

0.1. RECORD OF REVISIONS

Any revision of the present Manual, except actual weighing data, must be recorded in the following table and in case of approved Section endorsed by the responsible Airworthiness Authority.

The new or amended text in the revised page will be indicated by a black vertical line in the left hand margin and the Revision No, and the date will be shown on the bottom left hand of page.

Rev. No	Affected Section	Affected Pages	Date of issue	Approval	Date of Approval	Date of Insert.	Signature
1	- - 4 4	0.1a 0.2a 4.14a 4.16a	15.04. 2009				

## 0.2. LIST OF EFFECTIVE PAGES

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1	0	0.1a		5	5.1	15.04.09		10.11.95
1		0.2a			Appr. 5.2	15.04.09		10.11.95
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		Appr. 2.9		9	9.1			10.11.95
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1		Appr. 4.16a						15.04.09

## AEROBATIC VERSION (WINGTIPS DISASSEMBLED)

In the table below the allowed aerobatic manoeuvres and entry speeds are listed :

AEROBATIC MANOEUVRE	Airspeed			Accelerati- on g
	[km/h]	[mph]	[kts]	
Spin	69	43	37	about 2.8
Inverted spin	107	66	58	about -2.5
Loop	180÷200	112÷124	97÷108	3.5
Inverted loop	260÷270	161÷167	140÷146	-3.5
Stall turn	190÷210	118÷130	103÷113	3.5
Inverted stall turn	260÷270	161÷167	140÷146	-3.5
Climbing turn	180÷200	112÷124	97÷108	3.5
Quick half-roll-half-loop	90÷100	56÷62	49÷54	3.2
Controlled half-roll-half-loop	140÷150	87÷93	76÷81	3.5
Half-loop-half-roll	220÷250	136÷155	119÷135	3.5
Controlled roll	min.180	min.112	min. 97	—
Quick roll	150	93	81	4.8
Quick roll in downward angle	130	81	70	4.0
Quick roll downwards	120	74	65	3.5
Inverted quick roll	140÷150	87÷93	76÷81	-3.6
Inverted quick roll in downward angle	130	81	70	-3.8
Inverted quick roll downwards	120	74	65	-3.9
Half controlled roll upwards and half loop	250	155	135	3.5
Cuban eight	190÷200	118÷124	103÷108	3.5
Inverted cuban eight	230÷250	143÷155	124÷135	3.5
Tail slide	min.200	min.124	min.108	-

The spin and spiral dive recovery procedure is described in items 3.5 and 3.6 of this Flight Manual.

**NOTE :** THE NORMAL QUICK ROLLS FOR C.G. LOCATION RANGE OF 27  $\pm$ 36 PER CENT OF MSC (LIGHT PILOT) REQUIRE THE INITIATION OF RECOVERY ACTION AFTER 1/2 OF AUTOROTATION TURN.

THE RECOVERY SHOULD BE INITIATED BY "PUSHING" THE STICK AND THEN RUDDER DEFLECTION OPPOSITE TO THE ROTATION.

THE DELAYED RECOVERY MAKES STOPPING THE ROTATION ON REQUIRED HEADING IMPOSSIBLE AND CAUSES THE GLIDER TO ENTER A SPIN.

FOR QUICK ROLLS DOWNWARDSTHE RECOVERY SHOULD BE INITIATED 120<sup>o</sup> $\pm$ 180<sup>o</sup> BEFORE COMPLETING THE TURN.

**CAUTION :** THE FIRST TRAINING OF SPINS AND QUICK ROLLS SHOULD BE PERFORMED AT THE INCREASED ALTITUDE.

1 | **NOTE :** The glider performs the tail slide properly, backward as well as forward.

1 | **WARNING:** DURING TAIL SLIDE, IN VERTICAL FLIGHT BEFORE COMPLETE LOSS OF SPEED, IT IS NECESSARY TO BLOCK THE CONTROLS (GRIP THE STICK IN NEUTRAL POSITION AND BLOCK PEDALS WITH FEET). FAILING TO DO THIS CAN CAUSE BREAKING CONTROL SURFACES DURING TAIL SLIDE. AFTER TAIL SLIDE, IN VERTICAL DIVE, RELEASE BLOCK AND RECOVER SMOOTHLY FROM THE DIVE.

Performance of the other aerobatic manoeuvres is typical.