


Inflight Engine Stop Procedure

- ① Ignition OFF
(by moving engine lever to position „PROP STOP DISENGAGED“)
- ② Reduce airspeed to 85-90 km/h (46-49 kts),
let the engine slow down
- ③ Engage propeller stopper
(by moving engine-lever to position „EXTRACT“)
- ④ When propeller is vertical (Mirror),
move engine-lever to position „RETRACT“
- ⑤ When green LED  beams,
move engine lever to position „OFF“
- ⑥ Power-plant main switch OFF

Remarks:

- on ③: The propeller must not stand direct above the propeller stopper. Only after the rotational speed has almost completely died down, the stopper may be swivelled into the arc of the propeller.
- on ④: You can control the impetus, with which the propeller overcomes the top dead centres and finally comes to a halt at the stopper, by reducing or increasing airspeed.

Height loss during stopping and retracting the power-plant,
usually about: 100 m (330 ft)

Time to stop and retract the power plant about: 50 - 70 s

Powered Flight

CAUTION: *Medical investigations have shown how much the interior noise of powered sailplanes with retractable engines can harm the unprotected ear. Therefore **always** wear ear protection during powered flight. To compensate for this, turn the radio louder.*

The largest cruising range can be achieved with a saw-tooth pattern. That means to fly under power with the speed of the best climb-rate and glide with retracted engine and the speed of the best glide-ratio.

With maximum take-off mass a maximum height of 2200 m (7218 ft) could be kept with V_Y .

CAUTION: *While the engine is running, the engine control device must continuously stay on!
Switching on and off with the engine running, can lead to unpredictable reactions of the electronics.*

Pay attention to the fuel amount in the fuselage tank, and – if installed – open the valve of the wing tanks in time.

CAUTION: *The wing tanks valve will switch off automatically only if the tank selector is set to "AUTO". With manual position "ON" selected the valve will not close when the fuselage tank is full and fuel will be lost via ventilation! Therefore, the fuel level indicator must be monitored and the wing tank valves closed in good time.*

A detailed description of the power-plant instrument is given under section 7.12.