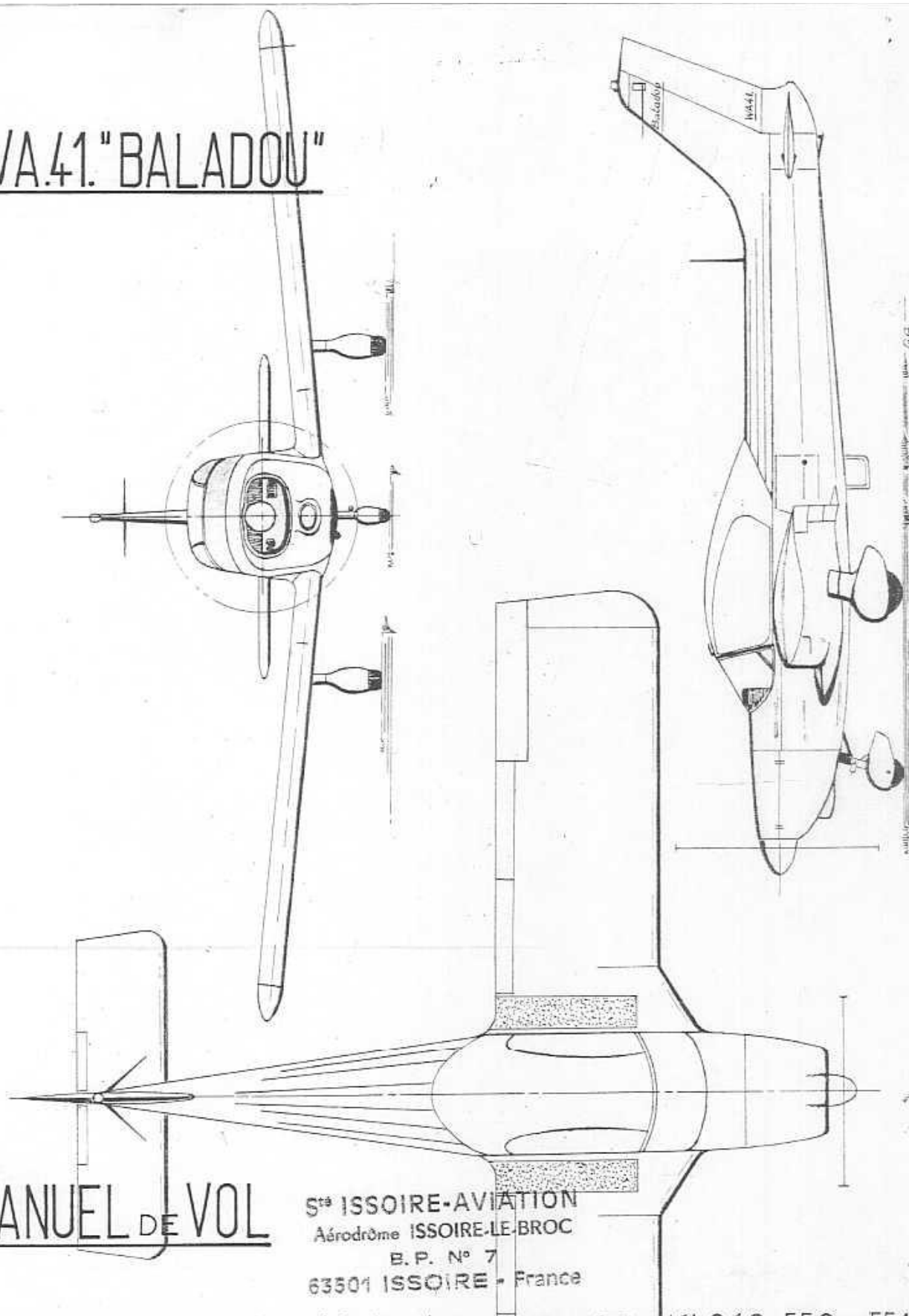


WA.41. "BALADOU"



MANUEL DE VOL

S^{te} ISSOIRE-AVIATION
Aérodrome ISSOIRE-LE-BROC
B.P. N° 7
63501 ISSOIRE - France

WASSMER-AVIATION - 63 - Issoire - France - tél. 269, 550 et 551-

Abbreviated check List

Before starting and takeoff:

Contact: Magneto - Electric - Radio

Gas: Valves - Gauges - Pumps

Controls: Flight: Free - Flaps - Trim

GMP: Throttle - Mixture rich - Cold

Instruments: Flight: Altimeter - Gyros - Compass

GMP: Pressure - Temperature

Horizon: Inside: Canopy – Seat Belts - Comfort

Outside: Security

After takeoff, before landing:

Brakes – Throttle - Carbu - Pump - Flaps

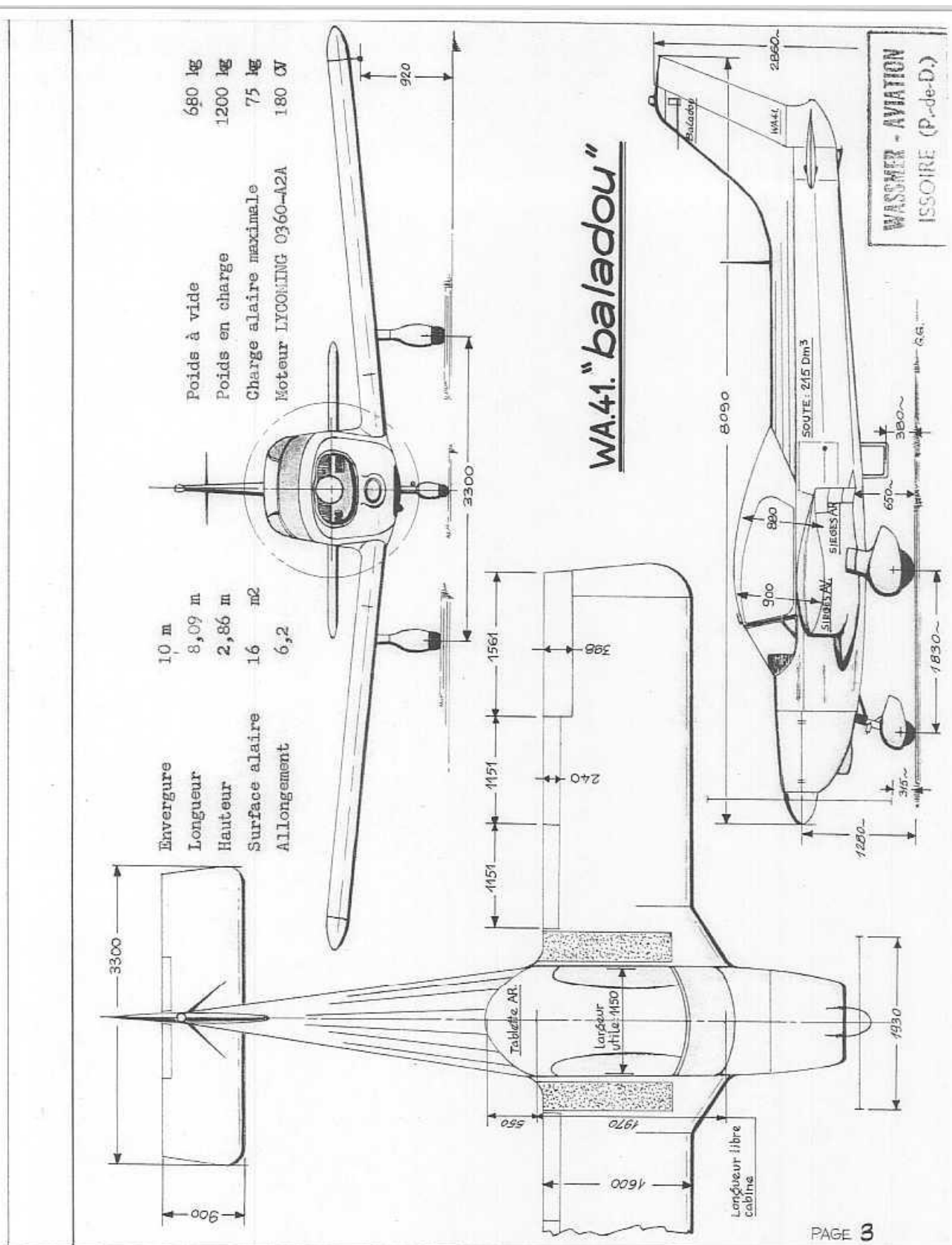
Main Speeds and Flight regimes:

Takeoff	VI = 95 Kmh	51 Knots.	
Climb	150 - 190 Kmh	80 – 100 Knots	Full Throttle
Approach	130 Kmh	70 Knots	

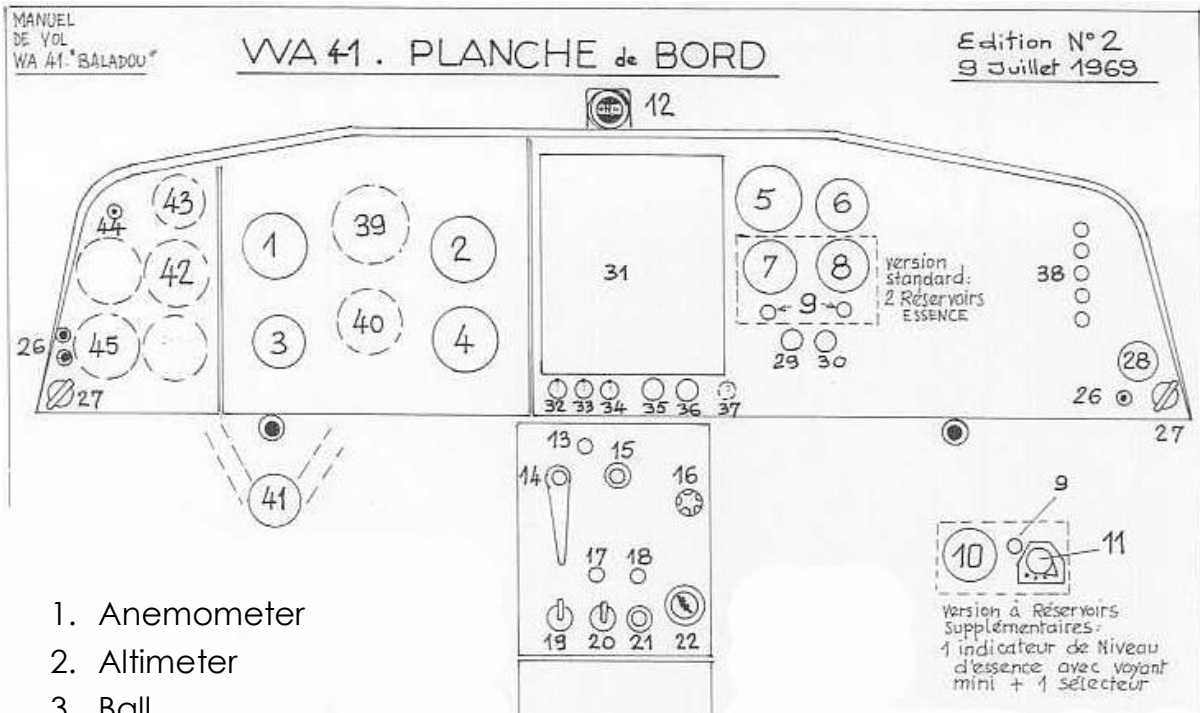
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3-view plan



Dashboard



1. Anemometer
2. Altimeter
3. Ball
4. Variometer
5. Tachometer
6. Thermometer OIL
7. Indicator Gauge Ess. Left
8. Indicator Gauge Ess. Right
9. SSE mini lights.
10. Indicator Gauge Ess.
11. Selector Gauge Ess.
12. Magnetic compass
13. Parking brakes
14. Brake handle
15. Micrometer control GAS
16. Adjust pedals
17. Altimeter corrections
18. Carburetor heating
19. General switch
20. Auxiliary pump switch Ess.
21. Starter
22. Selector Magnetos
23. Selector - Petrol tap
24. Position indicator TAB
25. Wheel TAB
26. MICRO JACKS

27. Hot Air Cab
28. Ammeter
29. Pressure Indicator Ess.
30. OIL Pressure Indicator
31. RADIOS
32. Fuse Fire Anti-Collision
33. Ess gauges fuse.
34. Ess pump fuse. OIL witnesses and Ess.
35. General Fuse
36. Fuse RADIOS-General
37. Fuse Suppl. Possible
38. Fuses Conditioners Radios
39. Artificial Horizon - option
40. Directional - id
41. Show on Wheel - id
42. Instruments O 80 (possible)
43. Instruments O 57 (possible)
44. Rheostat lighting T. B.
45. Temperature Ext - Optional

Deflections of elevator, ailerons, flaps.

PROFONDEUR et son TAB

VOLETS

AILERONS

DIRECTION

DEBATEMENTS GOUVERNES

WA 41 "BALADOU"

	DEBATEMENTS en DEGRÉS (THÉORIQUE)		TOLÉRANCES	
	α	$\beta = \alpha$	α	β
HAUT	15°	5°	- 0° + 2°	+ 0° 30' -
BAS	10°	7°	- 0° + 2°	+ 0° 30' -

C = 0° TAB à plein "cabrer" P = C de TAB à plein "piquer"

	DEBATEMENTS en DEGRÉS (THÉORIQUE)			TOLÉRANCES		
	1	2	3	1	2	3
GAUCHE	0°	10°	30°		+ 1° -	+ 2° -
DROIT	0°	10°	30°		+ 1° -	+ 2° -

	DEBATEMENTS en DEGRÉS (THÉORIQUE)		TOLÉRANCES	
	HAUT	BAS	HAUT	BAS
GAUCHE	24°	14°	+ 1° 30' -	+ 1° 30' -
DROIT	24°	14°	+ 1° 30' -	+ 1° 30' -

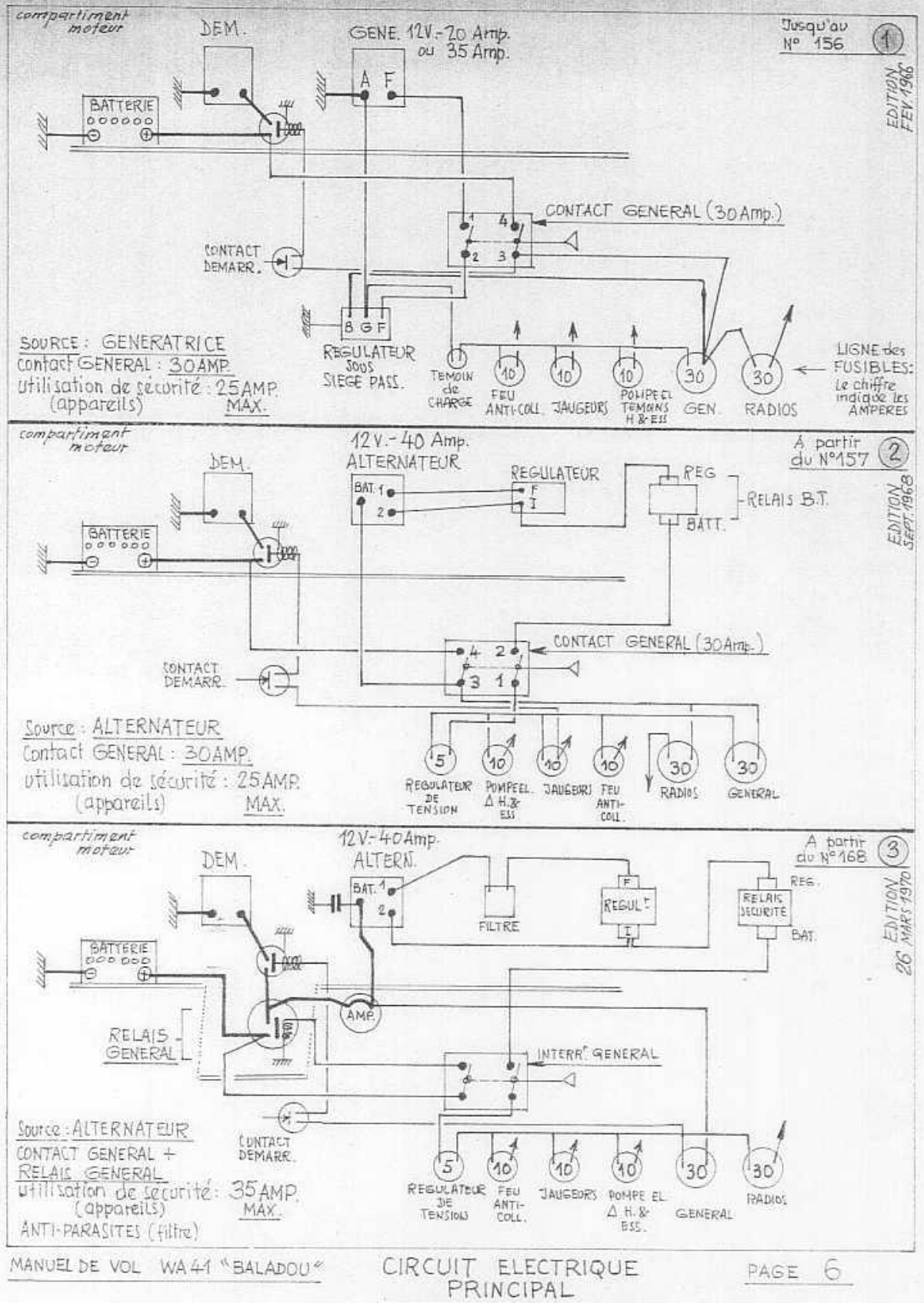
EN	DEBATEMENTS au B. de F.		VERIFICATIONS DIVERSES
m/m	WA 40.	WA 40 A - WA 41.	

PAGE 5

Sans de mouvement :
Freinages : { Axes
Tendeurs
Interférences :

Main Electric Circuit

schémas de circuits électriques principaux valables pour WA40, A & B (batterie dans la source à boxées)



WA41 Baladou – Flight Manual

Congratulations, you are now the proud owner of a "SUPER WASSMER Baladou IV".

This leaflet aims to help you get the best from all points of view: Performance - Economy - comfort - safety.

1 Description

1.1 Construction

The "SUPER Baladou WASSMER IV" is of mixed construction: Fuselage welded tubular chrome molybdenum steel dressed in canvas, aluminum and plastic and wooden wing.

- The wooden wing allows compliance profile and a surface finish better than steel construction for an aircraft of this size. The laminar profile can then show his qualities, which explains the brilliant performance takeoff, climb and cruise aves you witnessed, despite its relatively modest 180 horsepower power factor of economy extremely sensitive.
- The longevity of the wooden wing will, believe in our experience with oats * 1000 or gliders built in our workshops and flying the Arctic Circle to the Equator, also Bonnen than a metal flange, and minor repairs are much easier.
- The fixed landing gear oleo damping WASSMER-HISPANO-SUIZA is reliable in operation and maintenance of an extremely reduced.
- The horizontal tail entirely mobiele improves both performance, stability and maneuverability.

1.2 How to move into the cabin

Using the steps, climb onto the wing.

There are no sensitive points to avoid.

Front passengers enter first by placing their feet on the floor of the rear seats and the small platform between the front seats. Thus, you have to take no acrobatic position nor set foot on the cushions.

Locking the canopy is done by the center handle on the right hand of the pilot. You can see visually the correct attachment.

1.3 Medical use

A specially adapted stretcher standard is collapsible and fits in the baggage compartment. To install the injured, it takes three people.

...

1.4 Flight Controls

The elevator control is a warping wheel sinking into the dashboard. Yaw control is using a rudder, with adjustable distance by rotating the knob number 15. The right and left pedals are adjusted simultaneously.

Elevator trim and flaps are in the center between the two pilots, their operation is conveniently spotted.

1.5 Flight Instruments

The 6 flight instruments: Airspeed Indicator - Altimeter - Variometer - Ball and possibly Horizon, Direction Indicator and Turn Indicator, are mounten on the dashboard in front of the first pilot.

The compass is located in the middle of the aircraft above the dashboard.

1.6

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2 Using the engine

Engine: LYCOMING O 360 A

Compliance with these instructions will greatly contribute to longevity, economy and satisfactory operation of the engine.

2.1 Fuel

The motor is designed to use gasoline octane 91-96 (minimum)

Under no circumstances aviation gasoline with a lower index or motor gasoline should be used.

2.2 Lubricant

Sump capacity: 8 Liters

<u>Recommended viscosity</u>	<u>Simple grade</u>	<u>Multigrade</u>	<u>Aviation</u>
Above + 16 ° C	SAE 50	SAE 40 or 50	100
-1 To +32 ° C	SAE 40	SAE 40	80
-18 To +21 ° C	SAE 30	SAE 40 or 20 W 30	65
Below -12 ° C	SAE 20	SAE 20 W 30	

It is recommended to change oil every 50 hours.

Minimum of oil in the sump to run without danger: 2 Liters

2.3 Oil temperature (on entry)

	<u>Recommended</u>	<u>Maximum</u>
SAE 50	82 ° C	118 ° C
SAE 40	82 ° C	118 ° C
SAE 30	76 ° C	107 ° C
SAE 20	71 ° C	99 ° C

Minimum oil pressure:

Idle	1.75 Kg/cm ²
Cruise	4.21 Kg/cm ²
Max	5.97 Kg/cm ²

The red indicator (number 23) glows under 4 kg/cm²

It is lit in slow motion.

2.4 Fuel pressure

Minimum	0.035 Kg/cm ²
Recommended	0.210 Kg/cm ²
Max	0.420 Kg/cm ²

2.5 Preflight check

After a prolonged period of inactivity:

- a) Check the ground wires of the Magnetos
- b) Check that magneto contact is off and the mixture control (altitude correction) pulled.
- c) Check the bolts fastening the engine and propeller (loosening, braking)
- d) Turn the propeller 5 or 6 turns by hand checking the play of the propeller and the engine (between propeller and hood)
- e) Check the oil level
- f) Check the fuel tanks
- g) Check the commands. Are they usable without abnormal friction and along their entire travel?
- h) Clean the fuel filter and drain a little fuel from the purges (to remove water and impurities)
- i) Check the baffles and the cover from the view of security.

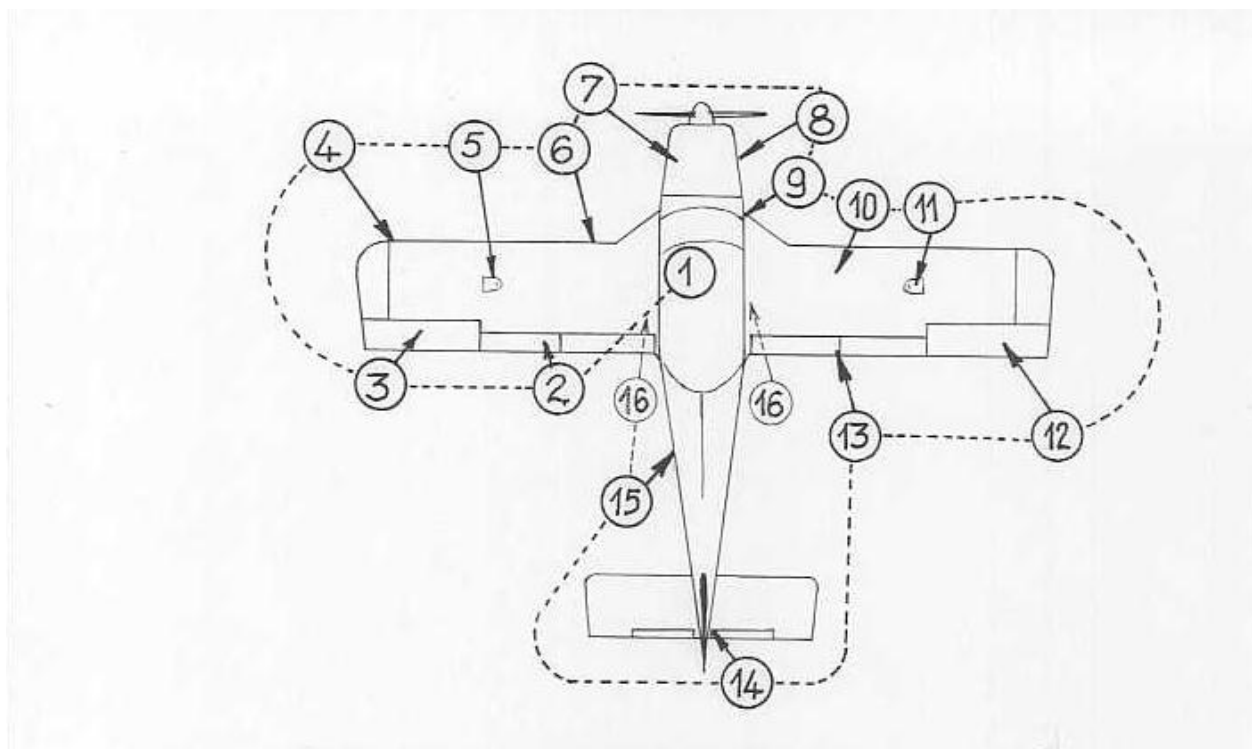
2.6 Precautions for a new engine

The new engine has been thoroughly road, past a stern final test at the factory and no running is required, but the operator's interest to treat it carefully in its early hours.

Avoid full throttle to the floor.

Do not take the altitude correction before the first 25 hours.

Exterior – Preflight check



1. General contact - Magneto contact – cut
2. Flaps
3. Ailerons
4. Pitot Tube
5. Fuel – Cap – filling hatch
6. Left Gear – inflation – fairings – depression of the shock absorber
7. Engine Cover open
 - Fixation and general state
 - Engine mount – Elastic Suspension – Accessories
 - Oil and fuel pipe – électric conductors
 - Propellers (blades) – Nose fairing – generator belt
 - Air Deflectors – OIL LEVEL
8. Carefully close the engine hood
9. Front gear – inflation – fairings – deflection of the shock
10. Right gear (id. 6)
11. Right Reservoir (id. 5)
12. Aileron
13. Flaps
14. Tail:
 - Horizontal
 - Tab
 - Vertical
15. Baggage compartment door closed, locked
16. Fuel Purges (under the wings)

2.7 Getting Started

After completing the pre-flight:

- a) Position the aircraft into the wind
- b) Set the parking brake or blocks
- c) Push the carburetor heat control
- d) Turn the fuel selector to an open position (right or left) (number. 11)
- e) Give a little gas (1 / 10 of the lever travel)
- f) Push fully the mixture control
- g) Start the electric pump
- h) Set the magneto to 1
- i) Press the starter button

Note – The manufacturers recommends that the starter engage duration should be limited to 10 or 12 seconds separated by five minutes of rest. More intensive use will shorten the life of the starter.

- j) When the engine begins to ignite, turn the dial to 1 + 2

Caution: If the engine does not start immediately, pull the mixture control (off position). Otherwise, the excess gasoline in the carburetor neck creates a fire hazard.

- k) When engine runs, set it to 1000-1200 rpm.

In extremely cold –

It may be necessary to preheat the engine or oil before starting.

2.8 Engine test and warm up on the ground

We draw attention again on the procedure for engine warm up on the ground. The use of commonly practiced extended ground use in fixed locations should be prohibited.

The LYCOMING O360 is cooled by air pressurized by the speed of flight. One should therefore be particularly cautious during the running on the ground.

To prevent overheating, we recommend the following precautions:

- a) Turn the aircraft into the wind
- b) Avoid excessive idling which foul the spark plugs
- c) The mixture control must always be pushed (max rich)
- d) Use the intake air heating only if clearly needed - see paragraph 2.9
- e) Heat the engine on 1400 to 1500 rpm.
- f) At 1500 rpm, test the operation on a single magneto. The drop in the number of revolutions should not exceed 125 rpm.
- g) Do not check the cut-off of the two magnetos over 1,200 rpm.

Check the oil temperature and pressure.

Watch the oil pressure indicator. If not extinguished in 30 seconds, stop the engine and look into the cause.

h) Limiting the operating time to the minimum necessary to heat and take off
Do not overheat the engine through improper extended operation on the ground

In Summer

The engine is warm enough to start if we can put the gas without afterburner ignition or irregularity.

Cold weather

The engine is ready to go when you can put gas without afterburner or vibrations, and when the full gas can be obtained without loss of oil pressure.

Take off as soon as your checks are completed, if you must wait for instructions for takeoff, wait at 1400-1500 revolutions per minute to cool the engine, so as to avoid fouling the spark plugs and extend the life of generator contacts.

2.9 In Flight Operation

Using the carburetor heat

In humid air, ice may form in the carburetor, even in summer. The air intake system integrated into the oil sump of the LYCOMING reduces the tendency to form ice significantly. However, to be sure to avoid icing, heating the air intake must be used in the case of high humidity, which provides better fuel vaporization when the outside temperature indicates the possibility of icing.

Ice formation is detected by the lack of power and lower engine rpm that can not be corrected by pushing the throttle.

With a fixed-pitch propeller, there is also a decrease in the number of motor revolutions.

Note

Humid days, cloudy, foggy, whatever the temperature, monitor any power loss. If the engine rpm drop, pull the heat control air intake without touching the throttle. If this measure proves successful, put full throttle.

The vaporization of fuel can be improved by using hot air when the outside temperature is between -6 C and +10 C. If the ice begins to accumulate, it can be melted by pulling the bottom heat control air intake; then we will see the manifold pressure rise slightly as the ice melts.

In hot, dry air, the control must be pushed to obtain the maximum engine power and prevent overheating.

2.10 Use of the mixture control (altitude correction)

Richness must be maintained at its maximum (control pushed) whenever you use more than 75% of engine power and every time you fly below 1,500 meters.

The following procedure will be used above 1,500 meters in cruise.

The adjustment set to maximum richness (control pushed), deplete gradually pulling until the engine spluttered. At this point, push control slowly until the engine runs.

3 During Flight

3.1 Manoeuvring in the hangar

To operate the aircraft on the ground, always use the front wheel tow bar that was delivered with the aircraft.

Always carry it in your baggage compartment.

On good ground, the plane is operated easily by one person using the tow bar.

Avoid especially the moving backward, especially without tow bar, as in these conditions, the front wheel is unstable and you risk of unexpected movements to the right or left which may cause collisions with obstacles.

NEVER TAKE THE PLANE BY propeller blades: distorted blade = vibration in flight

3.2 Checking before start

- Bring the canopy in the front position
- Fasten the seat belts of the passengers
- Check that no foreign body in the cabin can not hinder the full movement of the controls: Navigation instruments should be placed in the pockets provided for this purpose.
 - Stow the hand luggage on the rear table
 - Headsets and microphones positioned close at hand, cables releasing orders
- Check the proper functioning of the elevator trim, and the different controls
- Turn the battery contact. Ascertain the amount of fuel available.
- Test the indicator lights: oil pressure and fuel

Getting Started – (See Chapter 2 - Using the motor)

- Parking brake
- Fuel selector open to the full tank

3.3 Rolling

It is not difficult thanks to a combination of the front wheel of the tricycle with pedals.

Beware of land or covered with gravel or ashes that can damage the ends of the propeller blades: Use whenever you can, concrete or grass.

The hand brake lever, located on the dashboard, allows you to stop immediately without any fear moving the aircraft to the right or left.

When braking, you can make very short turns.

3.4 Take off

Move throttle completely to the end.

While rolling, ease back on the yoke to relieve the front wheel. Do not pitch up too much, which would, to delay the takeoff.

At 95 Km/h (52 Knots), become airborne, the aircraft level with the ground. Brake the wheels.

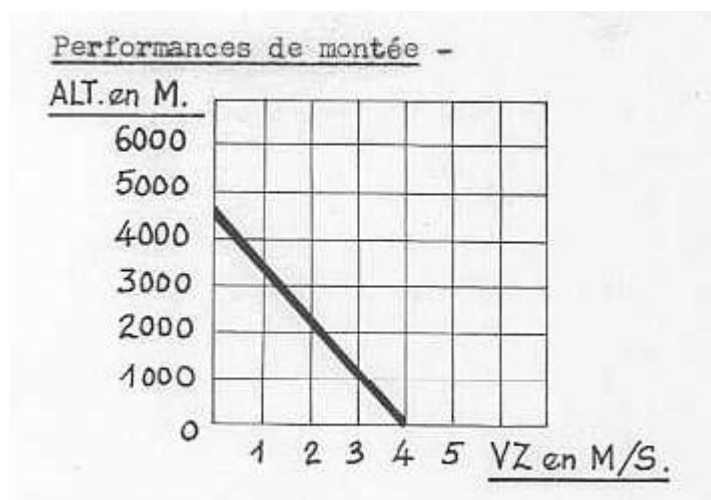
Accellerate to the climbing speed

At 150 km/h (80 Knots), retract the flaps

Climb at 180 km/h (97 Knots)

Takeoff performance

At maximum take off weight on a good track and standard atmosphere, with little wind, the ground run is about 225 meters, passing the barrier of 15 meters is achieved after 400 meters. This figure is subject to large variations in terrain elevation, outside temperature, load, track conditions and wind. For example, the take-off distances are increased by 10% per 13 degrees difference over the standard temperature.



This chart shows the climbing speeds at full load. Configuration and flaps up, full throttle
Speed around 170 kph (92 Knots)

Leveling off

Set the elevator trim in order to take the horizon position, the slope that you could "see" when you entered the aircraft

Let the aircraft take its speed even it need to loose a few tens of meters altitude

When you have reached the cruise speed (see table following altitude), then set your rpm following the numbers in the tables. Pull the mixture controle, until your engine spluttered slightly. Then push the knob slowly until the sound of your engine again become regular.

3.5 Cruise

You set your trim in order for the elevator to become neutral so that you can let go of the steering wheel at will without the attitude of your aircraft will vary.

Remember, every ½ hour to move from one reservoir to another. The aircraft will remain very easy to control.

Speed correction given by the anemometer as a function of altitude

Indicated speed (Km/h)	200	210	220	230
z = 1.000 m	210	220,5	231	241,5
z = 2.000 m	220	231	242	253
z = 2.500 m	226	238	249	260
z = 3.000 m	232	244	255	267

Cruising speed depending on altitude and power used

		% Power and propeller RPM					
Altitude		75%		65%		55%	
Meter	Feet	Km/h	rpm	Km/h	rpm	Km/h	rpm
0	0	220	2450	210	2350	198	2250
500	1600	225		215		203	
1000	3300	231	2500	220	2400	208	2300
1500	4900	236	2550	226		214	
2000	6500	243	2600	232	2450	219	2350
2500	8200			238		225	
3000	9800					230	2450
3500	11400						

Fuel Consumption

- 75% 40 liters / hour
- 65% 34 liters / hour
- 55% 29 liters / hour

Autonomie without reserve

- Maximum cruise speed 5:30H - 1330 km
- Economy cruise (55%) 7:30H - 1710 km

In flight, change the tank in service every half-hour

- Do not take off with an empty tank and one full
- If you must land with a big difference in your tanks fuel level (50 liters), beware of the asymmetry that will be felt at low speeds.

Descent

Do not wait until you have arrived at your destination. Reduce for

VI = 230 to 250 Kmh and VZ = -1 m / sec.

(VI = 125 – 135 Knots , Vz = -200 fpm)

It should take you there soon enough:

- To lose 100 meters, it takes 7 km
- To lose 1,000 meters, it takes 70 km
- To lose 1,500 meters, it takes more than 100 km

You will benefit:

- less fatigue for passengers with a steady descent
- Improved cruise speed
- Your wheels may start to rotate during descent: pull the handbrake once to prevent vibrations.

Entering the traffic pattern

Downwind:

- Mixture Rich (Push altitude correction)
- Set your engine to the second regime: partial gas reduced
- VI = 150 Kmh (80 Knots)
- Set Flettner

After turning final:

- Set first stage of flaps, airspeed 140 Kph (75 Knots) and adjust Flettner.
- Second stage flaps, airspeed 130 Kph (70 Knots). Adjust Flettner.
- When passing the markers on short final, approach speed indicated should be 115 kph (62 Knots).
- Approaching the ground, you pitch up to land on the main gear first and to support the nose gear. After you've cleared the runway, you retract the flaps, and cut the electric fuel pump.

Landing performance

With normal use of brakes, light wind and cement runway, at full load the aircraft is halted in 400 meters (1 300 feet) after crossing obstacles of 15 meters. Landing roll is 165 meters (540 feet).

As for takeoff performance, the figures vary very much with the wind, temperature, runway condition.

Landing with crosswind

The aircraft, with its wide track (3.30 m), allows landing with strong crosswinds (30 knots at 90°).

The final approach of the aircraft is the same as any other aircraft in this configuration.

Once you've touched down the main gear, hold your aircraft nose up.

When your front wheel will touch the ground, bring it quickly into the axis of the aircraft.

4 Operating Limitations

4.1 Speed limits (indicated)

Never exceed speed: $V_{ne} = 310 \text{ km/h (167 Knots)}$

Normal operating speed: $V_{no} = 258 \text{ km/h (139 Knots)}$

Design cruise speed: $258 \text{ km/h (139 Knots)}$

Maneuvering speed: $V_a = 225 \text{ km/h (121 Knots)}$

(the maximum airspeed that is possible to operate the controls at full deflection)

Flap extension speed limit: $V_{fe} = 165 \text{ Km/h (89 Knots)}$

4.2 Load factors limit at the weight of 1,200 Kgs

$H = 4.4$ and $n = -2.2$ (flaps up)

$H = 2.2$ and $n = 0$ (flaps down)

Acrobatic maneuvers are prohibited.





The voluntary spin is prohibited.

In case of involuntary spin, opposite rudder, ailerons neutral and slightly pushed steering wheel. The spin stops very quickly regardless of the configuration (flaps retracted or flaps out)

4.3 Stall

Tail Buffeting starts at 15 km/h above the stall speed (minimum control speed).

The table below shows the stall speeds in different configurations and different angles of the turn.

Gaz réduit					
Inclinaison	0	20°	40°	60°	
Volets rentrés	Kmh 110	mph (68)	114 (71)	126 (79)	156 (97)
Volets 10°	102 (63)	105 (65)	117 (73)	146 (92)	
Volets 30°	95 (59)	98 (61)	109 (68)	134 (83)	

4.4 Instrument Markings

<u>Anemometer</u>	normal operating range (green arc) 110-258 km/h (59 – 139 Knots) Flap extension range (white arc) 95-165 km/h (51 – 89 Knots) Caution range (yellow arc) 258-310 km/h (139- 167 Knots) Red lines: 95 and 310 km/h (51 and 167 Knots)
Tachometer	Green Arc 1500-2500 RPM. (Cruise) Yellow arc from 2500 to 2700 rpm. (Climb) Red line 2700 rpm. (Do not exceed)
<u>Oil temperature</u>	Green Arc: 40-95 (Normal) Yellow arc: 95-105 (caution) Red line: 105 (not to exceed)

4.5 Weight and Balance

With your airplane, you will receive a weighing report defining the correct basic weight and balance for your aircraft, given its special equipment.

From this basic weight and balance, you can quickly determine the balance in flight in each particular case of loading by using the enclosed chart

Using the chart on page 25:

The loading is divided into 5 categories:

1. Aircraft empty
2. Pilot and copilot
3. Passengers AR
4. Essence
5. Baggage (hold)

First determine the weight of each element. The density of gasoline is 0.72, and add to get the total weight.

The maximum permitted total weight is 1,200 kgs.

To determine the position of the cog, read on the line for each item of cargo, away from the center of gravity that it entails.

Add the 4 numbers of load to the number of the position of the cog;

You will have the position of cog in basic configuration, in charge it must be between 272 and 576 mm or 17 and 36% of wing chord

Too far forward is almost impossible.

Too far back must be avoided, and will result in difficulty steering and Pitch instability.

Simple procedures to obtain a correct balance

Passengers can install the rear seats when the front seats are already occupied, preferably by the heaviest.

On the back seat, 3 passengers are allowed, within the limit of a maximum total weight of 190 kilos, provided that the bench is equipped with 3 belts.

In the cargo hold, do not exceed 45 kgs in four-seater, 75 Kgs in 3-seater, 100 Kgs in tandem use. The baggage compartment door has a trapezoidal height 34 cm, width 50 to 65 cm and usable depth of 108 cm. Its volume is 0.21 m³.

Locks

The sliding canopy and the baggage compartment are lockable. These keys will be provided in duplicate, note here the numbers of your key can be ordered in case of loss.

Cockpit	_____	_____
Baggage	_____	_____

Verification of weight and balance with the help of the chart

1. Only the after limit is to be checked, the extreme forward CG that can be obtained in flight is very close to the center empty.
2. It is imperative to check the center of gravity whenever the baggage weight exceeds 40 kg, or the weight (passengers + luggage) exceeds 190 kg
3. Raise the individual register control the empty weight and center of the airplane.

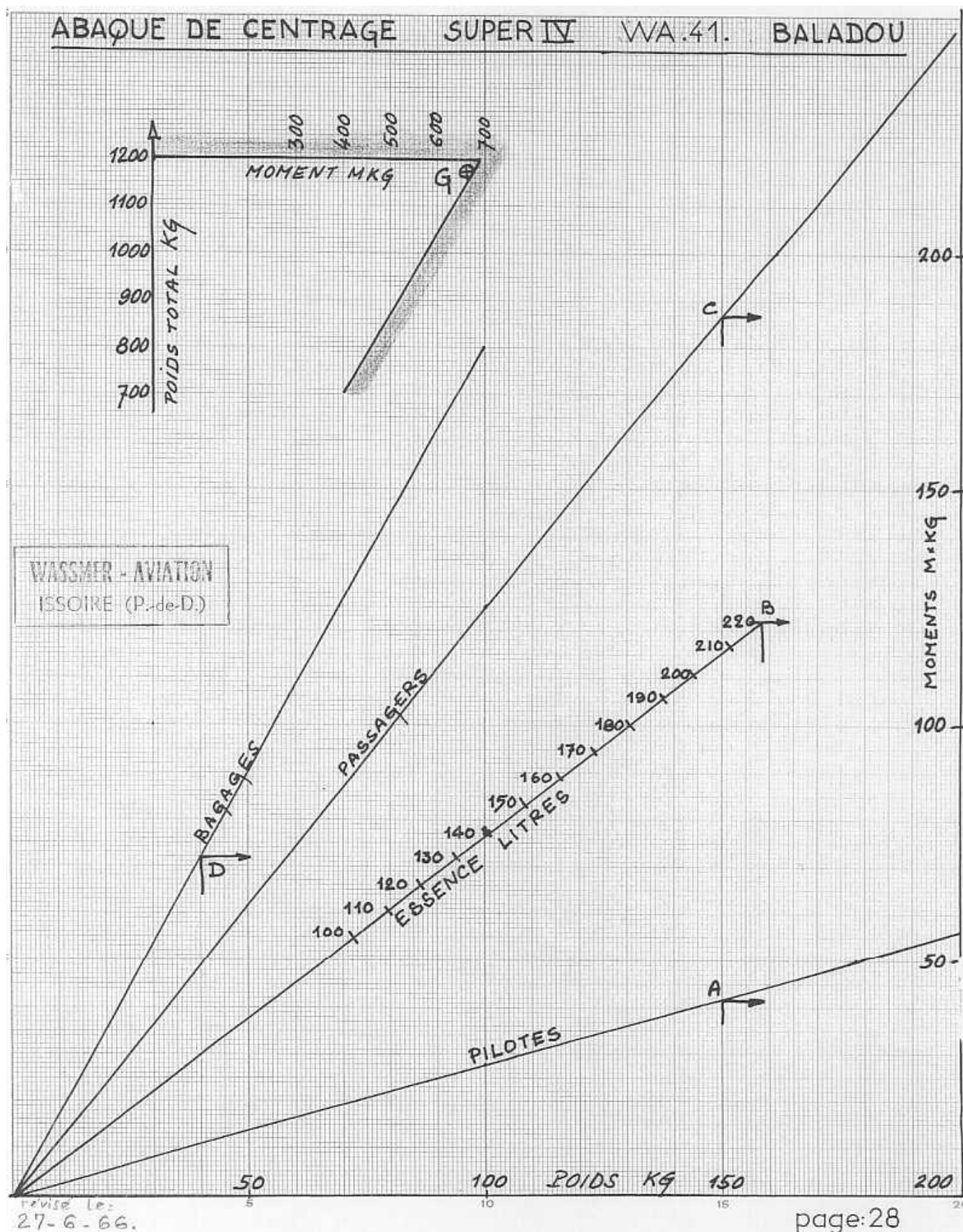
Example

	P – Kg	M mx kg
Empty Aircraft	679 kg	244.5
Then add in succession:		
Pilots (read A)	150 Kg	43
Passengers (read C)	140 Kg	186
Fuel (read B)	156 Kg	122
Luggage (read D)	40 Kg	72
Total point G	1177 kg	667 m kg

See this chart at the top and right.

The calculated point is inside the boundaries, the center of gravity is correct.

Weight and balance chart



5 Routine Maintenance.

5.1 Periodic maintenance 25 hours

WAGNER - AVIATION
ISSOIRE (P.de-D.)

E Eau distillée : Batterie: Niveau 1cm. au dessus des plaques
(*: avions avec batterie sur cloison pare-feu)

G Graisse MOLYKOTE LOEX 65 : Graisseurs de l'atterrisseur - Vis réglage pédales, cardans de volants, fourchettes de Tab.

H Huile à additif BARDAHL: Rotules métalliques - Axes lisses, Pignons et chaînes de volants, Articulations Profondeur, Gauchissement, Direction, Volets - Charnières de gouvernes, Pieds des leviers fous, Galets de verrière, Commandes sous capots moteur - Guidons etc...

L Liquide LOCKHEED N°5 : Freins et Anti-Shimmy de Jambe A7.

M Carter Moteur - Vidange : voir livret moteur LYCOMING O.360.

V

NETTOYAGE AIR FILTRÉ A AIR

NOTE : Les roulements à billes sont graissés départ usine jusqu'à la prochaine grande visite.

ENTRETIEN PERIODIQUE DE 25 HEURES.
"baladon"

PAGE 34 LG.

6 Emergency Procedures

Engine faillure after takeoff

Below 400 m, do not return to the field and choose an impact area in front:

- Cut the fuel pump and ignition
- Reduce speed to stop the propeller
- Move the propeller horizontally using pulse starter (if time permits)
- Turn off the main contact.

Engine fire in flight

1. Cut the power switch
2. Close Fuel Switch
3. Set full throttle
4. Cut engine

Field Landing

Choose a flat, open field.

Precautions:

- cut fuel switch, fuel pump and ignition
- Check seat belts are fastened
- Reduce speed to stop the propeller
- Move the propeller horizontally if necessary using the starter
- Cut the General contact
- Extend two notches of flaps