

Van's RV7 S/N 74141	Quick Reference Handbook	Rev 0.1 I-MKLLK
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VAN'S AIRCRAFT RV-7



I-MKLLK

QUICK REFERENCE HANDBOOK

Make:	Van's Aircraft
Model:	RV-7 Serial
No:	74141
Registration:	I-MKLLK


The airplane must be operated in compliance with information and limitations contained in this document.

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0.0 RECORD OF REVISIONS

Rev No	Affected Section	Affected Pages	Date	Description	Signature
15.0	All	All	01.01.2015	Original Issue	

THIS QRH HAS BEEN RELEASED ON JULY 1st 2014 BASED ON TEST FLIGHTS, ANY REVISION MUST BE REPORTED AND SUBMITTED.

Foreword

I-MKLLK is a Van's aircraft (www.vansaircraft.com) RV-7 all- metal, low wing, two seat, high performance aircraft. It was built by Marco Grilli from a Van's quick-build kit during the years 2013 until 2014 under the supervision of C.A.P Club Aviazione Popolare (www.federazioneap.it).

Disclaimer

This aircraft is classified as “experimental”. Hence certain design features may deviate from the typical “spam can” certified production aircraft. This aircraft has been built by the builder to the best of his knowledge and quality of craftsmanship. Nonetheless, operating this aircraft is at the sole risk of the pilot.

Copyright

This Quick Reference Handbook is not officially approved, while believed to be complete and accurate at the time of publication, may not contain ALL of the information needed. However, we suggest that any pilot intending to operate I-MKLLK should study its content and operate accordingly. By virtue of its Experimental amateur-built status, all persons entering this aircraft do so at their own risk.

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General

1.0 GENERAL

1.1 INTRODUCTION

THIS QUICK REFERENCE HANDBOOK CONTAINS INFORMATION AND LIMITATIONS FOR THE SAFE AND EFFICIENT OPERATION OF THIS EXPERIMENTAL AIRPLANE.

1.2 DOCUMENTS

THE FOLLOWING IS A CHECK LIST OF DATA, INFORMATION AND LICENSES THAT ARE PART OF THE AIRCRAFT FILE AND REQUIRED BY REGULATIONS. THEY SHOULD BE CARRIED ON BOARD AT ALL TIMES.

1. PERMIT TO FLY
2. AIRCRAFT STATION LICENSE (RADIO)
3. AIRPLANE FLIGHT MANUAL
4. QUICK REFERENCE HANDBOOK
5. CHECK LIST
6. LIABILITY INSURANCE CERTIFICATE FOR AIRCRAFT

1.3 DEFINITIONS & ABBREVIATIONS

AIRSPEEDS

- KLAS** INDICATED AIRSPEED IN KNOTS; AIRSPEED AS DISPLAYED ON THE INSTRUMENT.
- KCAS** CALIBRATED AIRSPEED IN KNOTS; INDICATED AIR SPEED CORRECTED FOR INSTRUMENT AND POSITION ERROR
- KTAS** TRUE AIRSPEED IN KNOTS; AIRSPEED IN REFERENCE TO UNDISTURBED SURROUNDING AIR.
- GS** GROUND SPEED; SPEED IN REFERENCE TO GROUND
- VA** MANEUVERING SPEED; FULL OR ABRUPT CONTROL SURFACE MOVEMENT ABOVE THIS SPEED NOT ALLOWED.
- VFE** MAX. FLAPS EXTENDED SPEED. DO NOT EXCEED FOR A GIVEN FLAP SETTING.
- VNO** MAX. STRUCTURAL CRUISING SPEED. DO NOT EXCEED IN CASE OF TURBULENCE.
- VNE** NEVER EXCEED SPEED IN SMOOTH AIR. NEVER OPERATE IN EXCESS OF THIS SPEED.
- VSO** STALLING SPEED WITH THE AIRPLANE IN LANDING CONFIGURATION.
- VSI** STALLING SPEED WITH THE AIRPLANE IN CLEAN CONFIGURATION
- VX** BEST ANGLE-OF-CLIMB SPEED; GREATEST GAIN OF ALTITUDE OVER SHORTEST HORIZONTAL DISTANCE.
- VY** BEST RATE-OF-CLIMB SPEED; GREATEST GAIN OF ALTITUDE OVER SHORTEST AMOUNT OF TIME

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General

METEOROLOGICAL TERMS

- ISA INTERNATIONAL STANDARD ATMOSPHERE, IN WHICH:
- THE AIR IS DRY PERFECT GAS
 - THE TEMPERATURE AT SEA LEVEL IS 15°C
 - THE TEMPERATURE GRADIENT FROM SEA LEVEL TO THE ALTITUDE AT WHICH THE OUTSIDE AIR TEMPERATURE IS - 56.5°C IS -0.00198°C PER FOOT AND ZERO ABOVE THAT ALTITUDE.
- MSL MEAN SEA LEVEL.
- OAT OUTSIDE AIR TEMPERATURE; FREE AIR STATIC TEMPERATURE, OBTAINED EITHER FROM ONBOARD TEMPERATURE INDICATORS ADJUSTED FOR INSTRUMENT ERROR AND COMPRESSIBILITY EFFECTS, OR GROUND METEOROLOGICAL SOURCES.
- QNH THEORETICAL ATMOSPHERIC PRESSURE AT MSL, CALCULATED FROM THE ELEVATION OF THE MEASURING POINT ABOVE MSL AND THE ACTUAL ATMOSPHERIC PRESSURE AT THE MEASURING POINT.
- PRESSURE ALTITUDE
- ALTITUDE ABOVE MSL INDICATED BY A BAROMETRIC ALTIMETER SET TO STANDARD PRESSURE (1013.25 hPa), CORRECTED FOR INSTRUMENT ERRORS.
- DENSITY ALTITUDE
- ALTITUDE IN ISA CONDITIONS AT WHICH THE AIR DENSITY IS EQUAL TO THE CURRENT AIR DENSITY.
- STATION PRESSURE
- ACTUAL ATMOSPHERIC PRESSURE AT FIELD ELEVATION.

PERFORMANCE AND FLIGHT PLANNING

- AOA ANGLE OF ATTACK. INCIDENCE OF THE AERODYNAMIC CHORD IN RELATION TO THE STILL AIR.
- CLIMB GRADIENT
- THE RATIO OF THE CHANGE IN ALTITUDE DURING A PORTION OF A CLIMB, TO THE HORIZONTAL DISTANCE TRAVELED IN THE SAME TIME INTERVAL.
- MAX. DEMONSTRATED CROSSWIND COMPONENT
- THE DEMONSTRATED CROSSWIND COMPONENT FOR WHICH ADEQUATE CONTROL OF THE AIRPLANE DURING TAKE-OFF AND LANDING WAS ACTUALLY DEMONSTRATED. THE VALUE IS CONSIDERED TO BE LIMITING.
- ROUTE SEGMENT
- PART OF A ROUTE. EACH END OF A LEG IS DEFINED BY A FIX.
- GPH GALLONS PER HOUR FUEL FLOW
- LPH LITERS PER HOUR FUEL FLOW

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General

1.4 UNITS OF MEASUREMENTS

1.4.1 CONVERSION FACTORS

Dimension	SI Unit	U.S. Units	Conversion
Length	[mm] millimeter [m] meter [km] kilometer	[in] inch [ft] feet [NM] Nautical Mile	$[mm] / 25.4 = [in]$ $[m] / 0.3048 = [ft]$ $[km] / 1.852 = [NM]$
Volume	[l] liters	[U.S. gal] Gallons [qts] quarts	$[l] / 3.7854 = [gal]$ $[l] / 0.9464 = [qts]$
Speed	[km/h] kilometer per hour [m/s] meter per second	[kts] knots [fpm] feet per minute	$[km/h] * 1.852 = [kts]$ $[m/s] * 196.85 = [fpm]$
Speed of Rotation	RPM Revolutions per minute		
Mass	[kg] Kilograms	[lb] pounds	$[kg] * 2.2046 = [lbs]$
Force, Weight	[N] Newtons	[lbf] pounds force	$[N] * 0.2248 = [lbf]$
Pressure	[hPa] hecto-pascals [bar] bars	[inHg] inches of Mercury [psi] pounds per square inch	$[hPa] / 33.68 = [inHg]$ $[bar]$ $* 14.504 = [psi]$
Temperature	[°C] degrees Celsius	[°F] degrees Fahrenheit	$[°C] * 1.8 + 32 = [°F]$ $([°F] - 32) / 1.8 = [°C]$

1.4.2 CONVERSION TABLE LITERS/US GALLON

U.S.Gal	Liters
1	3.8
2	7.6
3	11.4
4	15.1
5	18.9
6	22.7
7	26.5
8	30.3
9	34.1
10	37.9
15	56.8
20	75.7
25	94.6
30	113.6
35	132.5
40	151.4
42	159.0

U.S.Gal	Liters
1	3.8
2	7.6
3	11.4
4	15.1
5	18.9
6	22.7
7	26.5
8	30.3
9	34.1
10	37.9
15	56.8
20	75.7
25	94.6
30	113.6
35	132.5
40	151.4
42	159.0

1.4.2 CONVERSION TABLE METER/FOOT

Meter	Feet
10	33
20	66
30	98
40	131
50	164
60	328
70	656
80	984
90	1312
100	1640
200	1969
300	2297
400	2625
500	2953
600	3281
700	3609
800	3937

Feet	Meter
100	33
200	66
300	98
400	131
500	164
1000	328
2000	656
3000	984
4000	1312
5000	1640
6000	1969
7000	2297
8000	2625
9000	2953
10000	3281
11000	3609
12000	3937

1.4.3 CONVERSION TABLE KILOGRAM/POUNDS

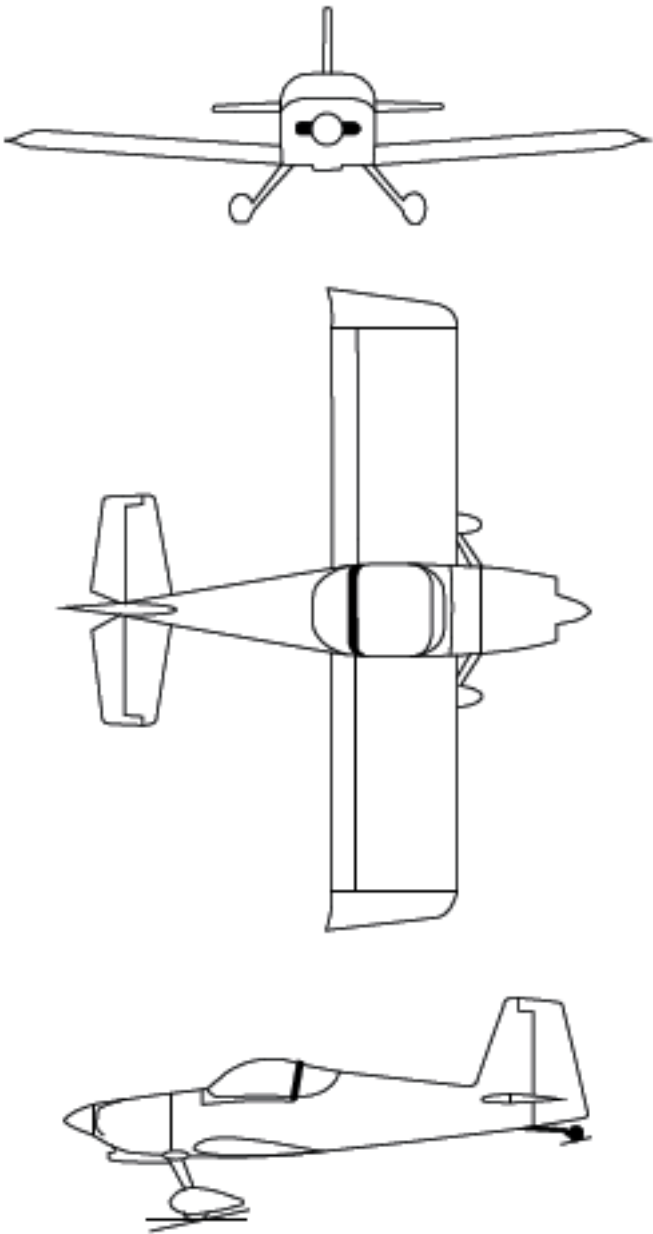
Kilograms	Pounds
1	2,20
5	11,20
10	22,05
15	33,07
20	44,09
30	66,14
40	88,18
50	110,23
100	220,46
200	440,92
300	661,39
400	881,85
500	1102,31
600	1322,77
1000	2204,62

Pounds	Kilograms
1	0,45
5	2,26
10	4,53
20	9,07
50	22,68
100	45,36
200	90,72
300	136,08
400	181,44
500	226,80
600	272,16
700	317,51
800	362,87
900	408,23
1000	453,59

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General

1.5 THREE VIEW DRAWING



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General

1.6 SPECIFICATIONS

DIMENSION

LENGHT	6.192	M	20 FT	4 IN
WINGSPAN	7.62	M	25 FT	0 IN
HEIGHT	1.778	M	5 FT	10 IN
WING AREA	11.24	SQ M	121	SQ FT

WEIGHTS

EMPTY WEIGHT	522,5	KG	1151	LBS
MAX TO WEIGHT	816,4	KG	1800	LBS

LOADINGS

WING LOAD	72.26	KG/SQ M	14.8	LB/SQ IN
POWER LOAD	4,0	KG/HP	9,0	LBS/HP

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Limitations

2.0 LIMITATIONS

2.1 AIRSPEEDS

	Speed	Limit
VNE	Never exceed speed	200 KTAS
VNO	Max. structural cruising speed.	167 KIAS
VA	Maneuvering speed.	123 KIAS
VFE 1+2	Max. Speed with flaps setting 1+2	95 KIAS
VFE FULL	Max. Speed with flaps setting FULL	87 KIAS

2.2 POWERPLANT

ENGINE MANUFACTURER:	AERO SPORT POWER
ENGINE MODEL:	IO-375-M1S
MAX RPM:	2700
MAX CYLINDER HEAD TEMPERATURE:	260°C/500°F
MAX OIL TEMPERATURE:	118°C/245°F
OIL PRESSURE:	MAX MIN IDLE
NORMAL OPERATIONS	95 PSI 55 PSI 25 PSI
START, WARM-UP, TAXI, T.O	115 PSI
FUEL PRESSURE:	40 PSI 30 PSI
FUEL GRADE:	MOGAS (95/98UL) AVGAS(100LL)
MIN OIL QUANTITY:	4 US QTS

OIL GRADE:	
ALL TEMPERATURES	SAE 15W50/SAE 20W50
ABOVE 27°C :	SAE 60
-L °C TO 32°C :	SAE 40

2.3 PROPELLER

PROPELLER MANUFACTURER:	WHIRLWIND
PROPELLER MODEL:	RV 200
PROPELLER DIAMETER:	72"



RPM RECOMMENDATION

IT IS RACCOMENDED TO AVOID CONTINUOS OPERATION IN THE RPM RANGE BETWEEN 2050 TO 2300 AND 2600 TO 2700

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Limitations

2.4 WEIGHTS

EMPTY WEIGHT:	522,5 KG	1151 LBS
MAX GROSS WEIGHT:	816 KG	1800 LBS
AEROBATIC GROSS WEIGHT:	725 KG	1600 LBS
MAX BAGGAGE:	45 KG	100 LBS

2.5 LOAD FACTORS

MASS 1600 LBS (725 KG) AND BELOW:	+6G TO -3.0G
REDUCING LINEARLY TO 1800 LBS (817 KG):	+5G TO -2.5G
OPERATING MASS 1800 LBS (817 KG):	+5G TO -2.5G

2.6 OPERATING ALTITUDE

CEILING:	>20000 FT
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RECOMMENDATION

THIS AIRCRAFT HAS NO OXYGEN SYSTEM INSTALLED. FOR EXTENDED FLIGHTS ABOVE 10’000 FT AMSL, A PORTABLE OXYGEN SYSTEM IS RECOMMENDED

2.7 FLIGHT CREW

THIS AIRPLANE MUST BE OPERATED BY MINIMUM ONE CREW. HOWEVER, THE AIRCRAFT MAY BE OPERATED FROM EITHER THE RIGHT OR LEFT SEAT. CONTROLS ARE FULLY REDUNDANT.

2.8 KIND OF OPERATIONS

-DAYTIME FLIGHTS ACCORDING TO VISUAL FLIGHT RULES (VFR) NOT IN CONTACT WITH GROUND, NOT IN ICING CONDITIONS

2.9 FUEL

TANK CAPACITY:	21 U.S. GAL EACH	79 L
TOTAL FUEL:	42 U.S. GAL	157 L
USABLE FUEL:	41 U.S. GAL	153 L
UNUSABLE FUEL:	1,2 U.S. GAL	4 L
FUEL GRADES:	AVGAS 100LL/ MOGAS 98UL	
	MAX ETHANOL	10 %

2.10 ELECTRICAL

-BOTH ALTERNATORS MUST BE FULLY FUNCTIONAL WHEN COMMENCING A FLIGHT.

-FOR EXTENDED DEMONSTRATIONS OF THE AVIONICS ON GROUND, AN EXTERNAL GROUND POWER SUPPLY IS REQUIRED TO KEEP A GOOD STATE OF BATTERY

2.11 CROSSWIND

MAX RECOMMENDED CROSSWIND COMPONENT FOR T.O. AND LANDING 15 KTS

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Abnormal&Emergency

3.0 ABNORMAL&EMERGENCY PROCEDURES

3.1 INTRODUCTION

THIS SECTION PROVIDES CHECKLISTS AND AMPLIFIED PROCEDURES FOR COPING WITH EMERGENCIES THAT MAY OCCUR DURING THE OPERATION. SHOULD AN EMERGENCY ARISE, THE BASIC GUIDELINES DESCRIBED IN THIS SECTION SHOULD HELP WITH THE CORRECT HANDLING AND A SUCCESSFUL OUTCOME.

3.2.0 ELECTRICAL

3.2.1 PRIMARY ALTERNATOR FAULT

LAND ASAP

PRIMARY ALTERNATOR FAILURE IS INDICATED BY RED LIGHT ALT 1 ON ANNUNCIATOR PANEL, THE ESS BUS VOLTAGE INDICATOR AND BATTERY VOLTAGE INDICATOR

- IF 60A CB OUT
 - 60A CB.....RE-ENGAGE
 - IF SUCCESSFUL..... RESUME NORMAL OPS
MONITOR VOLTAGE AND ELECTRICAL LOAD
 - IF UNSUCCESSFUL.....GO TO ALT 2 ON LINE PROCEDURE
- IF OVER VOLTAGE OR OVER CURRENT DETECTED BY VP-X
 - ALT 1.....RESET THROUGH VP-X
 - IF SUCCESSFUL..... RESUME NORMAL OPS
MONITOR VOLTAGE AND ELECTRICAL LOAD
 - IF UNSUCCESSFUL.....GO TO ALT 2 ON LINE PROCEDURE

ALT 2 ON LINE PROCEDURE

- ALT 1.....OFF
- BAT 2.....ON
- ALT 2.....ON
- BATT/ESS BUS VOLTAGE.....CHECK INCREASING
- ELECTRICAL LOAD.....SHED BELOW 25 A

ACCORDING TO FLIGHT CONDITIONS SHED THE ELECTRICAL LOAD, DISPLAYED ON VP-X PAGE, BY SWITCHING OFF EQUIPMENTS AND/OR DIMMING DISPLAY BRIGHTNESS

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Abnormal&Emergency

3.2.2 DUAL ALTERNATOR FAULT / ON BATTERY ONLY

LAND ASAP

IN CASE ALT 2 FAILED FOLLLOWING THE FAILURE OF ALT 1 TRY TO RESET ALT 2 BY :

- 🔌 ALT 2 MAIN CB.....RESET
- 🔌 ALT 2 FIELD CB..... RESET
- 🔌 IF SUCCESSFUL
ELECTRICAL EMERGENCY CONFIGURATION..... APPLY
- 🔌 IF UNSUCCESSFUL
ON BATTERY ONLY PROCEDURE.....APPLY

ON BATTERY ONLY PROCEDURE

- 🔌 ESS BUS PWR.....EMER
ELECTRICAL LOAD AUTOMATICALLY SHED
- 🔌 BAT 2..... OFF
WHEN BAT 1 VOLTAGE DROPS BELOW 11 VOLTS
- 🔌 BAT 2.....ON
- 🔌 BAT 1.....OFF

VERIFY CURRENT DRAW
THE FOLLOWING EQUIPMENTS ONLY MUST BE ON

EQUIPMENT	PEAK DRAW A	CONTINUOS DRAW A	BUS	NOTES
* MONITOR SX	ON B/UP BATTERY	ON B/UP BATTERY	VPX BANK A J8-4	INTERNAL B/U BATTERY
GPS 795	ON B/UP BATTERY	ON B/UP BATTERY	ON B/UP BATTERY	BATTERY LIFE 5 HRS
* DYNON D6	2	2	AVIONIC ESS	
* ECU 1	1,5	1	ESSENTIAL BUS	
* ECU 2	1,5	1	ESSENTIAL BUS	
* FUEL PUMP 1	5	4,5	ESSENTIAL BUS	
* INJECTORS	3,5	3	ESSENTIAL BUS	
TOTAL	13,5	11,5		

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3.2.3 VP-X FAULT

3.2.4 ECU 1/ECU 2 FAULT

LAND ASAP



INJECTION SWITCH SET TO A FAULTY ECU LEADS TO AN ENGINE FAILURE

ECU 1 FAULT

- INJECTIONECU 2
- IF ENGINE AND PROPELLER STOP
- STARTER..... .ENGAGE

ECU 2 FAULT


ECU 2 FAULT CAN BE DETECTED FROM A SUDDEN 50/100 RPM DROP

INJECTION..... CHECK ON ECU 1

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Abnormal&Emergency

3.2.5 ELECTRICAL EMERGENCY CONFIGURATION

 APPLY THIS PROCEDURE WHENEVER A FAILURE IS AFFECTING THE ELECTRICAL SYSTEM AND IT’S NOT CLEARLY IDENTIFIED THE FAULTY EQUIPMENT. THE PROCEDURE GIVES TIME TO DIAGNOSIS KEEPING SAFE AND ISOLATED THE ELECTRICAL POWER TO SUPPLY CRITICAL INJECTION AND IGNITION COMPONENTS.

- 🔴 ESS BUS PWR.....EMER
- 🔴 BAT 2..OFF
- 🔴 ALT 1.....OFF
- 🔴 BAT 1..OFF

ONLY THE FOLLOWING EQUIPMENTS ARE POWERED

EQUIPMENT	PEAK DRAW A	CONTINUOS DRAW A	BUS	NOTES
* MONITOR SX	ON B/U/B BATTERY	ON B/U/B BATTERY	ON B/U/B BATTERY	INTERNAL B/U BATTERY
GPS 795	ON B/U/B BATTERY	ON B/U/B BATTERY	ON B/U/B BATTERY	BATTERY LIFE 5 HRS
* COM 2 DYNON	3	1	AVIONIC ESS	
* DYNON D6	2	2	AVIONIC ESS	
* ECU 1	1,5	1	ESSENTIAL BUS	
* ECU 2	1,5	1	ESSENTIAL BUS	
* FUEL PUMP 1	5	4,5	ESSENTIAL BUS	
* INJECTORS	3,5	3	ESSENTIAL BUS	
TOTAL	16,5	12,5		

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3.3.0 ENGINE

3.3.1 ENGINE FAILURE DURING TAKEOFF

- 🔴 THROTTLE.....IDLE
- 🔴 BRAKES.....APPLY
 - 🔴 IF RWY OVERRUN IS LIKELY
- 🔴 FUEL SELECTOR.....OFF
- 🔴 BAT 1.....OFF
- 🔴 BAT 2.....OFF
- 🔴 CANOPY.....UNLATCH

3.3.2 ENGINE FAILURE IN FLIGHT

- 🔴 AIRSPEED
 - FLAPS UP..... 85 KNOTS
 - FLAPS DOWN..... 70 KNOTS
- 🔴 INJECTION.....SWITCH
- 🔴 THROTTLE..... FULL FWD
- 🔴 MIXTURE.....FULL RICH
- 🔴 FUEL PUMP 2.....ON
- 🔴 FUEL SELECTOR..... OTHER TANK
- 🔴 ALTERNATE AIR.....PULL
 - 🔴 IF PROP STOPPED
 - 🔴 STARTER.....ENGAGE
 - 🔴 IF STILL NOT SUCCESSFULL
 - 🔴 FORCED LANDING.....ATTEMPT

Look for an adequate landing site, considering wind and the RV glide ratio with a fine pitch prop setting. Use flaps only once “field is made”
 - 🔴 PROPELLER..... FULL FWD

If it is absolutely necessary to “stretch the glide”, gliding distance might be extended by pulling the prop control lever back
 - 🔴 FUEL PUMPS 1 AND 2.....OFF
 - 🔴 FUEL SELECTOR.....OFF
 - 🔴 MAYDAY.....DECLARE
 - 🔴 TRANSPONDER.....7700

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Abnormal&Emergency

3.3.3 ROUGH RUNNING ENGINE

- 🔧 MIXTURE.....ADJUST
- 🔧 THROTTLEADJUST
- 🔧 FUEL SELECTOR.....OTHER TANK
- 🔧 ALTERNATE AIR.....PULL
- 🔧 PRECAUTIONARY OR FORCED LANDING.....CONSIDER

3.3.4 FUEL PRESSURE LOW

- 🔧 FUEL PUMP 2.....ON
- 🔧 FUEL SELECTOR.....OTHER TANK
- 🔧 FUEL QUANTITYCHECK

3.3.5 HIGH OIL OR/AND CHT TEMPERATURES

- 🔧 AIRSPEED.....INCREASE
- 🔧 POWER.....REDUCE
- 🔧 MIXTURE.....ENRICH

3.3.6 OIL PRESSURE LOW

LAND ASAP

- 🔧 ENGINE FAILURE.....EXPECT ANY MOMENT

3.3.7 AIR FILTER ICING

- 🔧 ALTERNATE AIR.....PULL
- 🔧 THROTTLE.....ADJUST
- 🔧 STARTER.....AS REQUIRED


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3.4.0 FLIGHT CONTROL

3.4.1 FLAP SYSTEM FAULT

A FLAP SYSTEM FAILURE CAN EITHER BE CAUSED BY A PROBLEM IN THE ELECTRICAL SUPPLY OR A MECHANICAL PROBLEM WITH THE GEAR, ELECTRIC MOTOR AND CLUTCH SYSTEM.

 VP-X PAGE.....DIAGNOSIS/RESET


3.4.2 RUNAWAY / FROZEN TRIM

THE AIRPLANE IS FULLY CONTROLLABLE FOR A LANDING IN ALL EXTREME RUNAWAY TRIM SCENARIOS. AIRSPEED NEEDS TO BE MORE CLOSELY MONITORED HOWEVER.

 VP-X PAGE.....DIAGNOSIS/RESET

 AIRSPEED.....REDUCE

3.4.3 AUTOPILOT OUT OF COMMAND

 AUTOPILOT.....OFF








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3.5.0 SMOKE & FIRE

3.5.1 ENGINE/FUEL FIRE AND SMOKE IN FLIGHT

LAND ASAP

-  FUEL PUMPS..... OFF
-  FUEL SELECTOR.....OFF
-  CABIN HEAT.....CLOSE
-  AIR VENTS.....CLOSE
-  THROTTLE.....FULL FWD
-  IF STILL ON FIRE
-  FORCED LANDING.....ATTEMPT

Look for an adequate landing site, considering wind and the RV glide ratio with a fine pitch prop setting. Use flaps only once “field is made”
-  PROPELLER.....FULL FWD

If it is absolutely necessary to “stretch the glide”, gliding distance might be extended by pulling the prop control lever back
-  FUEL PUMPS 1 AND 2.....OFF
-  FUEL SELECTOR.....OFF
-  MAYDAY.....DECLARE
-  TRANSPONDER.....7700

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3.5.1 ELECTRICAL FIRE OR SMOKE IN FLIGHT

LAND ASAP

- ESS BUS PWR.....EMERGENCY
- BAT 1.....OFF
- AIR VENTS.....OPEN
- CABIN HEAT.....OPEN
- TRIMCHECK TRIM FROZEN
- FLAPS.....CHECK FLAP FAULT
- MAYDAY.....COM 1 DECLARE

AFTER LANDING

- THROTTLE.....CLOSE
- FUEL PUMPS.....OFF
- ESS BUS PWR.....OFF
- FUEL SELECTOROFF
- CANOPY.....OPEN

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3.5.0 MISCELLANEOUS

3.3.7 RECOVERY FROM UNINTENTIONAL SPIN

- 🔴 POWER.....IDLE
- 🔴 AILERONS.....NEUTRAL
- 🔴 RUDDER.....OPPOSITE SPIN DIRECTION
WHEN SPIN STOPS
- 🔴 RUDDER.....NEUTRAL
- 🔴 ATTITUDE.....RECOVER

3.3.8 SUSPECTED CARBON MONOXIDE

LAND ASAP

- 🔴 CABIN HEAT.....CLOSE
- 🔴 AIR VENTS..... OPEN
WHEN SAFELY ON GROUND
- 🔴 CANOPY..... OPEN

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4.0 NORMAL PROCEDURES

4.1 INTRODUCTION

THIS SECTION CONTAINS THE DESCRIPTIONS, CHECKLISTS AND PROCEDURES FOR NORMAL OPERATION OF THIS AIRCRAFT. PROCEDURES CAN BE PERFORMED BY MEMORY FOLLOWING THE SEQUENCING SCHEME. WHENEVER A CHECK LIST IS REQUIRED HAS TO BE CONSIDERED AS “CHALLENGE/RESPONSE” TYPE

4.2 AIRSPEEDS FOR NORMAL OPERATING

Phase / Reference	Speed (IAS)
V _R Rotate	55 kts
Normal Takeoff (at 50ft)	85 kts
Short Field Takeoff (at 50ft)	70 kts
V _X Best Angle of Climb	70 kts
V _Y Best Rate of Climb	85 kts
V _{BG} Best Glide Angle	85 kts
V _{S0} Stall Speed Full Flaps	50 kts
V _{S1} Stall Speed Clean Config	55 kts
V _{FE 1+2} Max speed with flap setting 1 + 2	95 kts
V _{FE FULL} Max speed with flap setting FULL	87 kts
V _{REF} Final Approach Speed	65 kts
V _A Maneuvering Speed	123 kts
V _{NO} Max Structural Cruising Speed	167 kts
V _{NE} Never Exceed Speed	200 kts (TAS)

4.3 CABIN CHECK/WALK AROUND

THE WALK AROUND MUST BE PERFORMED PRIOR EACH FLIGHT PROVIDING DAILY CHECK HAS BEEN PERFORMED BEFORE THE FIRST FLIGHT OF THE DAY. A CABIN CHECK IS REQUIRED BEFORE STARTING WALKING AROUND.

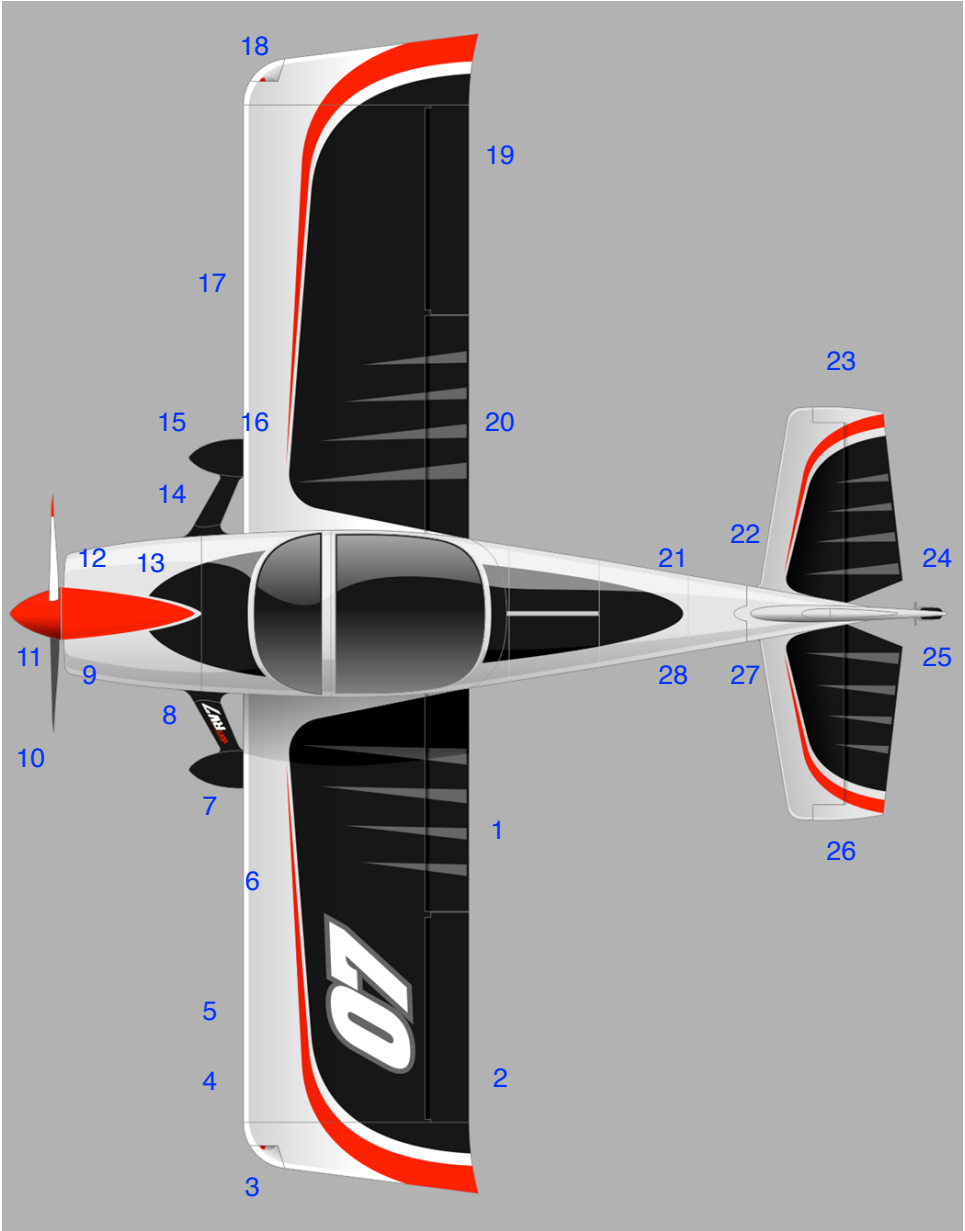
CABIN CHECK	
All aircraft covers / Pitot tube cover	REMOVE
Canopy locker	REMOVE
ALL Switches	OFF
Battery 1	ON/CHECK VOLTAGE
Flaps	FULL DOWN
Fuel gauges	CHECK FUEL QUANTITY
Battery 1	OFF
Battery 2	ON/CHECK VOLTAGE/OFF

Normal Procedures

	WALK AROUND	
1	Left Flap	CHECK SECURITY/ACTUATOR ROD
2	Left Aileron	CHECK FREEDOM OF MOVEMENT
3	Left Nav/Strobe lights	CHECK CONDITION
4	Pitot Tube	CHECK CONDITION
5	Left Wing/Leading Edge	CHECK CONDITION
6	Left Fuel Quantity/ Cap	CHECK/SECURE
7	Left Gear/Tire	CHECK CONDITION/INFLATION
8	Left Fuel Vent Port	CHECK CLEAR
9	Air intake Filter	CHECK CLEAR
10	Propeller	CHECK FOR DAMAGE/CRACKS
11	Spinner	CHECK FOR DAMAGE/CRACKS
12	Oil Quantity	CHECK (6 QTS MINIMUM)
13	Upper Cowl/Oil Access Door	SECURE
14	Right Fuel Vent Port	CHECK CLEAR
15	Right Gear/Tire	CHECK CONDITION/INFLATION
16	Right Fuel Quantity/ Cap	CHECK/SECURE
17	Right Wing/Leading Edge	CHECK CONDITION/INFLATION
18	Right Nav/Strobe lights	CHECK/SECURE
19	Right Aileron	CHECK FREEDOM OF MOVEMENT
20	Right Flap	CHECK SECURITY/ACTUATOR ROD
21	Right Static Port	CHECK CLEAR
22	Right Rudder/Cable/ Spring	CHECK CONDITION
23	Left Stabilizer/ Elevator	CHECK CONDITION/FREEDOM OF MOVEMENT
24	Tailwheel	CHECK CONDITION/FREEDOM OF MOVEMENT
25	Tail Nav/Strobe Light	CHECK CONDITION
26	Left Stabilizer/ Elevator	CHECK CONDITION/FREEDOM OF MOVEMENT
27	Left Rudder/Cable/ Spring	CHECK CONDITION
28	Left Static Port	CHECK CLEAR

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Normal Procedures



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Normal Procedures

4.4 BEFORE START

- 1. WALK AROUND _____ COMPLETED
- 2. CHOCKS _____ REMOVED
- 3. BAGGAGE _____ SECURED
- 4. PASSENGER _____ INSTRUCTED
- 5. CANOPY _____ AS REQUIRED
- 6. FUEL SELECTOR _____ L OR R TANK
- 7. ALTERNATE AIR _____ CLOSED
- 8. MIX CONTROLLER _____ NEUTRAL POSITION
- 9. PROP CONTROL _____ FULL FORWARD
- 10. THROTTLE _____ 2 CM OPEN
- 11. STROBE LIGHT _____ ON
- 12. BATT 1 _____ ON
- 13. ALT 2 _____ OFF
- 14. ALT 1 _____ OFF
- 15. ESS BUS POWER _____ NORMAL
- 16. PUMP 2 _____ OFF
- 17. PUMP 1 _____ ON
- 18. ECU 2 _____ ON
- 19. ECU 1 _____ ON
- 20. INJECTION _____ ECU 1
- 21. BATT 2 _____ OFF
- 22. ANNUNCIATOR PANEL _____ TEST
- 23. FLAPS _____ AS RQRD/ UP IN CASE OF UNPAVED APRON
- 24. ANNOUNCE _____ “PROPELLER”
- 25. BRAKES _____ APPLY
- 26. STARTER _____ ENGAGE

4.4.1 BEFORE START CHECK LIST

BEFORE START CHECK LIST

- 1. CABIN CHECK/ WALK AROUND _____ COMPLETED
- 2. EMERGENCY EQUIPMENT _____ ON BOARD
- 3. PASSENGER _____ BRIEFED
- 4. SEAT, SEAT BELTS&HARNESSES _____ ADJUST AND SECURE

4.5 AFTER START

- 1. OIL PRESSURE _____ CHECK
- 2. THROTTLE _____ 1000 RPM
- 3. ALT 1 _____ ON/CHECK AMMETER
- 4. PUMP 2 _____ AUTO
- 5. BATT 2 _____ AUTO
- 6. ESS BUS POWER _____ NORMAL
- 7. AVIONICS _____ ON
- 8. EFIS/COM/NAV/ATC _____ SET
- 9. FLAPS _____ UP
- 10. FUEL SELECTOR _____ SWITCH TANK

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Normal Procedures

4.6 TAXI

1. NAV LIGHTS _____ AS REQUIRED
2. AREA _____ CLEAR
3. BRAKES _____ CHECK
4. FLIGHT INSTRUMENTS _____ CHECK

4.7 BEFORE TAKEOFF

1. CANOPY _____ CLOSED
2. FUEL SELECTOR _____ FULLEST TANK
3. THROTTLE _____ 1800 RPM
4. PROPELLER _____ CYCLE
5. ALT 1 _____ OFF
6. ESS BUS POWER _____ EMER
7. ESS BUS VOLTAGE _____ CHECK
8. BATT 2 _____ ON MAIN BUS
9. MAIN BUS VOLTAGE _____ CHECK
10. BATT 2 _____ AUTO
11. ESS BUS POWER _____ NORMAL
12. ALT 1 _____ ON
13. FUEL PUMP 1 _____ OFF
14. FUEL PUMP 2 _____ CHECK ACTIVATION/VERIFY FUEL PRESSURE
15. FUEL PUMP 1 _____ ON
16. FUEL PUMP 2 _____ OFF THEN AUTO
17. ECU 1 _____ OFF/VERIFY RPM DROP/ON
18. ECU 2 _____ OFF/VERIFY RPM DROP/ON
19. INJECTION _____ ECU 2/VERIFY OPERATION
20. INJECTION _____ ECU 1 or ECU 2
21. THROTTLE _____ IDLE
22. FLAPS _____ AS REQUIRED
23. TRIM _____ T.O. POSITION
24. FLIGHT CONTROLS _____ CHECK FULL TRAVEL
25. COM/NAV/ATC _____ SET
26. LANDING LIGHT _____ ON
27. DEPARTURE BRIEFING _____ COMPLETED

1. Surface Wind
2. Speeds (55 Rotate, 70 Initial, 85+ Climb)
3. Routing, Altitude, Restrictions
4. Emergency Procedures, Best Glide 85

4.7.1 BEFORE TAKEOFF CHECK LIST

BEFORE TAKEOFF CHECK LIST

1. CANOPY _____ CLOSED
2. PROPELLER _____ FULL FORWARD
3. FUEL SELECTOR _____ FULLEST TANK
4. TRIM _____ T.O. POSITION
5. FLAPS _____ AS REQUIRED

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Normal Procedures

4.8 AFTER TAKEOFF / CLIMB

AT MIN **500** FT AGL:

- 1.ACCELERATE _____ Vx OR Vy
- 2. FLAPS _____ UP IF APPLICABLE

AT MIN **1000** FT AGL:

- 1.CLIMB POWER _____ SET 25"/2500 RPM
- 2.LANDING LIGHT _____ OFF
- 3.ENGINE INSTRUMENT _____ CHECK

4.9 CRUISE

- 1.CRUISE POWER _____ SET
- 2.FUEL QUANTITY _____ CHECK
- 3.FUEL SELECTOR _____ L /R TANK
- 4.ALTIMETERS _____ QNH OR 1013

4.10 APPROACH & LANDING

- 1.LANDING DATA _____ RECEIVED
- 2.ALTIMETERS _____ SET QNH
- 3.EFIS/COM/NAV _____ SET
- 4.SEAT BELTS _____ FASTENED
- 5.AUTOPILOT _____ OFF
- 6.FUEL SELECTOR _____ FULLEST TANK
- 7.Approach Briefing _____ Completed

1. Surface Wind, RWY in use
 2. Speeds (VFE1+2 95KIAS, VFEF 87KIAS, VREF 65KIAS)
 3. Routing, Altitude, Restrictions
 4. Missed Approach, Alternate, Best Glide 85

FINAL

- 1.PROPELLER _____ FULL FORWARD
- 2.FLAPS _____ 2 OR FULL
- 3.LANDING LIGHT _____ ON

4.11 GO-AROUND

- 1. PROP CONTROL _____ FORWARD
- 2. THROTTLE _____ FULL
- 3. FLAPS _____ UP

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4.12 AFTER LANDING

1. ATC _____ GND
2. LANDING LIGHT _____ OFF
3. FLAPS _____ UP

4.12.1 AFTER LANDING CHECK LIST

AFTER LANDING CHECK LIST

1. ATC _____ GND
2. LANDING LIGHT _____ OFF
3. FLAPS _____ UP

4.13 SHUT DOWN & SECURING

1. BRAKES _____ APPLY
2. FLAPS _____ DOWN
3. PFD #2 _____ OFF
4. AVIONICS _____ OFF
5. THROTTLE _____ IDLE
6. PUMP 2 _____ OFF
7. PUMP 1 _____ OFF
8. ECU 1/2 _____ OFF
9. ESS BUS PWR _____ OFF
10. BATT 2 _____ OFF
11. ALT 1 _____ OFF
12. BATT 1 _____ OFF
13. STROBE/NAV LIGHT _____ OFF
14. PFD #1 _____ OFF

IF SECURING REQUIRED

1. FUEL SELECTOR _____ OFF
2. CANOPY LOCKER _____ INSTALL
3. CANOPY COVER _____ INSTALL
4. COWL INLET PLUGS _____ INSTALL
5. PITOT COVER _____ INSTALL
6. WHEEL CHOCKS _____ AS REQUIRED

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Normal Procedures

4.2.1 SHUT DOWN & SECURING CHECK LIST

SHUT DOWN & SECURING CHECK LIST

ALL SWITCHES_____OFF
PFD_____OFF

SECURING

FUEL SEL_____OFF
CANOPY LOCK_____ON
COVERS_____ON
COWL PLUGS_____AS RQRD
CHOCKS_____AS RQRD

4.14 REFUELING

- THE AIRCRAFT SHOULD BE GROUNDED AT EITHER THE EXHAUST OR THE DRAIN VALVES ON EACH TANK.
- BECAUSE OF THE CONSTRUCTION OF THE INTEGRAL TANKS, IT TAKES A WHILE FOR THE FUEL TO DISTRIBUTE IN ALL TANK COMPARTMENTS. TO “TOP IT OFF” IT IS THEREFORE IMPORTANT TO DO IT IN SEVERAL STEPS WITH A SHORT PAUSE IN BETWEEN.
- EACH TANK MUST BE FILLED INDIVIDUALLY AS THERE IS NO CROSSFEED.

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Performance

5.0 PERFORMANCE

5.1 STALLING SPEEDS

ALL SPEEDS AT MTOW AND IAS.

FLAPS UP	POWER OFF	59 KIAS
FLAPS DOWN	POWER OFF	53 KIAS
FLAPS UP	POWER ON	54 KIAS
FLAPS DOWN	POWER ON	49 KIAS

5.2 TAKEOFF PERFORMANCE

TAKEOFF RUN / DISTANCE										
ROTATION SPEED IAS 64 KTS					WEIGHT 817 KG					
CLIMB SPEED IAS 76 KTS					APPLY FULL POWER THEN RELEASE BRAKES					
HARD RWY SURFACE										
Pa Feet	0 °C		10 °C		20 °C		30 °C		40 °C	
	Ground Run m	Distance over 15 m obstacle m	Ground Run m	Distance over 15 m obstacle m	Ground Run m	Distance over 15 m obstacle m	Ground Run m	Distance over 15 m obstacle m	Ground Run m	Distance over 15 m obstacle m
0	204	317	222	341	239	363	255	384	269	403
2000	245	387	269	423	292	457	313	491	334	523
4000	295	471	326	521	355	570	384	618	411	665
6000	354	571	393	638	431	704	468	770	503	836
8000	428	697	478	784	526	872	573	960	619	1049

For every knot of headwind, reduce distances by 1%
For every 2 knots of tailwind, increase distance by 10%
For dry grass surface, add 15% to ground run
For soft / wet grass surface, add 50% to ground run

5.3 LANDING PERFORMANCE

LANDING RUN / DISTANCE										
TOUCHDOWN SPEED 58 KTS						WEIGHT 817 KG				
APPROACH SPEED 68 KTS										
HARD RWY SURFACE										
Pa Feet	0 °C		10 °C		20 °C		30 °C		40 °C	
	Ground Run m	Distance over 15 m obstacle m	Ground Run m	Distance over 15 m obstacle m	Ground Run m	Distance over 15 m obstacle m	Ground Run m	Distance over 15 m obstacle m	Ground Run m	Distance over 15 m obstacle m
0	206	406	224	435	241	461	256	485	271	507
2000	247	497	272	539	294	580	316	619	336	657
4000	297	604	328	664	258	722	386	780	414	837
6000	357	733	396	813	434	893	471	972	507	1051
8000	432	894	481	1000	530	1106	577	1212	623	1319

For every knot of headwind, reduce distance by 1%
For every 2 knots of tailwind, increase distance by 10%

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Performance

5.3 POWER SETTING TABLE

SETTING	MAP	RPM	FUEL FLOW	SPECIFIC RANGE
MAX CRUISE				
ECO CRUISE				
BEST ENDURANCE				
BEST ECONOMY				

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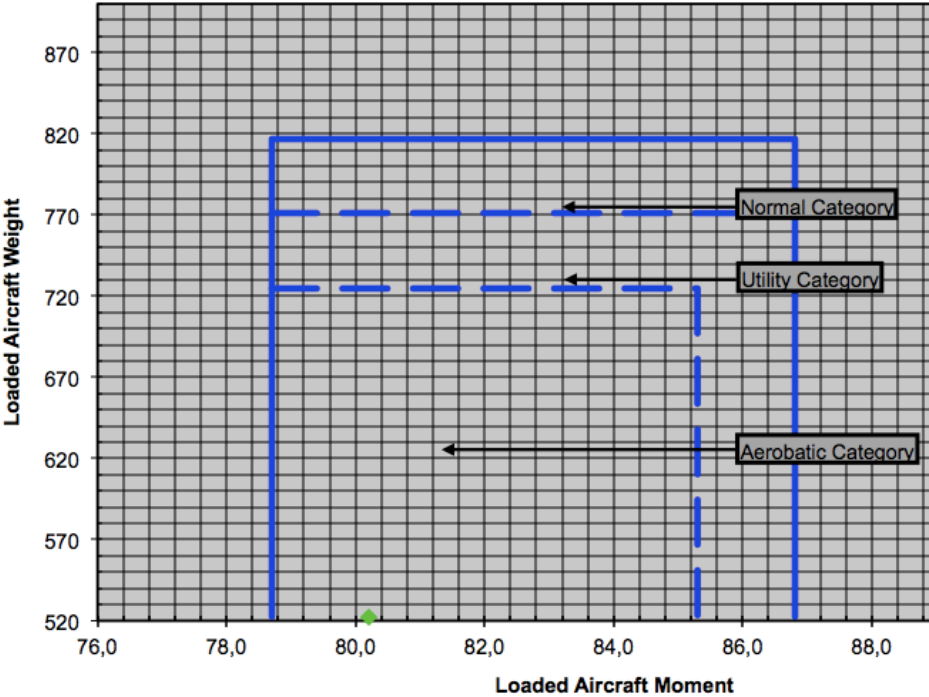
Weight&Balance

6.0 WEIGHT&BALANCE

6.1 WEIGHT&BALANCE WORK SHEET

ITEM	MASS (kg)	ARM (In)	MOMENT (In*kg)
EMPTY AIRCRAFT	522,5	80,21	41910,29
FUEL lt x .721kg		80	
PILOT		97,48	
PASSENGER		97,48	
BAGGAGE		126,78	
TOTAL			
	CG		

6.2 CG ENVELOPE



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Weight&Balance

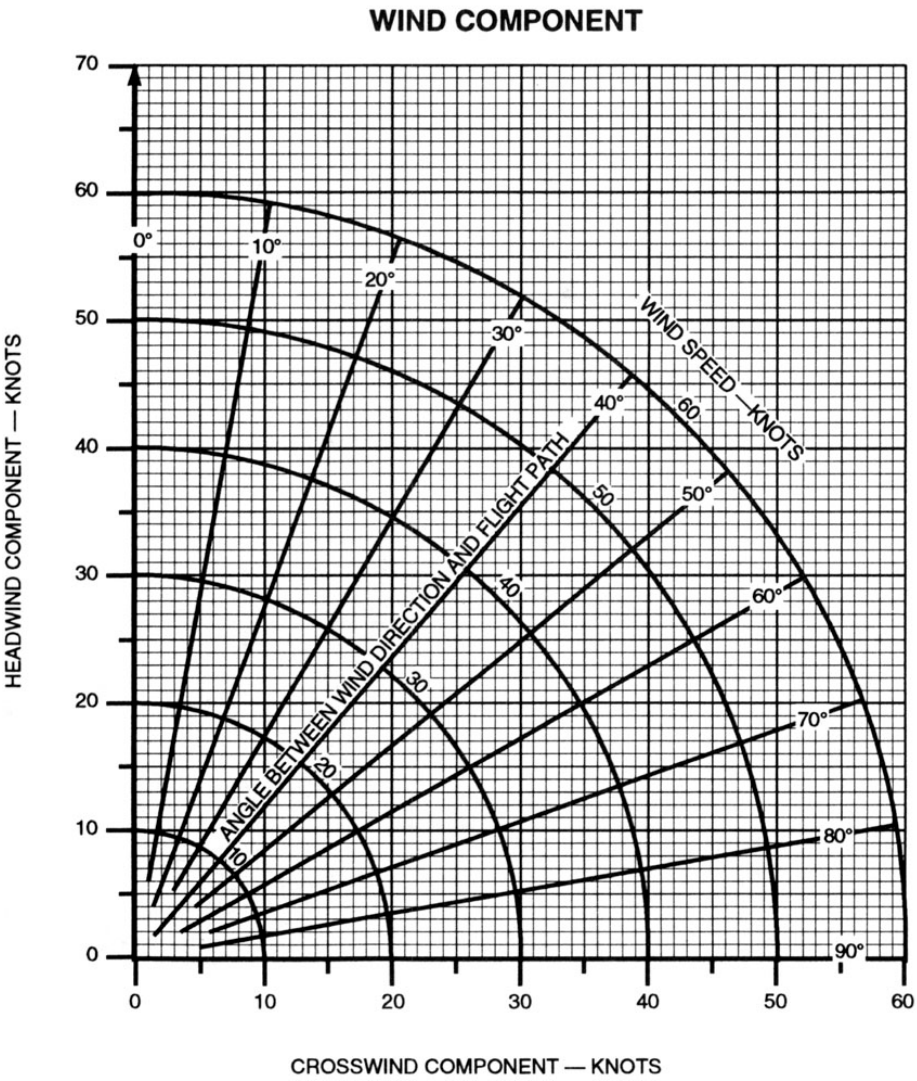
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Miscellaneous

7.0 MISCELLANEOUS

7.1 WIND COMPONENT CHART



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Miscellaneous

7.2 NORMAL CHECK LIST

BEFORE START	AFTER LANDING
<p>CABIN CHK _____ COMPLETED</p> <p>W.A. _____ COMPLETED</p> <p>EMER EQPT _____ ON BOARD</p> <p>PAX _____ BRIEFED</p> <p>SEAT BELTS _____ ON</p>	<p>ATC _____ GND</p> <p>LANDING LIGHT _____ OFF</p> <p>FLAPS _____ UP</p>
BEFORE TAKEOFF	SHUT DOWN SECURING
<p>CANOPY _____ CLOSED</p> <p>PROP _____ FULL FWD</p> <p>FUEL SEL _____ FULLEST TANK</p> <p>TRIM _____ T.O.</p> <p>FLAPS _____ AS RQRD</p> <p>ANNTR LIGHTS _____ NO RED</p>	<p>ALL SWITCHES _____ OFF</p> <p>PFD _____ OFF</p> <p><u>SECURING</u></p> <p>FUEL SEL _____ OFF</p> <p>CANOPY LOCK _____ ON</p> <p>COVERS _____ ON</p> <p>COWL PLUGS _____ AS RQRD</p> <p>CHOCKS _____ AS RQRD</p>