

SECTION 2 - OPERATING LIMITATIONS

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2.1 **GENERAL**

The Chapter 2 contains limitations of the operation, marking of instruments and basic marking placards necessary for safe operation of the aircraft, its engine, the standard systems and equipment.

Approved operating limitations contained in Section 2, is relevant to airworthiness category ACROBATIC (**A**), UTILITY (**U**) and NORMAL (**N**).

Possible changes of the operating limitations of Section 2 associated with the Optional System or Equipment are provided in Section 9 - SUPPLEMENTS.

2.3 **AIRSPED LIMITATIONS**

Airspeed	Symbol	Category	Speed Values		Note
			IAS		
			knots	km/h	
Never Exceed Speed	V _{NE}	A	172	319	Never exceed this speed.
		U	172	319	
		N	172	319	
Maximal Structural Cruising Speed	V _{NO}	A	135	250	Do not exceed this speed with the exception of calm atmosphere and then only with caution.
		U	135	250	
		N	135	250	
Design Maneuvering Speed	V _A	A	143	265	If this speed is exceeded, do not apply full deflections of controls (rudder, elevator..) and do not use abrupt motions.
		U	134	248	
		N	121	224	
Maximum Flaps Extended Speed	V _{FE}	A	99	184	Never exceed this speed with wing flaps in extended position.
		U	99	184	
		N	99	184	
Maximum permissible Snap Maneuver Speed		A	94	175	Do not exceeded this speed, if apply Snap Maneuvers in category A.
		U	-	-	
		N	-	-	

Fig 2-1

2.5 AIRSPEED INDICATOR MARKINGS

Name of Instrument		Red radial line	Yellow arc	Green arc	White arc
Airspeed Indicator IAS	knots	172	135 - 172	60 - 135	50 - 99
	km/h	319	250 - 319	111 - 250	93 - 184
Markings reading		Limit value	Caution range	Normal operation range	Wing flaps extended
				Operating range	

Fig. 2-2

CAUTION:

COLOURED MARKINGS OF THE AIRSPEED INDICATOR ARE PROVIDED FOR RANGE OF SPEEDS IN NORMAL CATEGORY.

2.7 POWER PLANT LIMITATIONS

2.7.1 Engine Speed Limitation

The following limitations are stated for the TEXTRON Lycoming AEIO-360-A1B6 aircraft engine operation:

Power setting - speed	Speed R.P.M.	Manifold pressure		Time limitation
		kPa	in.Hg	
IN FLIGHT				
Maximum Continuous (Take-off) (MC)	2700	98	29	Unlimited
ON GROUND (at engine check)				
Maximal Continuous (MC)	2650	98	29	Reduce for necessary period MAX. 3 MIN.

Fig. 2-3

CAUTION:

EVERY EXCEEDING OF MAXIMUM PERMITTED SPEED (2700 R.P.M.) MUST BE RECORDED IN THE ENGINE LOG BOOK INCLUSIVE OF THE VALUE OF ENGINE OVERSPEED AND ITS TIME. ACCOMPLISH PRIOR TO OTHER OPERATION OF THE AIRCRAFT THE INSPECTION TO THE TEXTRON LYCOMING SERVICE BULLETIN No. 369 (the latest issue).

2.7.2 **Engine Limitations**

The minimum and maximum values approved for engine operation given in the following table must not be exceeded:

Temperature	°C		°F	
	Min	Max	Min.	Max
Cylinder head temperature	93	260	200	500
Oil temperature	60	118	140	244

Pressure	kPa		p.s.i.	
	Min	Max	Min	Max
Oil pressure	172	690	25	100
Fuel pressure	96	310	14	45

Fig. 2-4

NOTE:

Maintain the cylinder head temperature within the range of 93 - 244 °C (200 - 435 °F) and the oil temperature within 75 - 95 °C (167 - 203 °F) to reach the maximum engine life.

At low external ambient temperatures, **under -12 °C (+10 °F), it is necessary to heat the engine prior its starting** (including the oil in the engine), using the heat air resource as instructed in Chapter 4 (Section 4.9.4).

2.11 POWER PLANT INSTRUMENT MARKINGS

Instrument name	Unit	Red radial line		Yellow arc	Green arc
		min.	max.		
Engine speed indicator	R.P.M.	600	2700	-	600 - 2700
Manifold pressure indicator	in.Hg	-	-	-	15 - 29
Oil temperature indicator	°C	-	118	0 - 60	60 - 118
Cylinder head temperature indicator	°F	-	500	400 - 500	200 - 400
Fuel pressure indicator	kPa	96	310	-	96 - 310
	p.s.i.	14	45	-	14 - 45
Oil pressure indicator	kPa	172	690	172 - 414 621 - 690	414 - 621
	p.s.i.	25	100	25 - 60 90 - 100	60 - 90
Main tanks fuel quantity indicator (from S/N 0741 including and up)	l	0	-	0 - 15	-
	U.S.gal	0	-	0 - 4	-
Markings reading		Limit values		Caution range	Normal operating range

Fig. 2-5

2.12 MISCELLANEOUS INSTRUMENT MARKINGS

Instrument name	Unit	Red radial line		Green arc	Yellow arc	
		min.	max.		min.	max.
Accelerometer	„g“	-3,5	+6	-3,5 - +6	-	-
Nitrogen pressure indicator (main spar)	kPa	150	-	150 - 250	-	-
	p.s.i.	22	-	22 - 36	-	-
V-A Meter	V	-	-	-	24	29
	A	-	-	-		+20 -22
Gyro instruments vacuum indicator - if installed	in.Hg	-	-	-	4,5 - 5,4	
Markings reading		Limit values		Normal operating range	Caution range	

Fig. 2-6

2.12.1 V-A Meter

Range of the V-A meter scale:

1. Voltage 0 up 40 V
2. Current
 - (+) re-charging the battery 0 up 20 A (the ammeter pointer indicates downwards from zero point)
 - (-) current drain from the battery 0 up 60 A (the ammeter pointer indicates upwards from zero point)

2.13 WEIGHT LIMITS

2.13.1 Maximum Take-off and Landing Weight

Category		Maximum take-off weight		Maximum landing weight	
		kg	lb	kg	lb
Acrobatic	(A)	970	2140	970	2140
Utility	(U)	1020	2250	1020	2250
Normal	(N)	1090	2400	1050	2315

Fig. 2-7

2.15 CENTRE OF GRAVITY LIMITS

2.15.1 Centre of gravity envelope

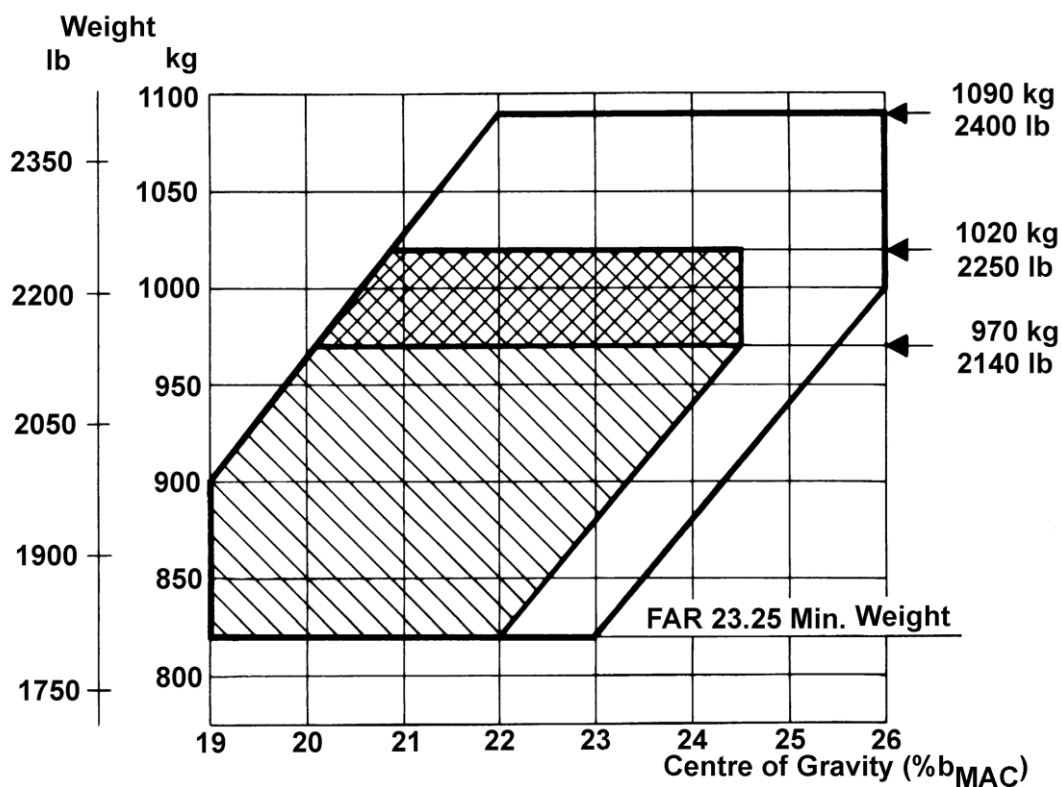





Fig. 2-8

EXPLANATORY NOTE:

A	ACROBATIC Category	(A =	)
U	UTILITY Category	(U = A +	)
N	NORMAL Category	(N = U +	)

2.15.2 CAA-FAA Load spectrum

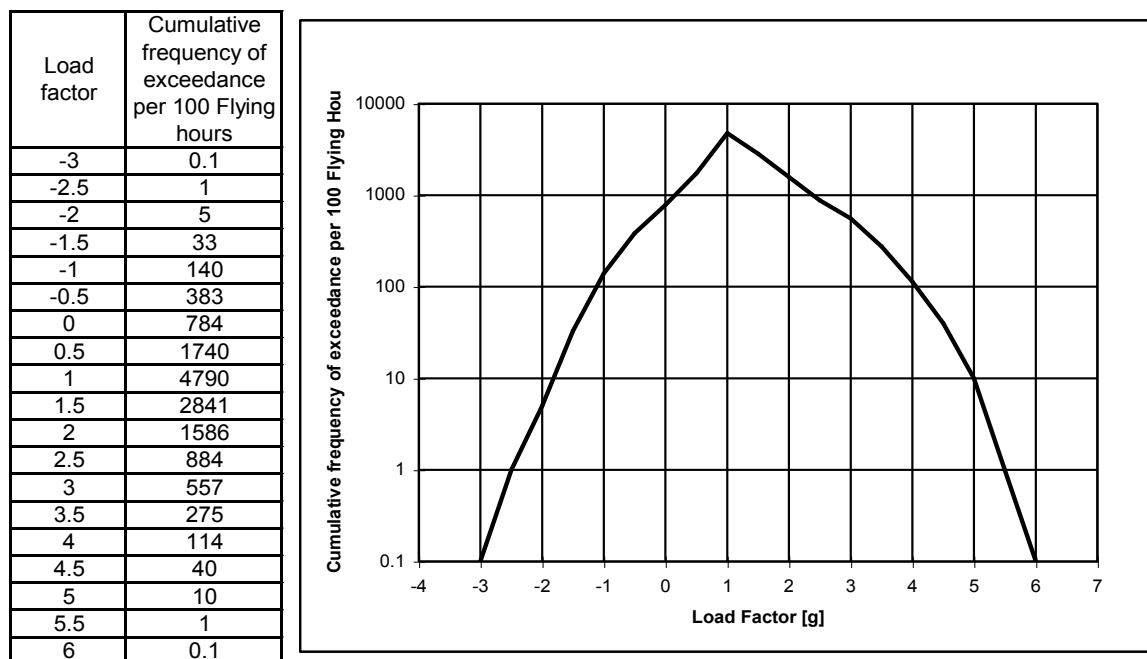


Fig. 2-9

2.17 MANEUVER LIMITS

2.17.1 Acrobatic (A) Category - speeds

In the ACROBATIC (A) category the following flight maneuvers are permitted.

No.	Maneuver	Recommended entry speed IAS	
		knots	km/h
1.	Steep turn (angle of bank without limitations)	min. 108	min. 200
2.	Climbing turn	min. 119	min. 220
3.	Lazy eight	min. 108	min. 200
4.	Loop	min. 130	min. 240
5.	Half loop and half roll (Immelman turn)	min. 140	min. 260
6.	Half roll and dive out	max. 86	max.160
7.	Stalled turn	min. 119	min. 220
8.	Slow roll	min. 97	min. 180
9.	Snap roll	max. 94	max.175
10.	Whip stall (tail down stall)	min. 119	min. 220
11.	Spin	65	120
12.	Inverted flight	min. 97	min. 180
13.	Inverted turn	min. 97	min. 180
14.	Inverted loop from normal flight	max. 65	max.120
15.	Inverted loop from inverted flight	min. 140	min. 260
16.	Inverted spin	70	130
17.	Stall	-	-

Fig. 2-10

CAUTION:

ABOVE MENTIONED ACROBATIC MANEUVRES MAY BE PERFORMED BOTH IN SOLO OR TWO OCCUPANTS OPERATION IN ANY DESIRED SEQUENCE, COMBINATIONS AND ATTITUDES COMPLYING WITH FOLLOWING LIMITATIONS:

- (1) INTENTIONAL SPINS WITH WING FLAPS EXTENDED ARE **PROHIBITED!**
- (2) SEATS AND SAFETY BELTS ARE ADAPTED FOR USE OF PARACHUTES.
- (3) FLIGHT MANEUVERS AT ACROBATIC (A) CATEGORY ARE PROHIBITED:
 - WITH FUEL IN AUXILIARY TANKS
 - WITH BAGGAGE ON BAGGAGE COMPARTMENT
 - WITH ANY LOOSE ITEMS ON BOARD
- (4) INVERTED FLIGHT:
 - MAX.1 MINUTE.
 - OIL PRESSURE 414-621 kPa (60-90 p.s.i)
 - THE ALLOWED PRESSURE DROP DURING THE TRANSITION OF THE AIRCRAFT TO INVERTED FLIGHT IS WITHIN THE RANGE 0 to 172 kPa (0 to 25 p.s.i).

- (5) THE “ZERO-LOAD FACTOR” FLIGHTS (NOSE DIVE, ZOOM, “BLADE” FLIGHT etc.):
 - MAX.10 sec.

2.17.2 Utility (U) Category

In the UTILITY (U) category the following flight manoeuvres are permitted.

No.	Maneuver	Recommended entry speed IAS	
		knots	km/h
1.	Steep turn (angle of bank more than 60°, max.90°)	min. 108	min. 200
2.	Climbing turn	min. 119	min. 220
3.	Lazy eight	min. 108	min. 200
4.	Spin	65	120
5.	Stall	-	-

Fig. 2-11

CAUTION:

ABOVE MENTIONED ACROBATIC MANEUVRRES MAY BE PERFORMED BOTH IN SOLO OR TWO OCCUPANTS OPERATION IN ANY DESIRED SEQUENCE, COMBINATIONS AND ATTITUDES COMPLYING WITH FOLLOWING LIMITATIONS:

- (1) INTENTIONAL SPINS WITH WING FLAPS EXTENDED ARE **PROHIBITED!**
- (2) INVERTED FLIGHTS AND INTENTIONAL MANEUVRRES WITH THE NEGATIVE LOAD FACTORS ARE **PROHIBITED!**
- (3) SEATS AND SAFETY BELTS ARE ADAPTED FOR USE OF PARACHUTES.
- (4) FLIGHT MANEUVERS AT UTILITY (U) CATEGORY ARE PROHIBITED:
 - WITH FUEL IN AUXILIARY TANKS
 - WITH BAGGAGE ON BAGGAGE COMPARTMENT
 - WITH ANY LOOSE ITEMS ON BOARD

2.17.3 Normal (N) Category

In the NORMAL (N) category the following flight maneuvers are permitted.

No.	Maneuver	Recommended entry speed IAS	
		knots	km/h
1.	Steep turn (angle of bank max. 60°)	min. 108	min. 200
2.	Climbing turn	min. 119	min. 220
3.	Side slipping	78	145
4.	Stall	-	-

Fig. 2-12

CAUTION:

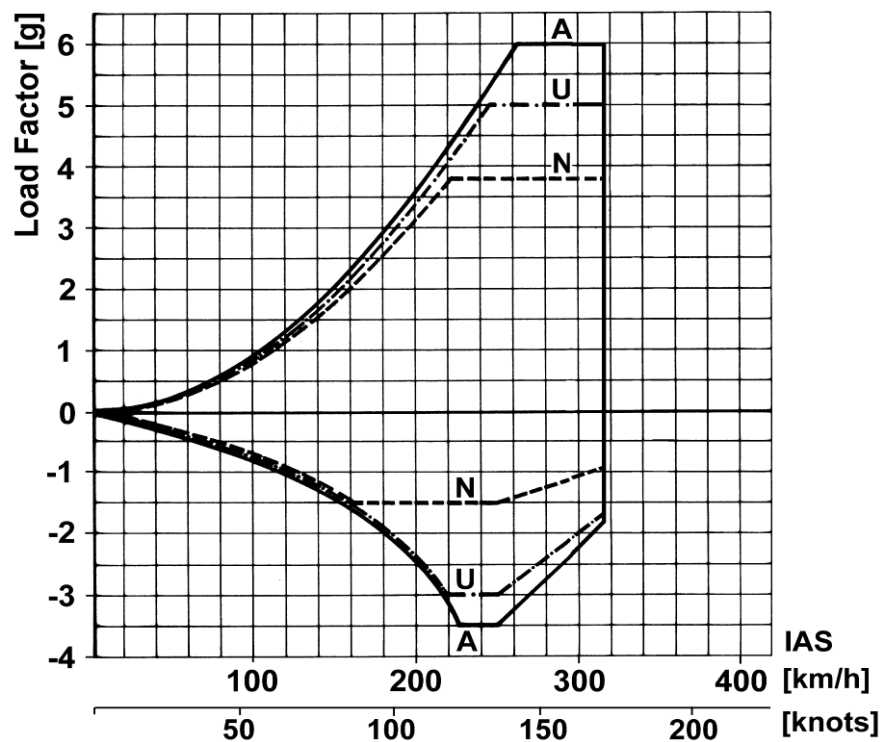
ABOVE MENTIONED ACROBATIC MANEUVRES MAY BE PERFORMED BOTH IN SOLO OR TWO OCCUPANTS OPERATION IN ANY DESIRED SEQUENCE AND COMBINATIONS COMPLYING WITH FOLLOWING LIMITATIONS:

- (1) INTENTIONAL SPINS ARE **PROHIBITED!**
- (2) INVERTED FLIGHTS AND INTENTIONAL MANEUVRES WITH THE NEGATIVE LOAD FACTORS ARE **PROHIBITED!**
- (3) DURING FLIGHT THE BAGGAGE (IF ANY) MUST BE SECURED AGAINST DISPLACEMENT BY STRAPS.

2.19 FLIGHT LOAD FACTOR LIMITS

Category		Load factor "g"	
		+	-
Acrobatic	(A)	6,0	3,5
Utility	(U)	5,0	3,0
Normal	(N)	3,8	1,52

Fig. 2-13



EXPLANATORY NOTE:

- A category ACROBATIC
- U category UTILITY
- N category NORMAL

Fig. 2-14

2.21 FLIGHT CREW LIMITS

Smoking is prohibited on the board of the aircraft.

The aircraft crew, including the pilot, should be fastened during the operation of the aircraft, using an appropriate safety retaining system.

2.23 KINDS OF OPERATIONS LIMITS

2.23.1 General

The airplane may be operated in following kinds of operation, when the appropriate equipment is installed and operable.

1. VFR Day
2. VFR Night
3. IFR

Information about kind of operation of airplane is described in placard in cockpit.

2.23.2 Icing condition

Flight into known icing conditions is prohibited.

2.23.3 Kinds of Operation Equipment List

The following equipment list (KOEL) identifies some systems and equipment, which must be installed and operable on airplane for the particular kind of operation.

This KOEL may not include all equipment (e.g. COMM/NAV etc.) required by the applicable operating rules. Also the components obviously necessary for the airplane to be airworthy are not included.

CAUTION:

THE AIRPLANE MAY BE OPERATED IN DAY OR NIGHT ACC. TO VFR OR IFR CONDITIONS, EXCEPT FLIGHT INTO KNOWN ICING CONDITIONS, WHEN THE APPROPRIATE EQUIPMENT IS INSTALLED AND OPERABLE IN ACCORDANCE WITH REQUIREMENTS SPECIFIED BY THE RESPONSIBLE CIVIL AVIATION AUTHORITY.

2.23.3 Kinds of Operation Equipment List - continue

SYSTEMS, COMPONENTS	VFR Day	VFR Night	VFR Contr.	IFR
<u>ELECTRICAL POWER</u>				
1. DC Generator	1	1	1	1
2. Battery	1	1	1	1
3. DC V-A Meter	1	1	1	1
4. Generator Annunciator	1	1	1	1
5. Turn Indicator Emergency Power Source	0	1	1	1
6. Emergency Power Source Annunciator	0	1	1	1
<u>FLIGHT CONTROL</u>				
1. Airspeed Indicator	1	1	1	1
2. Sensitive Altimeter	1	1	1	2
3. Magnetic Compass	1	1	1	1
4. Turn and Bank Indicator	0	1	1	1
5. Slip-skid Indicator	0	1	1	1
6. Attitude Gyro	0	1	1	1
7. Directional Gyro	0	1	1	1
8. Rate of Climb Indicator	0	1	1	1
9. Clock	1	1	1	1
10. Outside Air Thermometer	0	1	1	1
<u>ENGINE / FUEL SYSTEM INDICATOR</u>				
1. Engine Speed Indicator	1	1	1	1
2. Oil Pressure Indicator	1	1	1	1
3. Oil Pressure Loss Annunciator	1	1	1	1
4. Oil Temperature Indicator	1	1	1	1
5. Fuel Pressure Indicator	1	1	1	1
6. Fuel Quantity Indicator (each Tank)	4	4	4	4
7. Fuel Low Level Indicator (L/R)	2	2	2	2
8. Cylinder Head Temperature Indicator	1	1	1	1
9. Manifold Pressure Indicator	1	1	1	1

Fig. 2-15 - a

2.23.3 Kinds of Operation Equipment List - continue

SYSTEMS, COMPONENTS	VFR Day	VFR Night	VFR Contr.	IFR
<u>LIGHTS</u>				
1. Position Lights	0	3	3	3
2. Anticollision Beacon	1	1	1	1
3. Landing Light	0	1	1	1
4. Taxiing Light	0	1	1	1
5. Instruments Lighting	0	1	1	1
6. Cockpit Lighting	0	1	1	1
<u>FLIGHT CONTROLS</u>				
1. Trim Position Indicator (Elevator, Rudder)	2	2	2	2
2. Stall Warning Horn	1	1	1	1
<u>MISCELLANEOUS</u>				
1. Static Pressure Probes Heating	0	1	1	1
2. Pitot Heating	0	1	1	1
3. Alternate Static Pressure Source	0	1	1	1
4. Fire Extinguisher	1	1	1	1
5. First-aid Kit	1	1	1	1
6. Spare Fuses Set	1	1	1	1
7. ELT	1	1	1	1
<u>COMM / NAV EQUIPMENT</u>				
1. COM I	1	1	1	1
2. COM II	0	0	0	1
3. Headset with Microphone	1	1	1	2
4. ADF	0	0	0	1
5. VOR	0	0	0	1
6. LOC	0	0	0	1
7. MARKER	0	0	0	1
8. DME	0	0	0	1
9. XPDR	0*	0*	1	1

*) as required by the regulations by the authority for the area where the activity is performed.

Fig. 2-15 - b (continue)

NOTE:

Numbers given in individual columns indicate quantity of instruments, **which must be functional**.

2.25 **FUEL LIMITATIONS**

2.25.1 **Fuel Tank Capacities**

Item	Category					
	Acrobatic (A)		Utility (U)		Normal (N)	
	litres	U.S.gal	litres	U.S.gal	litres	U.S.gal
Main tanks -MAX	2 x 60	2 x 16	2 x 60	2 x 16	2 x 60	2 x 16
Auxiliary tanks - MAX	-	-	-	-	2 x 55	2 x 14,5
TOTAL FUEL QUANTITY	120	32,0	120	32,0	230	61
Usable fuel quantity in main tanks	2 x 58	2 x 15,3	2 x 58	2 x 15,3	2 x 58	2 x 15,3
Usable fuel quantity in auxiliary tanks	-	-	-	-	2 x 54	2 x 14,2
Unusable fuel quantity in main tanks	2 x 2	2 x 0,5	2 x 2	2 x 0,5	2 x 2	2 x 0,5
Unusable fuel quantity in auxiliary tanks	-	-	-	-	2 x 1	2 x 0,26
USABLE FUEL QUANTITY	116	30,6	116	30,6	224	59,1

Fig. 2-16

NOTE:

Fuel is drained from the auxiliary tank first. There is no signalling of empty tanks.

2.25.2 Notes and cautions applicable for aircraft's up to S/N 0740 incl.

NOTE:

- (1) The values in the table are nominal.
- (2) Unusable fuel quantity at **A** and **U** category also includes fuel quantity within acrobatic chambers, which are inside main tanks.
- (3) Usable fuel quantity at **N** category also includes fuel quantity within acrobatic chambers, which are inside main tanks.

CAUTION:

- (1) WHEN THE ANNUNCIATOR LIGHTS "**L FUEL LOW LEVEL**", "**R FUEL LOW LEVEL**" ARE "ON", THE USABLE FUEL IN PARTICULAR TANK IS ABOUT 4 LITRES (1 U.S.gal) (FOR APPROXIMATELY 5 MINUTES OF FLIGHT IN ECONOMICAL POWER SETTING (ECP).
- (2) THE MAIN TANK FUEL QUANTITY INDICATORS DISPLAYS THE FUEL QUANTITY IN RANGE BETWEEN FROM 0 TO 37 LITRES (0 TO 9.7 U.S.gal).
MAX. FUEL QUANTITY OF THE MAIN TANK IS 2x60 LITRES (2x16 U.S.gal).
- (3) THE AUXILIARY TANK FUEL QUANTITY INDICATORS DISPLAYS THE FUEL QUANTITY IN ALL RANGE BETWEEN FROM 0 TO 55 LITRES (0 TO 14.5 U.S.gal).
IF ANY FUEL REMAINS IN THE AUXILIARY TANK, THE APPROPRIATE MAIN TANK IS FULL - 60 LITRES (16 U.S.gal).
- (4) AT EMPTY AUXILIARY TANK AND MAIN TANK INDICATION 37 LITRES (9.7 U.S.gal) THE FUEL QUANTITY IN THE MAIN TANK MAY RANGE FROM 37 TO 60 LITRES (9.7 TO 16 U.S.gal).

WHEN THE MAIN TANK **CONTAINS LESS THAN 37 LITRES** (9.7 U.S.gal) OF THE FUEL, THE ACTUAL FUEL QUANTITY IS INDICATED ON THE GAUGE.
- (5) WHEN AUXILIARY FUEEL TANKS ARE EMPTY, IT IS POSSIBLE TO MEASURE FUEL QUANTITY IN THE MAIN TANK ON THE GROUND WITH THE GAUGE ON THE TANK CAP.
- (6) WHEN THE AUXILIARY TANK CONTAINS ANY FUEL, DO NOT OPEN THE MAIN TANK FILLING CAP! – THERE IS A DANGER OF THE FUEL FLOW-OUT! (The main tank is refuelled by means of gravity feeding from the auxiliary tank.)
- (7) THE TAKE-OFF IS PROHIBITED IF IN BOTH MAIN TANK IS LESS THEN 20 LITRES (5,3 U.S.gal) OF FUEL.

2.25.3 Notes and cautions applicable for aircraft's from S/N 0741 incl.

NOTE:

- (1) The values in the table are nominal.
- (2) Unusable fuel quantity at **A** and **U** category also includes fuel quantity within acrobatic chambers, which are inside main tanks.
- (3) Usable fuel quantity at **N** category also includes fuel quantity within acrobatic chambers, which are inside main tanks.

CAUTION:

- (1) THE TAKE-OFF IS PROHIBITED IF IN BOTH MAIN TANK IS LESS THEN 20 LITRES (5,3 US gals.) OF FUEL.
- (2) WHEN THE ANNUNCIATOR LIGHTS “**L FUEL LOW LEVEL**” , “**R FUEL LOW LEVEL**” ARE “ON”, THE USABLE FUEL IN PARTICULAR TANK IS ABOUT MIN. 8 LITRES (2,1 U.S.gal) (FOR APPROXIMATELY 10 MINUTES OF FLIGHT IN ECONOMICAL POWER SETTING)
- (3) THE MAIN TANK FUEL QUANTITY INDICATORS DISPLAYS THE FUEL QUANTITY IN ALL RANGE.
THE AUXILIARY TANK FUEL QUANTITY INDICATORS DISPLAYS THE FUEL QUANTITY IN ALL RANGE.

2.29 MAXIMUM OPERATION ATITUDE LIMIT

	Category		
Unit	A	U	N
Ft	15 750	15 100	14 750
M	4 800	4 600	4 500

Fig. 2-17

2.31 OUTSIDE AIR TEMPERATURE LIMIT

Operation of the aircraft is not limited by the outside air temperatures.

CAUTION:

AT HIGH OUTSIDE TEMPERATURE, IT IS NECESSARY TO WATCH ENGINE AND FLIGHT INSTRUMENTS AND COUNT ON ENGINE POWER DECREASE.

Charts for determination of concrete aircraft performance are stated in Chapter 5 of this AFM.

2.35 MAXIMUM PASSENGER SEATING LIMIT

Minimum aircraft crew is one pilot.

Maximum passenger seating capacity - one seat (right seat).

2.37 SYSTEMS & EQUIPMENT LIMIT

2.37.1 Main spar flange minimum nitrogen pressure

Permissible nitrogen pressure range in the main spar is from 150 to 250 kPa (22 to 36 p.s.i.).

WARNING:

- (1) IN CASE OF NITROGEN PRESSURE DROP BELOW THE SPECIFIED MINIMUM LIMIT, THE AIRCRAFT MUST BE IMMEDIATELY REJECTED FROM OPERATION UNTIL THE FAULT REMOVED.**
- (2) IN CASE OF NITROGEN PRESSURE DROP BELOW THE SPECIFIED MINIMUM LIMIT DURING THE FLIGHT, THE FLIGHT MUST BE INTERRUPTED. FOLLOW THE PRECAUTIONARY LANDING ON THE NEAREST AIRPORT. DURING THE REMAINING FLIGHT AVOID INTENTIONAL MANEUVERS EXCESSIVELY LOADING THE PRIMARY STRUCTURE.**

2.37.2 Pitot-static system

Do not exceed the period of pitot-static heating ground – check by more than about 30 seconds.

2.39 OTHER LIMITATIONS

2.39.1 Taxiing

The wing flaps must be **RETRACTED** during taxiing.

2.39.2 Braking

The maximum demonstrated speed for brakes application is 54 knots (100 km/h).

2.41 PLACARDS

The placards containing prohibitions, limitations and safety provisions only are included in this subsection

Other placards having the informative nature are described in Section 7.

2.41.1 Placards located in the aircraft cockpit

EXCEPT AS MAY BE OTHERWISE INDICATED ON A PLACARD THE MARKINGS AND PLACARDS INSTALLED IN THIS AIRPLANE CONTAIN OPERATING LIMITATIONS WHICH MUST BE COMPLIED WITH WHEN OPERATING THIS AIRPLANE IN THE ACROBATIC CATEGORY. OTHER OPERATING LIMITATIONS WHICH MUST BE COMPLIED WITH WHEN OPERATING THIS AIRPLANE IN THIS CATEGORY OR IN THE UTILITY AND NORMAL CATEGORY ARE CONTAINED IN THE AIRPLANE FLIGHT MANUAL.	APPROVED ACROBATIC MANEUVERES AND RECOMMENDED ENTRY SPEEDS IAS knots		
	LOOP	MIN.	130
	IMMELMAN TURN	MIN.	140
	HALF - ROLL AND DIVE OUT	MAX.	86
	STALLED TURN	MIN.	119
	ROLL	MIN.	97
	SNAP ROLL	MAX.	94
	SPIN		65
	OUTSIDE LOOP FROM THE NORMAL FLIGHT	MAX.	65
	OUTSIDE LOOP FROM THE INVERTED FLIGHT	MIN.	140
	INVERTED SPIN		70
	INTENTIONAL SPINS WITH WING FLAPS EXTENDED ARE PROHIBITED.		
	RECOVERY FROM NORMAL SPIN: 1. APPLY FULL RUDDER OPPOSITE TO THE DIRECTION OF ROTATION		
	2. CONTROL STICK - PUSH FORWARD		
	RECOVERY FROM INVERTED SPIN: 1. APPLY FULL RUDDER OPPOSITE TO THE DIRECTION OF ROTATION		
	2. CONTROL STICK - PULL BACKWARD		

Fig. 2-18 This placard is located in direct pilot's view

DESIGN MANEUVERING SPEED V_A	IAS knots	143
MAXIMUM SPEED FOR SNAP MANEUVERES	IAS knots	94

Fig. 2-19 This placard is located in direct pilot's view

SMOKING PROHIBITED

Fig. 2-20 This placard is located in direct pilot's view

FLIGHT INTO KNOWN ICING CONDITIONS IS PROHIBITED

Fig. 2-21 This placard is located in direct pilot's view



Fig. 2-22 This placard is located in direct pilot's view



Fig. 2-23 This placard is located on the baggage shelf



Fig. 2-24 This placard acc. to kind of operation airworthiness are located in direct pilot's view



Fig. 2-25 This placard is located on the central panel between the pilot's seats close to the switch panel



Fig. 2-26 This placard is located on the control stick locking latch



Fig. 2-27 This placard is located on the ignition switch (aircraft's from S/N 0790)



Fig. 2-28 This placard is located on the instrument panel (if strobe light installed)



Fig. 2-29 This placard is located on the instrument panel (if ELT is installed)



Fig. 2-30 This placard is located on the instrument panel (if not IFR approved GPS is installed)

2.41.2 Placards located on the aircraft outside

CAUTION!
DON'T OPEN THE CAP WHEN
FUEL IN AUXILIARY TANKS

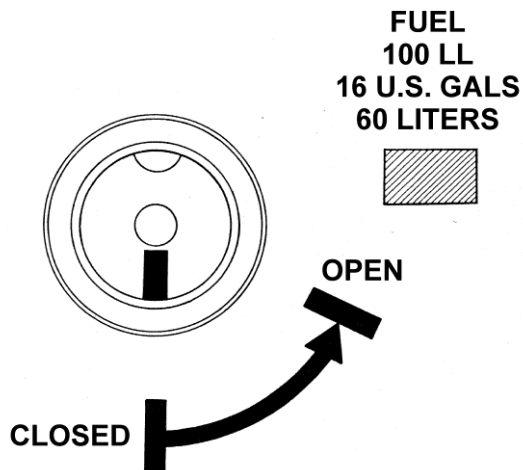


Fig. 2-31 This placard is located at the main tank filling caps

CAUTION!
EMPTY FOR ACROBATICS

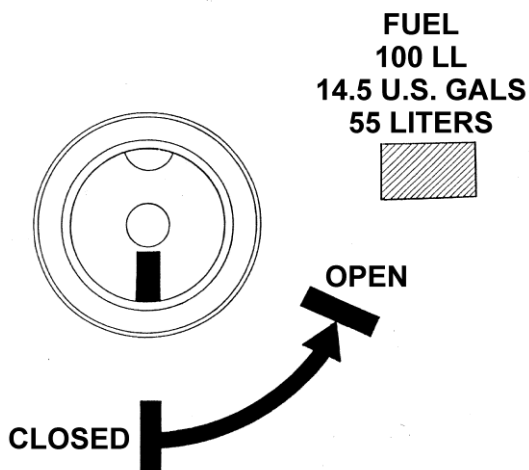


Fig. 2-32 This placard is located at the auxiliary tank filling caps



Fig. 2-33 Placards are located on control areas and other parts sensitive to damage