway condition	Factor increment
Cut grass (<2 inch)	10%
Water or slush (<1 inch)	20%
Light snow (<1 inch)	5%
Heavy snow (<1 inch)	15%
Gravel	10%

Note: Landing with standing water, slush or snow in excess of 1 inch is prohibited. Landing in grass exceeding 2 inches is also prohibited.

Refer to page 13 for landing calculations

LANDING PERFORMANCE

FULL FLAPS

