

Contents :

Flight Manual

Page	1.	Cover	
	2.	Additions to the Manual	
	3/2.	Technical data	(2.12.1975)
	4.	Technical data	
	5.	Minimum equipment, Adjusting data	
	6.	Weight and balance	
	7/2.	Loading limits, Control mechanism.	(2.12.1975)
	8.	Control mechanism.	
HZ	9.	Control mechanism.	
	10.	Control mechanism.	
	10 a.	Parkbrake	(29.1.1975)
	11.	Operating Instructions	
	12.	Operating Instructions	
	13.	Operating Instructions	
	14.	Operating Instructions	
	15.	Operating Instructions	
	16.	Operating Instructions	
	17.	Operating Instructions	
	18.	Operating Instructions	
	19.	Operating Instructions	
	20.	Operating Instructions	
	21/2.	Appendix: Take off distances	(07.11.1986)
	22/2.	Take off distances	(2.12.1975)
	25.	Operation with auxiliary fuel tanks	

Appendix: Take off distances

The given take off distances are related to horizontal, hard grass strips, no wind for the maximum all up weight of 1540 lbs and max. 750 kg (1654 lbs.)

They give a clue about the influence of temperature and elevation for the take off from normal air strips.

Yet at take offs from gliding sites there has to be considered that these sites do not always meet the conditions of a normal airfield. Slopes, unevenness and downdrafts from nearby hills may lengthen the take off distance.

In case of doubt, it is always wise to make a test take off single seat. The measured run has to be enlarged by the factor 1,4 to get the two seat distance.

Take off with propeller in coarse pitch will lengthen the take off run, too by the factor 1,4 compared to fine pitch.

Coarse pitch at take off is unobjectionable at duly airfields, especially at those with hard surface and leads to less noise problems.

When taking off from critical airfields it is most important to use fine pitch.