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SECTION 2

LIMITATIONS

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2.1 Introduction

Section 2 includes operating limitations, instrument markings, and basic placards necessary for safe operation of the aeroplane, its engine, standard systems and standard equipment. The limitations included in this section have been approved by the Civil Aviation Authority of the Slovak Republic.

2.2 Airspeed

Airspeed limitations and their operational significance are shown below:

	Speed	IAS			Remarks
		km/h	MPH	knots	
V _{NE}	Never Exceed speed	280	174	150	Do not exceed this speed in any operation
V _{NO}	Normal Operating Limit speed	250	156	135	Do not exceed this speed except in smooth air, and then only with caution
V _{RA}	Rough Air speed	230	143	124	Do not exceed this speed except in smooth air. Air movements in lee-wave rotors, thunderclouds, visible whirlwind, or over mountain crests are to be understood as rough air

- EN 228 Super (Unleaded Automotive Gasoline RON 95)
- EN 228 Super plus (Unleaded Automotive Gasoline RON 98)
- AVGAS 100 LL (Due to the higher lead content in AVGAS, the wear of the valve seats, the deposits in combustion chamber and lead sediments in the lubrication system will increase. Therefore, use AVGAS only if you encounter problems with vapour lock or if the other fuel types are not available)
- Fuel E10 (unleaded gasoline blended with 10% ethanol)

Oil Grade: - engine oil of a registered brand with gear additives. Use only oil with API classification „SF“ or „SG“
- high performance 4-stroke motor cycle oils are recommended
- If using aircraft engine oil, then only blended one.

Oil capacity: 3,0 litre
Minimum: 2,0 litre
Oil consumption: max. 0,1 l/h

WARNING

Never use AVGAS, LB 95 with fully synthetic engine oils.

Propeller Model: SR 2000 D, 3 blade, in flight electrically adjustable aircraft propeller
Propeller Manufacturer: WOODCOMP
Propeller Diameter: 1,7 m
Propeller Blade Angle (at 75 % station): 10 ° from minimum angle
- for engine ROTAX 912 S2: 19,5° / 29,5°

Additional data can be found in Section 7, Subpart 7.9, in the Operator's Manual for engine ROTAX 912 S2 and in the User's Guide for electric variable pitch propeller SR 2000 D.

WARNING

Never run the engine without propeller, this inevitably causes engine damage and is an explosion hazard.

2.5 Powerplant instrument markings

According to customer requirement round one-purpose needle instruments are fitted in the instrument panel.

2.10 Manoeuvring load factors

Manoeuvre speed	Speed			Load factors
	km/h	MPH	knots	
V _A - Manoeuvring speed	165	103	88	+ 4
V _{NE} – Never exceed speed	280	174	150	+ 4
V _A – Manoeuvring speed	165	103	88	-2
V _{NE} – Never exceed speed	280	174	150	-2
V _{FE} – Maximum Flap Extended speed	140	88	75	+ 2

2.11 Flight crew

The minimum flight crew with which the airplane is allowed to fly is one pilot sitting in the left pilot seat. The passenger or another pilot may occupy the right seat in the cockpit.

2.12 Kinds of operation

The aircraft WT-9 Dynamic Speed S is approved to perform flights in accordance with VFR only. Aerobatic manoeuvres and intentional spins are prohibited!

WARNING

IFR flights and flights in icing conditions are prohibited.

For flight operations the following minimum equipment must be installed:

- Magnetic compass
- Sensitive barometric altimeter
- Airspeed indicator
- Pilot's Safety belts

2.13 Fuel, oil

The following fuels can be used for the aircraft WT-9 Dynamic Speed S :

The following fuels and oils can be used for the aircraft WT-9 Dynamic Speed S : see chapter 2.4 Powerplant and the Operator's Manual for engine ROTAX 912 S2

4.5.12 After landing

1. Engine speed - adjust throttle for taxiing
2. Wing flaps - retract
3. Elevator trim - set to rearmost position of neutral
4. Landing gear - operating switch in position down
5. Fuel pump - switched off
6. Hydraulic pump - switched off
7. Taxiing - to the parking position

4.5.13. Securing aeroplane

1. All electronic instruments (avionics) - switch off
2. Propeller - set minimum pitch (take off position)
3. Throttle - idling turns
4. Ignition - switch off the first circuit and after 2-3 s switch off the second circuit
5. Master switch - switch off
6. Fuel cock - clos in case of lengthy duration on the ground
7. Brakes - set on parking position, control lever secured
8. Rescue system - lock the control lever
9. After leaving the cockpit, the canopy should be covered with the cloth dust-cover, to avoid the effects of the sun.