The Sole Manufacturer and Distributor in Czech Republic:
ATEC v.o.s.

Factory address: ATEC v.o.s., Opolanská 350, 289 07 Libice nad Cidlinou
Czech Republic

ATEC 322 FAETA

with ROTAX 912 iS

Pilot´s Operating Handbook

In Libice nad Cidlinou, November 2015

Type of aircraft: **ATEC 322 FAETA**

Serial number: ----------

Registration/call sign: ----------

Type Certificate: **Date of issue:**

The aircraft (Sport Flying Device) is not a subject of CAA authorisation and is to be operated at own risk of the user.

The aircraft must be operated according to informations and limits listed in this manual.

Contents Chapter

Enclosures:

1. Log Book (example)
2. Records of Revisions
3. Service and Maintenance Book

Chapter 1

1. General

1.1. Introduction
1.2. Personal Data of the Owner
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1.4. Modifications and Changes
1.5. Aircraft Technical Data
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1.1. Introduction

Information provided within this manual is a necessary requirement for an effective and save operation of the **ATEC 322 FAETA** aircraft. The manual contents information which Manufacturer considers as important.

1.2. Personal Data of the Owner

Owner of aircraft:.....

Address:.....

Telephone No:.....

E-mail:.....

Date of ownership from:..... to:.....

Owner of aircraft:.....

Address:.....

Telephone No:.....

E-mail:.....

Date of ownership from:..... to:.....

Owner of aircraft:.....

Address:.....

Telephone No:.....

E-mail:.....

Date of ownership from:..... to:.....

1.3. Aircraft Description

ATEC 322 FAETA is the light sport aircraft, two-seater, cantilever, low-wing aircraft of all carbon composite construction. The landing gear has a fixed tricycle gear with a steerable front wheel. The power unit is of pulling configuration and consists of ROTAX 912 iS Sport engine and of two-blade or three-blade fix or ground adjustable FITI propeller.

1.4. Modifications and Changes

If the Manufacturer makes any structural or operational changes, which are necessary to be advised to the owner, the related documentation will be delivered to the owner, who is obliged to record them into this Manual. These documents will be published in ascending numerical series.

If the aircraft is sold to another person, the Manufacturer shall be announced about the name and the address of the new owner.

1.5. Aircraft Technical Data

Dimensions

Wing span			31,5 ft
Length of fuselage			20,341 ft
Total height			6,562 ft
Wing area			108,7 sq ft
Depth of mean aerodynamic chord			3,648 ft
Span of horizontal tail surface			7,874 ft
Flap position	I	10 °	1,77 in
	II	20 °	3,54 in
	III	35 °	5,9 in
Aileron deflection	up	20 °	3,54 in
	down	12 °	2,16 in
Elevator deflection	up	22 °	3,15 in
	down	18 °	2,56 in
Rudder deflection	L/R	+-20°	7,09 in

Wing profile

Root area	SM 701
End area	SM 701

Landing Gear (tricycle with front wheel)

Wheel spacing	6,234 ft
Wheel base	4,742 ft
Front tire	4´´x 4´´
Main tire dimensions	6´´x 4´´
Tire pressure	23,2 psi

Suspension

Main gear	composite springs
Front wheel	rubber springs

Brakes ..... hydraulic disc brakes on the main gear

Rescue System installed/not installed USH ELSA 600
v_{MAX} = 120,4 kt

Weight

Empty weight	750 lb
Maximum take-off weight	1285 lb
Maximum take-off weight including rescue system installed	1285 lb
Maximum luggage weight in the luggage compartment	20 lb

Power Unit and Engine Parameters

Propeller producer	FITI design s.r.o., Řevnice, Czech Republic
Type of propeller	**FITI ECO COMPETITION 2 blade**
Engine producer	BOMBARDIER – ROTAX GmbH, Austria
Engine type	**ROTAX 912 iS Sport**

Engine Power

Take-off power	73,5 kW/100 HP/5800 RPM
Maximum continuous power	69,0 kW/94 HP/5500 RPM
Cruising power	44,6 kW/60 HP/4800 RPM

Engine Speed

Maximum take-off engine speed	5800 RPM / 5 minutes maximum
Max. continuous engine speed	5500 RPM
Cruising engine speed	4800 RPM
Engine idle speed	1400 RPM approx.

Water Temperature

Maximum	248 °F

Oil Temperature

Minimum	122 °F
Maximum	266 °F
Operational optimum	194 -230 °F

Oil Pressure

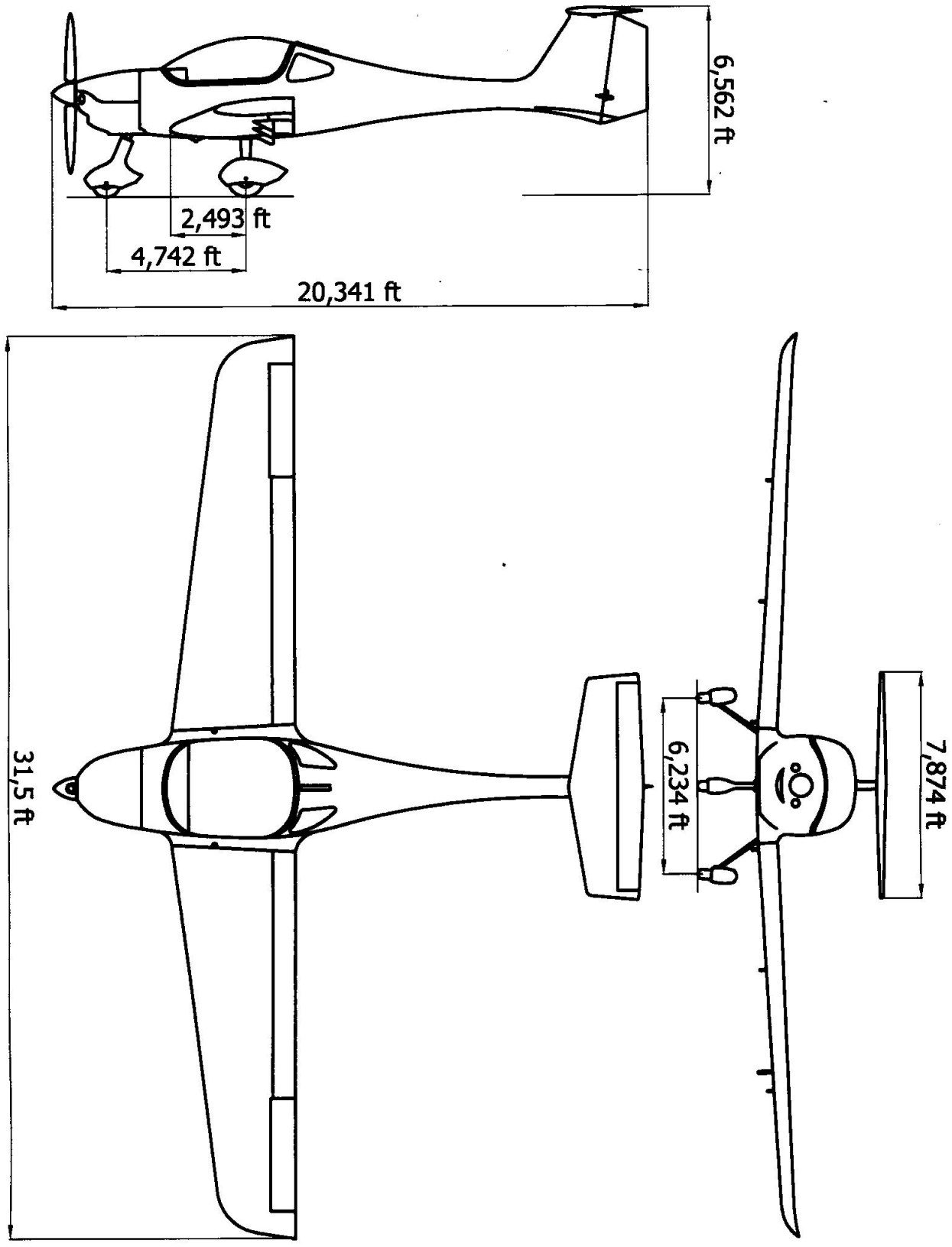
Maximum (short-term operated when cold start-up)	101,5 psi
Minimum	11,6 psi (engine speed below 3500 RPM)
Operational	29 – 36 psi bar (over 3500 RPM)

Fuel Type ..... Recommended motor unleaded petrol of minimum octane number RON 95, 97

Oil Type	Any brand-name oil intended for 4 stroke motorcycle engines, containing gearbox additives - API SF, SG + GL4 or GL5. **AeroShell Sport Plus 4 10W-40** preferentially recommended.
Cooling Liquid	conventional (mix ratio 1:2) or Evans

ROTAX 912iS Sport is not a certified aviation engine. Any engine failure may occur at any time.
The pilot is fully responsible for the operation of this engine and accepts all risk and consequences of an engine failure.
The correct operation of this aircraft is the sole responsibility of the pilot.
The pilot of a sport flying device is obliged to consider the flight altitude and flight track so that he could be able to make safety landing in case of engine failure.

1.6. Three-View Sketch



Chapter 2

2. Operational Limits

2.1. Introduction
2.2. Air Speed
2.3. Weight
2.4. Centre of Gravity
2.5. Manoeuvre and Gust Envelope
2.6. Permitted Manoeuvres
2.7. Load Factors
2.8. Type of Operation
2.9. Crew
2.10. Fuel tank
2.11. Wind
2.12. Other Restrictions
2.13. Labels and Markings

2.1. Introduction

The Chapter 2 contains operational limits necessary for safe operation of the aircraft.

2.2. Air Speed (CAS)

Never exceed speed	v_{NE}	**136,1 kt (145,2 kt IAS)**

Do not exceed this speed in any case!

Design manoeuvre speed	v_A	**90,0 kt (93,6 kt IAS)**

After exceeding this speed, do not use full deflection of any control surfaces and do not make any sudden control operations. An overload of the aircraft may occur!

Maximum design cruising speed	v_C	**108 kt (114 kt IAS)**

Do not exceed this speed except the flight in smooth air, but with caution!

Max. cruising speed at severe turbulence	v_{RA}	**108 kt (114 kt IAS)**

Do not exceed this speed at severe turbulence!

		CAS	IAS
Max. speed, flaps deflected to I. (10 °)	$_{FE,I}$	**70 kt**	**71,1 kt**
Max. speed, flaps deflected to II. (20 °)	$_{FE,II}$	**65 kt**	**65,5 kt**
Max. speed, flaps deflected to III. (35 °)	$_{FE,III}$	**60 kt**	**59,8 kt**
Recommended speed, flaps deflected to III.	V_{FE}	**50 kt**	**48,6 kt**

Never exceed these speed limits when flaps deflected!

Stall speed, flaps retracted	v_{S1}	**45,0 kt**	**42,7 kt IAS**

Flying this speed and with flaps retracted results in loss of lifting force and fall of the aircraft!

Stall speed in landing configuration	v_{SO}	**35,8 kt**	**32,8 kt IAS**

Flying this speed with flaps deflected at the position III. results in loss of lifting force and fall of the aircraft!

2.3. Weight

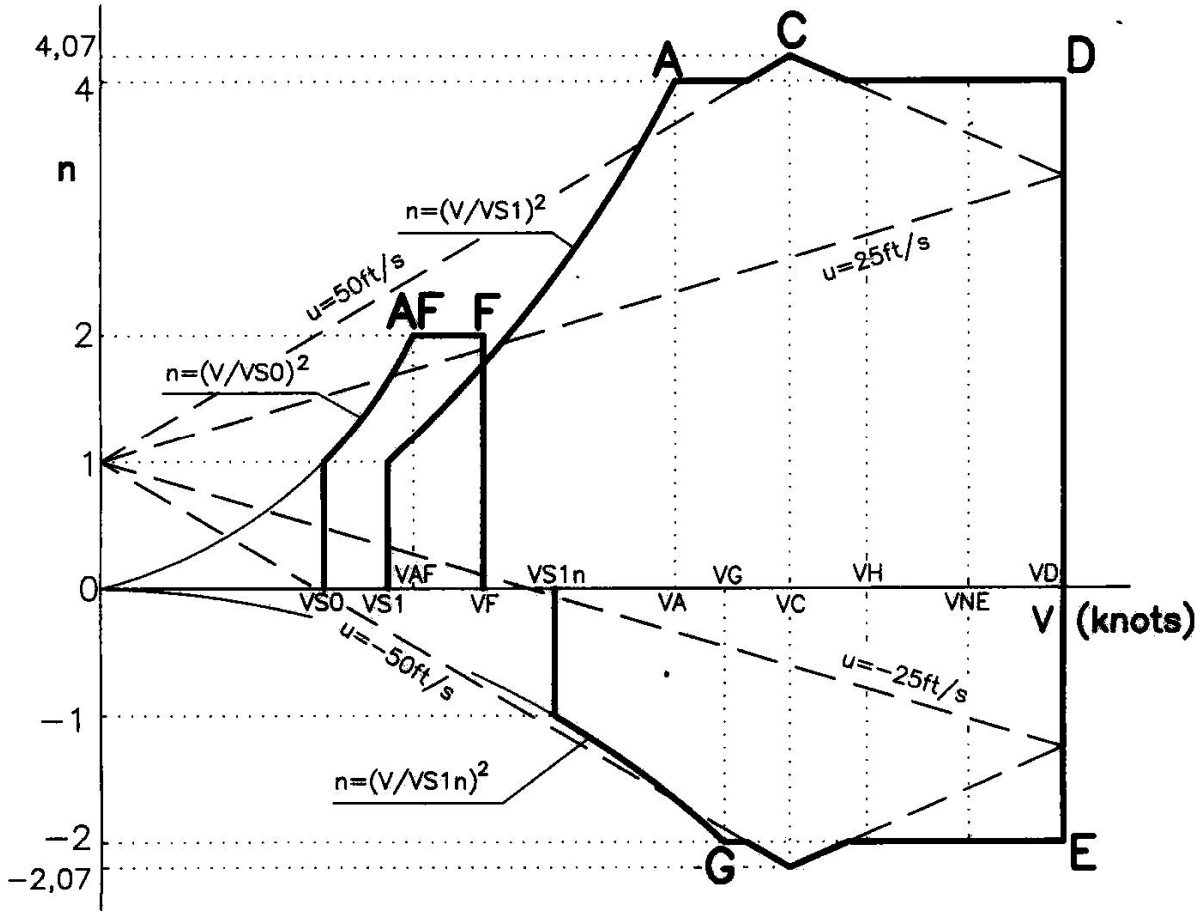
Empty weight	714 lb (324kg)
Maximum take-off weight	1285 lb (583 kg)
Useful load	571 lb (259 kg)

Never exceed the maximum take-off weight of the aircraft!

2.4. Centre of Gravity (CG)

CG of the empty aircraft	28,8 % MAC
Flight range of CG	27-36 % MAC

2.5. Manoeuvre and Gust Envelope (CAS)



	CAS	IAS
V_{S0}	35,8 kt	32,8 kt
V_{S1}	45,0 kt	42,7 kt
V_{AF}	50,7 kt	48,2 kt
V_F	63,0 kt	62,8 kt
V_{S1n}	69,6 kt	70,7 kt
V_A	90,0 kt	93,6 kt
V_G	98,5 kt	103,2 kt
V_C	108,0 kt	114,0 kt
V_H	120,0 kt	127,2 kt
V_{NE}	136,1 kt	145,2 kt
V_D	151,2 kt	162,0 kt

2.6. Permitted Manoeuvres

Category of the aircraft: Normal

Operations are limited to non-aerobatic manoeuvres that include:

- Any manoeuvres necessary to normal flying
- Training of stalls
- Steep turns, in which the angle of bank is not more than 60°

Aerobatic manoeuvres are prohibited!

2.7. Load Factors

Maximum positive load factor in CG ..... + 4,0 G
Maximum negative load factor in CG ..... - 2,0 G

2.8. Type of Operation

Only VFR day flights are permitted (flight by visual reference to the ground during the daytime)

IFR flights (instrumental flights) and flights by ice formation are prohibited!

2.9. Crew

Number of seats 2
Minimum weight of crew ..... 132,0 lb
Maximum weight of crew ..... 396,8 lb

2.10. Fuel tank

Fuel capacity ..... 2 x 13,2 US gal
Not usable rest of fuel ..... 0,26 US gal
Recommended motor unleaded petrol of minimum octane number RON 95, 97

2.11. Wind

The safe take-off and landing is only possible if the following wind speed limits are not exceeded:
a) take-off or landing headwind ..... up to 23 kt
b) take-off or landing tailwind ..... up to 6 kt
c) take-off or landing crosswind ..... up to 12 kt

Never operate the aircraft exceeding wind range limits determined!

2.12. Other Restrictions

Smoking, using of mobile phone, explosives and combustible materials and movable objects transportation are prohibited on board of the aircraft.

2.13. Labels and Markings

The aircraft shall be equipped with mandatory labels and markings. These must be placed on the instrumental board in a visual field of pilot and must contain following information:

- Identification of the aircraft
  - Identification label
  - Serial number
  - Designation
  - Empty weight
  - Maximum take-off weight

- Operating limits
  - Weight limits depending on the weight of crew, fuel and luggage
  - Speed limits for standard flight configurations

- Passenger Warnings
  - Definition of aircraft category, its airworthiness conditions and limitations
  - Intentional spins, stalls and aerobatics prohibition

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Chapter 3

3. Emergency Procedures

3.1. Engine Failure on Take-off
3.2. Engine Failure in Flight
3.3. Rescue System Activation
3.4. Fire on Board
3.5. Engine Loss
3.6. Emergency Landing
3.7. Safety Landing
3.8. Aborted Landing
3.9. Vibrations

3.1. Engine Failure on Take-off

1. Push the stick forward to get the aircraft to gliding flight maintaining the airspeed of 54kt.
2. Determine the wind direction, adjust flaps to appropriate position, turn-off the fuel valve, switch-off the ignition, adjust safety belts and switch off the main switch just before landing.
   Note: Electric flaps actuation is only possible when the main switch is switched-on.
   A) If up to 160ft of altitude, get the aircraft into the landing configuration and make a landing in take-off direction with respect to eventual obstructions.
   B) If higher than 160ft of altitude, choose a suitable area for emergency landing.

3.2. Engine Failure in Flight

1. Get the aircraft to gliding flight maintaining the airspeed of 54 kt.
2. Check the fuel level and make sure ignition is switched on.
3. If no significant engine or installation failure found, try to start up the engine again using back-up fuel circuit.
4. If engine start-up is not possible, follow the instructions as described in Art. 3.1.

3.3. Rescue System Activation

In case of distress, when definitely losing control of flight, activate the rescue system.

1. Switch-off the ignition
2. Adjust safety belts
3. Remove the cover of activating lever
4. Activate the rescue system

In case of landing on limited space, when collision with an obstacle is inevitable, use the rescue system as a braking device of the aircraft.

Note: the activation of rescue system is only available from pilot´s seat.

The aircraft can be damaged or the crew may be injured when using a rescue system!

3.4. Fire on Board

1. Turn-off the fuel valve
2. Open the throttle
3. Switch-off the main switch and ignition
4. Make emergency landing
5. Get off the aircraft

3.5. Engine Loss

1. Speed ..... 55 kt
2. Flaps retracted
3. Instruments within tolerated values

3.6. Emergency Landing

Carried out in case of engine failure:

1. Speed ..... 55 kt
2. Adjust safety belts
3. Flaps according to situation
4. Report the situation by the radio
5. Turn-off the fuel valve
6. Switch-off the ignition
7. Switch-off the main switch

In case of emergency landing on terrain, on areas which are not authorized to take-off/landing of sport flying devices, the aircraft can be damaged or the crew may be injured!

3.7. Safety Landing

Carried out in case of orientation loss, fuel exhaustion or another reason when the aircraft is fully controllable.

1. Determine the wind direction
2. Choose any suitable landing area
3. Make a low pass into the wind along the right-hand side of landing area and inspect the terrain thoroughly.
4. Make a pattern flight
5. Calculate the landing plan
6. Land on the first third of the landing area with flaps in landing position

3.8. Aborted Landing

Carried out in case of wrong calculation of landing manoeuvre or bounce when landing and the pilot considers aborted landing manoeuvre as more safety and decides to continue the flight.

1. Set up engine speed to maximum power
2. Set up take-off flaps position – I
3. Get to level speed of 60 kt
4. Draw up control stick slowly to get aircraft into climbing by speed 60 – 65 kt
5. Retract flaps

Throughout the flight, maintain the aircraft in take-off trajectory using rudder control.

3.9. Vibrations

In case of unusual vibrations occur, it is necessary to:

1. Set the engine speed to appropriate run on which the vibrations are the lowest
2. Carry out safety landing, eventually find the nearest aerodrome to land

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Chapter 4

4. Standard Procedures

4.1. Pre-Flight Inspection

4.1.1. Procedures Before Entering the Cockpit

4.1.2. Procedures After Entering the Cockpit

4.1.3. Procedures Before Engine Start-up; Engine Start-up

4.2. Engine Warm-up

4.3. Taxiing

4.4. Engine Check

4.5. Procedures Before Take-off

4.6. Take-off and Climbing

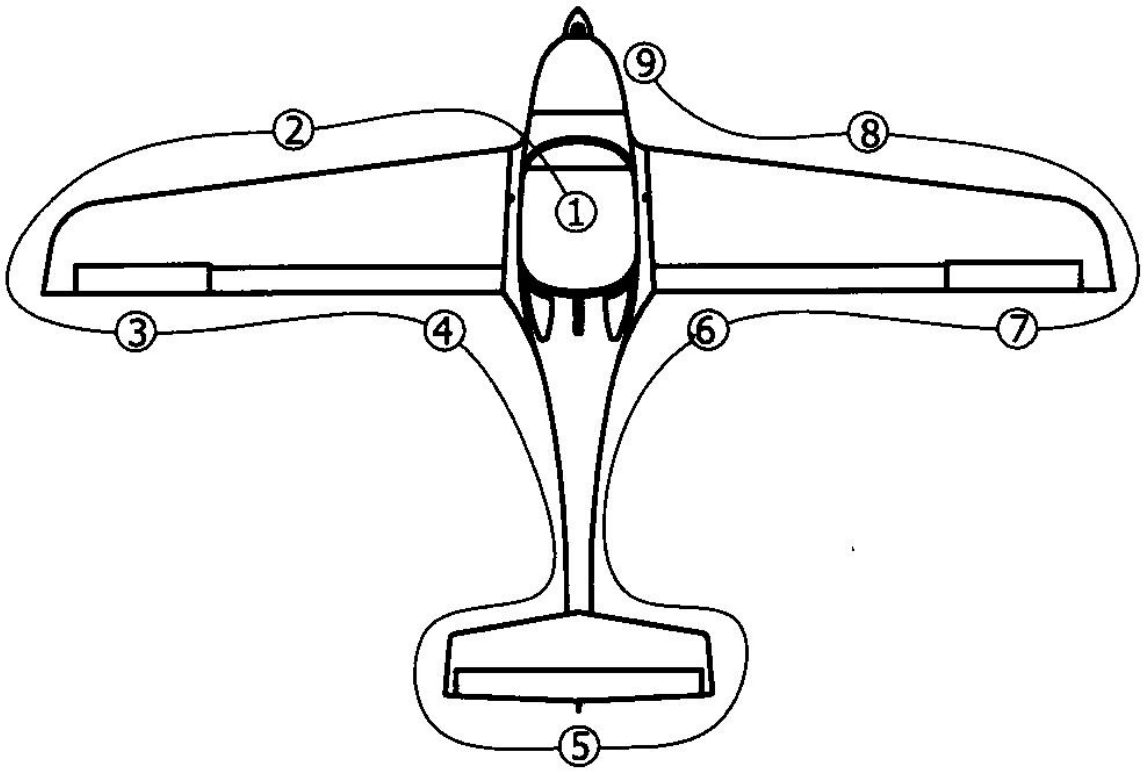
4.7. Cruising Flight

4.8. Descending and Landing

4.9. Flight in Rainy Conditions

4.1. Pre-Flight Inspection

It is important to carry out appropriate pre-flight inspection. To perform a negligent or incomplete inspection could be a cause of accident. The Manufacturer recommends to make following procedure:



1/ Cabin – switches, seat belts, instruments, seats, controls, canopy locks, canopy condition check
2/ Left wing – coating, condition, plays, pitot tube, fuel tank cover, drain valve, fuel tank ventilation
3/ Left aileron – coating, free movement, attachments, controls
4/ Left lift flap – coating, attachments, controls, play
Left main gear leg – condition, brake fluid leak, wheel spat
5/ Tail – surface condition
VT – surface, attachments, control
HT – coating, attachments, fittings covers
Rudder – coating, attachments, control
6/ Right lift flap - coating, attachments, controls, play
Right main gear leg - condition, brake fluid leak, wheel spat
7/ Right aileron - coating, free movement, attachments, controls
8/ Right wing – coating, condition, plays, fuel tank cover, drain valve, fuel tank ventilation
9/ Nose wheel – condition, play, wheel
Engine – operation liquids amount, engine cowling
Propeller – condition, spinner tightness

4.1.1. Procedures Before Entering the Cockpit

1. LANE A ⇨ switched off
2. LANE B ⇨ switched off
3. Main switch ⇨ switched off
4. Wings ⇨ check surface condition, ailerons and flaps free movement, clearances, hinges and connections of the controls, securing of wing pins, Pitot tube
5. Tail surfaces ⇨ check surface condition, elevator and rudder secure connections, clearances and free movement
6. Fuselage ⇨ check surface condition
7. Landing gear ⇨ check laminate spring surface condition, secure fixation of main and front wheels and their covers, screws and nuts security, correct tire pressure, brake function
8. Engine ⇨ check condition and fastening of engine cowlings, the condition of engine bed, intact fuel, oil and cooling system hoses, screws and nuts security, exhaust pipe and carburettor attachment, cooling liquid and oil level, fuel system drain
9. Propeller ⇨ check surface condition, intactness, propeller cone condition and tightness

4.1.2. Procedures After Entering the Cockpit

1. Cockpit ⇨ check fastening and locking of the canopy, correct function and condition of electrical installation of instruments, condition of flight instruments, fuel level check, correct function of controls
2. Foot-operated steering ⇨ check function
3. Brakes ⇨ check function, brakes on
4. Hand–operated steering ⇨ check function
5. Flaps ⇨ check function, retract
6. Fuel valve ⇨ turned off
7. Engine controls ⇨ switched off, throttle idle
8. Fuel level indicator ⇨ check fuel amount
9. Main switch ⇨ switched off
10. Circuit switch LANE A ⇨ switched off
11. Circuit switch LANE B ⇨ switched off
12. Instruments ⇨ check condition, zero values, altimeter adjustment

4.1.3. Procedures Before Engine Start-up, Engine Start-up

1. Rescue system ⇨ unlock
2. Safety belts ⇨ fasten
3. Canopy ⇨ close and lock
4. Parking brake ⇨ on
5. Fuel valve ⇨ turn on
   (open/select the left or right position depending your needs for the appropriate tank use)
6. Electric fuel pump ⇨ on
7. Throttle ⇨ idle
8. Main switch ⇨ switch on
9. Propeller ⇨ in "take off" position *(in case of flight adjustable propeller)*
10. EMS ⇨ switch on, wait for the display activation
11. Circuit switch LANE A ⇨ switch on
12. Circuit switch LANE B ⇨ switch on
13. EMS lights ⇨ see engine user´s manual
14. Backup battery switch ⇨ switch off
15. Start power switch ⇨ switch on
16. Starter button ⇨ push until the engine starts running
17. Start power switch ⇨ switch off
18. Backup battery switch ⇨ switch on
19. Increase RPM up to cca 2000/min
20. Oil pressure check ⇨ must be in operation range within 10 seconds, continue in RPM increase by 3 bar
21. Continue warming-up engine according to article 4.2

Never unlock neither open the canopy after the engine is started-up!

4.2. Engine Warm up

Start to warm up the engine when 2000 RPM, hold approx. 2 minutes and then continue up to 2500 RPM until the oil temperature reaches 50°C.
After the engine is warmed up to a standard operating temperature, start taxiing and preparing to take-off without undue delay. If the aircraft is grounded with the engine running for a long time, the engine is not sufficiently cooled and may be overheated same as the engine compartment.

4.3. Taxiing

Recommended maximum speed of taxiing is 8 kt. The direction is controlled by the front wheel. Braking is carried out with the brake lever on the left stick. Control stick is in neutral position.
- in case of strong headwind, push the control stick forward
- in case of crosswind, keep the control stick position opposite to wind direction

4.4. Engine Check

1. Brakes ⇨ on
2. Engine throttle ⇨ engine speed 4000 RPM
3. Switch off 1st ignition circuit ⇨ maximum RPM drop 300 RPM
4. Switch on both ignition circuits ⇨ engine speed 4000 RPM
5. Switch off 2nd ignition circuit ⇨ maximum RPM drop 300 RPM

   Note: The RPM speed difference between ignition circuits running separately must not be more than 120 RPM.
6. Left and Right fuel tank check ⇨ during engine run, the fuel pressure must not drop below the allowed value in either of fuel tanks in use. During the change-over of fuel tank, a short-term pressure drop may occur, but after the fuel tank is selected, the pressure shall increase back to appropriate values.
7. **After the engine check is made, the take-off shall be performed within max. 5 min. after reaching the operating temperature. In case of long lasting standing on spot when engine is running, the engine is not sufficiently cooled by the airflow and so the overheating and damage of the engine may be caused! Due to overheating of the engine, the composite structure of the aircraft may be damaged in the area of engine compartment too.**

4.5. Procedures Before Take-off

Compulsory checking procedures prior to take-off:

1. Brakes ⇨ brake-on
2. Foot-operated steering ⇨ free travel
3. Hand-operated steering ⇨ free travel
4. Flaps ⇨ position I.
5. Fuel valve ⇨ open/select the appropriate (left/right) position on the fuel valve selector depending on which fuel tank is intended to use.
6. Fuel pump ⇨ ON
7. Second fuel pump ⇨ ON
8. Throttle ⇨ idle
9. Fuel gauge indicator ⇨ fuel amount check
10. Instruments ⇨ on and within operating limits
11. Safety belts ⇨ adjusted, fastened, secured
12. Canopy ⇨ closed and locked

4.6. Take-off and Climbing

Release the brakes. Make the aircraft move by accelerating until the maximum throttle position is reached. Control stick is in neutral position. Control the front wheel and the rudder as to keep the aircraft within the runway axis. When reaching the speed of 45 kt, lift up the aircraft off the ground and continue take-off up to the speed of 59 kt. Then, gently pull the control stick to start climbing by optimum speed of 59 kt. After reaching the stable climbing speed of 59-65 kt and over 160 ft of altitude, retract the flaps fluently. During the take-off, the engine operating limits must not be exceeded. After reaching 1000 ft GND altitude, you can switch off the second fuel pump.

4.7. Cruising Flight

ATEC 322 FAETA has good flight characteristics within the whole range of permitted speeds and centre of gravity positions. The cruising speed range is **65 – 120 kt.**

4.8. Descending and Landing

Descending
Switch on the second fuel pump. Descend with the throttle on idle run at the speed of 55 kt.
Flaps position limits according to Art. 2.2.

Procedures on final:
1. Speed of 50 kt
2. Flaps position III (position II in case of strong turbulence or strong headwind)
3. Throttle idle or corrected if necessary
4. Instruments within the permitted limits

Landing
The speed of the aircraft in the hold-up position decreases by soft pulling of the control stick until touch down by the speed of 38 kt. After touchdown of the front wheel, the landing distance can be shortened by braking.
Do not apply a maximum braking effect except an extreme situation. A frequent use of brakes results in undue wear of tyres, brake pads and discs. A frequent intensive braking may cause mechanical over-stress of undercarriage and other load bearing structure. This may shorten life-time of the airframe.

4.9. Flight in Rainy Conditions

During the flight in the rain, it is necessary to pay close attention to the aircraft control because of poor visibility and canopy limited transparency. Furthermore, shorter hold-up position when landing and extended take-off distance must be taken into account.

Maintain the following speeds during the flight in the rain:

1.	Climbing	65 kt
2.	Cruising flight	65 – 100 kt
3.	Descending to land	59 kt, flaps positions I and II as by Art. 2.2.

Chapter 5

5. Performances

5.1. Introduction
5.2. Air Speed Indicator Corrections
5.3. Stall Speed
5.4. Altitude Loss by Stalling
5.5. Take-off Distance up to 50 ft Altitude
5.6. Rate of Climb
5.7. Cruising Speeds
5.8. Flight Range

5.1. Introduction

The Chapter contents the information on speed indicator calibration, stalling speed and other performances of the ATEC 322 FAETA with ROTAX 912 iS Sport engine and propeller FITI ECO COMPETITION 2L/1680 mm adjusted to the pitch of 20°.

5.2. Air Speed Indicator Corrections

CAS (kt)	IAS (kt)	Deviation (kt)	Note
35,8	**32,8**	**-3**	**V_{S0}**
45,0	**42,7**	**-2,3**	**V_{S1}**
50	48,6	-1,4	
63	**62,8**	**-0,2**	**V_F**
70	71,1	+1,1	
80	82,3	+2,3	
90	**93,6**	**+3,6**	**V_A**
90	93,6	+3,6	
100	104,7	+4,7	
110	116,0	+6,0	
120	127,2	+7,2	V_H
130	138,3	+8,3	
136,1	**145,2**	**+9,1**	**V_{NE}**
150	160,7	+10,7	
151,2	**162,0**	**+10,8**	**V_D**

5.3. Stall Speed (CAS)

Engine idle	*Flaps retracted*	*Flaps I (10°)*	*Flaps II (20°)*	*Flaps III (35°)*
Solo flight	42,1 kt	39,7 kt	36,8 kt	34,0 kt
1285 lb	45 kt	41,3 kt	38,2 kt	35,8 kt

Engine off	*Flaps retracted*	*Flaps I (10°)*	*Flaps II (20°)*	*Flaps III (35°)*
Solo flight	42,1 kt	39,7 kt	36,8 kt	34,0 kt
1285 lb	45 kt	41,3 kt	38,2 kt	35,8 kt

5.4. Altitude Loss by Stalling

Level flight flap position	*Flap deflection*	*Altitude loss*
I	10°	100 ft
II	20°	100 ft
III	35°	100 ft
0	0	100 ft

5.5. Take-off Distance up to 15m / 50ft of Altitude

Engine	*ROTAX 912 iS Sport*
Runway surface	*Take-off distance*
Asphalt	880 ft
Grass	950 ft

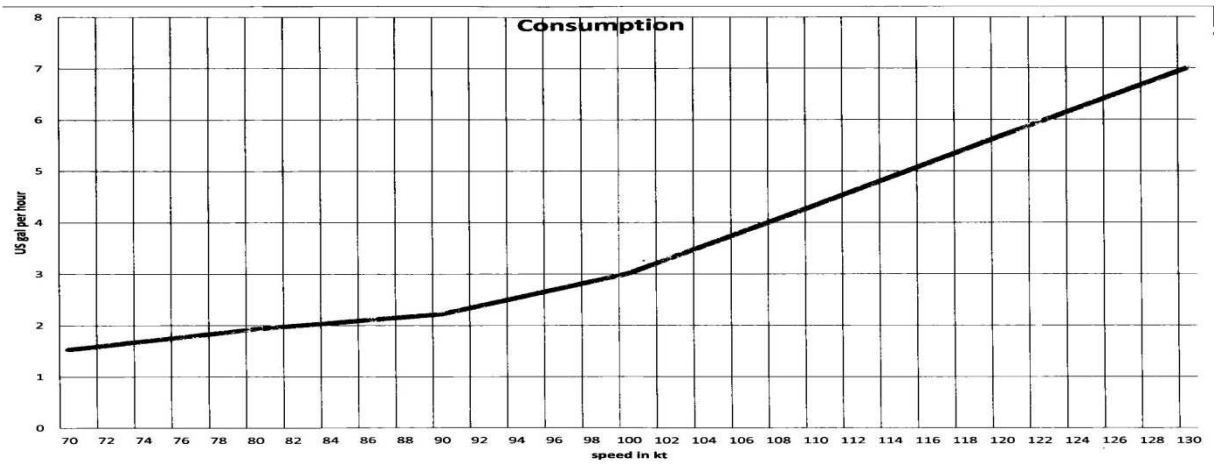
5.6. Rate of Climb - when speed of 59 kt

Engine	*ROTAX 912 iS Sport*
Solo flight	1100 ft/min
1285lb	1000 ft/min

5.7. Cruising Speeds

ROTAX 912 iS Sport 100 HP

Air speed kt (CAS)	*RPM*	*Consumption US gallon/h*
70	3600	1,53
80	4000	1,93
90	4250	2,22
100	4800	3,01
110	5100	4,33
120	5500	5,68



5.8. Flight Range

When maximum fuel capacity of 26,4 US gallon

ROTAX 912 iS Sport 100 HP

Air speed *kt*	*Flight range* *n.m.*	*Flight endurance* *h*	*Flight reserve (30min)* *US gal*
70	1170	16:43	0,8
80	1055	13:12	1,0
90	1026	11:24	1,1
100	827	8:16	1,25
110	615	5:35	1,8
120	468	4:09	2,36

Information on engine RPM, consumption, flight endurance and flight range are of informative character only. These values depend on propeller type and adjustment, flight altitude, temperature, air pressure and load. The flight range is considered as theoretic, when windless conditions. Consider these factors when planning your flight and figure on the safety flight reserve.

Chapter 6

6. Aircraft Assembly/Disassembly

6.1. Introduction
6.2. Horizontal Tail Assembly/Disassembly
6.3. Wings Assembly/Disassembly

6.1. Introduction

The assembly of individual parts of the aircraft is described in this chapter. At least two persons are needed for assembly/disassembly. All parts necessary for assembly are delivered with the aircraft.

Before assembly, clean, grease and then secure all pins. Pay attention to correct adjustment of ailerons and flaps, which is carried out by shortening and prolonging of connecting pushrods.

During each next assembly, it is necessary to replace locking nuts and split pins with new pieces.

After aircraft assembly, carry out deflections adjustment by levelling record and engine run test with a focus on both fuel tanks function and check fuel indicators correct function.

6.2. Horizontal Tail (HT) Assembly / Disassembly

At least two people are needed for HT assembly/disassembly. Third person is recommended to push the fuselage tail down to the ground to enable better access to HT fittings. Pay attention to avoid a fall of small parts into the inner space of the tail fin during manipulation!!

Horizontal tail assembly

- **Elevator pushrod connection**

Deflect the control stick to the fully „pushed“ position and secure (block) it softly to avoid its movement during assembly. This enables better access to the elevator pushrod, which is then protruding from the tail fin.

Then the assistant pushes the fuselage tail down to the ground holding it in such position during all the process of assembly to enable better access to HT fitting.

Take the HT and place it over the siderudder in such a position to keep an access to the pushrod end protruding from the tail fin. Then the second assistant will hold it with the elevator maximally deflected in „up“ position, so that the elevator control lever is protruding from the HT surface.At least two people are needed for HT assembly/disassembly. Third person is recommended to push the fuselage tail down to the ground for better access to HT. Pay attention to avoid a fall of small parts into the tail fin inner space during manipulation!

Connect the pushrod with the elevator control lever by the pin of Ø 5mm and spacer + split pin.
Connect the cable connector of the servo (in case of electrical trim option).

- **Fixing the HT to the fuselage**

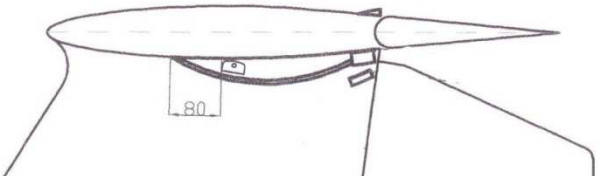
Settle the HT on the fuselage tail and screw two main fitting screws M8, but do not tighten them fully yet. Insert the vertical screw M6 (with nylon) into the hole on the upper side of the HT and tighten it fully with adequate power. Come back to both main fitting screws M8 and tighten them fully.

- **Screws securing**

Secure both M8 screws with a binding wire. Appropriate holes for binding wires are situated in the main fitting and four holes are in the head of the screw. Secure the vertical nylon-screw with a

binding wire too. One hole is drilled in the horizontal tail body and two holes are in the screw head. Finally, cover the hole on upper side of the HT with a white plastic sticker (to avoid water intrusion).

•HT fitting covers assembly.
HT fitting covers help to avoid vibration occurence in flight. Apply the HT fitting fiber-glass covers (obtained with double-side tape) according to following picture:



Horizontal tail disassembly

Remove the fiber-glass covers of HT fitting. Pay attention not to damage them as these will be needed for a future assembly. Release and unscrew M6 screw, which is adjusting the position of HT, on upper side of the HT. Release and remove M8 screws of the main HT fitting. Tilt the HT so that it is possible to disconnect the pin of HT pushrod. Remove the HT and secure the ball bearing with a binding wire. Store the HT on safe and dry place with stable temperature. The HT needs to be enough secured and prevented from structural and surface damage.

6.3. Wings Assembly/Disassembly

At least two people are needed for wings assembly/disassembly. One for assembly and one (or better two) assistant(s) to hold and support the wing to avoid its fall and damage.

Your assistant takes the wing on the wingtip and you take it on the root. (The second assistant which can hold the wing on flap would be helpful). Pick the wing up and then lay it down on any smooth, soft pad (e.g. mattress).

Wings assembly
(same for both left and right wing)

•Flap pushrod preparation - connection into the wing
Put the wing into the position by its leading edge down (on the soft pad). Hold the wing together with your assistant, who deflect the flap and so the rod lever will protrude out. This enables you better access to connect the flap pushrod with the flap lever.

Pay attention to install the correct pushrod (LEFT („L“) or RIGHT („R“)) to appropriate wing. Pay attention to correct pushrod position (its non-adjustable end leads into the wing and the adjustable one towards the fuselage (the sticker with letters L/R will be on upper side). Fix the connection by the pin of Ø5mm and spacer + split pin (all such parts delivered attached on the pushrod).

•Aileron pushrod preparation - connection into the wing
Screw the aileron pushrod to the adjustable end protruding from the wing. Pay attention to install the correct pushrod (LEFT or RIGHT) to appropriate aileron. Exact tuning will be adjusted later.

•Wing connection to the fuselage

Prepare two of main wing pins. Lubricate them with an appropriate quantinty of vaseline. Pay attention to their correct position - UPPER wing pin is WITHOUT thread, LOWER wing pin is WITH thread.

Your assistant holds the wing on the wingtip and you hold it on the root. (The second assistant which can hold the wing on flap would be helpful).

Pick the wing up and attach it close to the fuselage so that pushrods (aileron and flap) enter the fuselage through the appropriate holes, but keep the space between the wing and fuselage yet to reach enough access to connect the rest of the equipment. All of you are still holding and supporting the wing against fall. Then you support the wing by your knees (at the area of wing root) and connect (or you just hold the wing and some next assistant can help you to connect):

- static and dynamic pressure hoses of Pitot tube (just on the left wing)
  Note: Pay attention not to interchange the hoses of Pitot tube during assembly.
- quick couplings of fuel hoses
- cable connector of the fuel gauge
- cable connector of the strobes/position lights (if equipped with)

Push the wing towards the fuselage to attach it completely without any play between the wing and fuselage. Insert the main wing pins into the hole with fittings (wing attachment) inside. Insert the upper pin (without thread) first and then insert the bottom pin (with thread). This operation requires careful use of the hammer and auxiliary metal rod (Ø 18mm) to beat the pin into the hole. During this operation, the assistant (holding the wing on the wing tip) pays attention to keep the correct dihedral angle. If needed, he can slightly lift the wing to fit the fittings exactly with the hole in correct position and so to enable pins easily pass through the fittings. Both pins must be inserted to their fully beaten position. Then the assistant can leave the wing.

Secure the pin from upper side by the bolt – tightening moment is approx. 25 Nm. Install the M10 locking nut from the bottom side, so that the wing connection is properly secured.

Cover the holes with any plastic white sticker (to avoid water intrusion).

•Flaps pushrods connection inside the cockpit

Take the seats out of the cockpit to have an access to the flap steering lever situated in the central tunnel. Connect pushrods to the flap lever using the pin Ø 5mm and spacer + split pin (all parts delivered attached to the pushrod). You can insert the pin Ø 5mm from the bottom side (better accessibility for the spacer and split pin assembly). Install seats back.

•Ailerons pushrods connection in the cockpit

Screw the pushrods to the control stick to fully tightened position. Then loosen it again by a number of turns indicated on the pushrod. This ensures correct neutral position of ailerons. Secure the connection with the pin Ø 5mm and spacer + split pin (all parts delivered attached to the pushrod).

Wings disassembly

First of all, drain off the fuel from both wing tanks.

Disconnect ailerons pushrods (from the control stick) and flaps pushrods (in the central tunnel) inside the cockpit.

Release and remove the locking nuts of wing pins bolts. Screw the bolts out by approx. 2cm.

Beat out the bottom pin by light tapping on the head of the bolt by the hammer. Unscrew the bolt and remove the bottom pin.

The assistant (holding the wing on the wing tip) can slightly lift the wing if needed to enable pins to be pulled-off more easily.

Beat out the upper pin by the hammer with a help of any metal rod of Ø 18mm.

After pins removal, your assistant holds the wing on the wingtip and you hold it on the root. (The second assistant which can hold the wing on flaps would be helpful).

Partially pull the wing out of the fuselage, so that you reach the space between the wing and fuselage to have enough access to disconnect the equipment. All of you are still holding and supporting the wing against fall.
Then you support the wing by your knees (at the area of wing root) and disconnect (or you just hold the wing and some next assistant can help you to disconnect):

- static and dynamic pressure hoses of Pitot tube (just on the left wing)
  Note: Pay attention not to interchange the hoses of Pitot tube during their next re-assembly.
- quick couplings of fuel hoses
- cable connector of the fuel gauge
- cable connector of the strobes/position lights (if equipped with)

Store the wings on safe and dry place with stable temperature. Wings need to be appropriately secured and prevented from structural and surface damage.

Chapter 7

7. Aircraft and System Description

7.1. Wing
7.2. Fuselage
7.3. Tail Surface
7.4. Landing Gear
7.5. Steering
7.6. Propulsion
7.7. Fuel System
7.8. Instruments
7.9. Controlling Elements
7.10. Canopy
7.11. Cockpit Equipment

7.1. Wing

The cantilever tapered backswept wing of an angle of 5,5° with SM 701 airfoil along the all span is a reinforced shell of a carbon-fibre sandwich with a carbon-fibre coating. The wing spar is made of laminated hard beech wood saturated with synthetic resin and is situated in 30% of wing depth. The ailerons are hinged on the rear spar and slotted flaps are hinged on fiberglass hinges. Ailerons and flaps are made of all composite structure. Wing root ribs are made of carbon sandwich, other ribs are of plastic foam. The main spar is welded of high quality CrMo steel tubes.

7.2. Fuselage

The fuselage is all composite carbon-fibre shell braced with carbon sandwich bulkheads, NOMEX honeycomb and hardened foam. The fuselage cross section is of elliptic shape with a spacious cockpit and aerodynamic wing bases. In the front part of the fuselage is the engine separated from the cockpit by fireproof wall to which the engine mount and the steerable nosewheel are fixed. The cockpit is covered with the canopy. The luggage compartment with two small side-windows behind seats are the part of the cockpit.

7.3. Tail Surface

The T-shaped tail surface construction consists of tapered vertical and horizontal tail with fix stabilizer and elevator. The elevator trim can be mechanical or electrical. The tail fin is an integral part of fuselage. The rudder suspended to the last fuselage bulkhead is made of fiber-glass.

7.4. The Landing Gear

The landing gear is a fixed tricycle undercarriage with a steerable front wheel. main gear is constructed as a pair of leaf springs of composites. The front leg is made of composites and metal tube suspended with rubber spring. The main gear is a pair of composite springs. Electronic main wheels size is 6´´ 4.00x6-6PR, front wheel size is 4´´ 4.00x4-6PR. The main wheels are equipped with hydraulic disc brakes. Fairings are installed on all wheels.

7.5. Steering

The steering of all control surfaces is duplicated. The ailerons, flaps and elevator are controlled by control rods and levers, the rudder is controlled by steel wire ropes. Lift flaps are optionally equipped with electrical control. All control attachments are situated as to not interfere with the airframe contour. The important checking points in wings are equipped with inspection holes with perspex covers.

7.6. Propulsion

The standard option of propulsion is ROTAX 912 iS Sport 100 HP engine and three or two blade FITI ECO COMPETITION propeller, which is ground adjustable.

7.7. Fuel System

The fuel system consists of two fuel tanks inbuilt in wings with a total fuel capacity of up to 26,4 US gal (2 x max.13,2 US gal). The piping connection is equipped with sediment bowl and a drain plug. The fuel supply is assured by two independent circuits with back-up electrical pump. The fuel pressure is monitored by fuel-pressure gauge. When the fuel indicator light is turned-on, the fuel reserve is 2,6 US gal.

7.8. Instruments

The instrumental equipment consists of basic instruments for flight and engine control and navigation. The static and dynamic pressure is taken from the Pitot tube installed at the bottom of the left wing. Instruments layout on the dashboard is described on the picture in Art. 7.11.

If the aircraft is equipped with SSR transponder, this must be active during the flight. The installation of SSR transponder must be provided by competent authorized person.

Basic transponder squawks:
- 2000 - controlled flight
- 7000 - uncontrolled flight
- 7500 - unlawful interference (hijack)
- 7600 - communication failure / radio contact loss
- 7700 - emergency

The transponder must be in “STAND-BY” mode when setting up the new squawk.

7.9. Controlling Elements

Foot-operated control
Pushing the left pedal when adequate speed, the aircraft turns left when moving on the ground or in the air, and vice versa. Pedals can be adjustable in three positions (optional equipment).

Hand-operated control
By pulling the control stick towards the pilot, the nose lifts up (the angle of attack increases) and the aircraft climbs. By pushing the control stick, the aircraft descends. By deflecting the control stick to the left, the aircraft banks to the left, and vice versa.

Wing flaps – mechanical option
By pressing the securing pin on the flaps control lever, wing flaps are released and ready to actuate. Pulling the lever upward, flaps are extending step by step to positions I, II, III, and vice versa.

Wing flaps – electric option
The flaps are actuated by linear potentiometer adjusting positions OFF, I, II, III. All flap positions are indicated by indicator light.

Engine throttle
By moving the throttle lever forward, the engine power increases, and vice versa.

Choke
Choke pushrod pulled – choke is turned on
Choke pushrod pushed – choke is turned off

7.10. Canopy

The cockpit is covered with hinged perspex canopy with two small sliding windows. The canopy opens up and backward. Electric blocking system on canopy locks disables to start-up the engine if the canopy is not properly closed. Mechanical blocking system (the lever to open/close canopy) prevents the canopy from self-opening during the flight. Small fan installed upside the dashboard avoids canopy fogging (optional equipment).

7.11. Cockpit Equipment

(as by individual configuration)

Chapter 8

8. Care and Maintenance

8.1. Maintenance Schedule
8.2. Aircraft Repairs
8.3. Engine Major Overhaul
8.4. Anchorage of the Aircraft
8.5. Cleaning and Care
8.6. Aircraft Storage

8.1. Maintenance Schedule

Inspection, Mandatory Work	Inspection Period (hours)				
	10	25	50	100	200
Engine					
As per ROTAX Manual attached.					
Engine Compartment					
Engine Bed Check integrity of construction with a special focus on welds, fixing points, silent blocks, bushings. Check surface condition.				x	
Bolted Connections Check surface condition of bolted connections, bearing surfaces. Check securing and tightening. Tighten and re-secure if necessary. Replace locking nuts, split pins and securing wires.			x		
Silentblocks Check elasticity of engine bearing, integrity of rubber blocks, degree of permanent deformation. Replace silent blocks if necessary, tighten, secure.				x	
Oil, Water and Fuel Hoses Check surface integrity, liquid leak proofness, condition of connections, protection avoiding touch with oscillating parts and exhaust system. Replace if necessary.		x			
Working Liquids Check level, refill according to instructions of engine producer.	x				
Coolers Check integrity, sealing, purity.				x	
Controls Check control forces, free play, hinges, end stops adjustment, self-locking. Adjust, secure.			x		
Exhaust piping Check integrity, sealing, surface condition, corrosion degree, springs condition and springs prestress. Grease ball connections with a special lubricant.				x	
Carburettors Check surface condition, controls adjustment, condition of elastic connection flange – integrity, sealing. Replace flange if material degradations or surface cracks appear.		x			
Electric Installations Check condition, integrity and purity of cables, insulation, contacts, welds, bunched cables attachments to airframe and bushings. Check gauges and senders connections.					x
Propeller Attachment Check condition of bolts, tightening moments, securing.				x	

	10	25	50	100	200
Cockpit					
Control Sticks Check free movement in longitudinal and cross direction, clearance fits, end stops adjustment, securing. Replace pins or bolts if worn-out, grease, secure.				**x**	
Rudder Control Check integrity of pedals with a special focus on surface cracks near welds. Full and free movement right and left (raise nose wheel off ground), end stops adjustment, rudder cables tension, clearance fits, securing. Adjust, replace worn-out parts, grease, secure.				**x**	
Flap Control Check free movement of flaps and control lever, stable bearing in each flap position, interlock pin wear. Replace worn-out parts, grease, secure.			**x**		
Canopy – Open / Close Check condition and function of locks and hinges, canopy bearing. Adjust, replace worn-out parts, grease, secure.					**x**
Flight and Engine Instruments Check legibility, markings, mounting in the panel board, air-operated and electric installation, wiring.					**x**
Electric Installations Check condition, integrity and purity of cables, insulations, contacts and welds. Battery attachment, operating condition.					**x**
Safety Belts Check fixing points rigidity, belt surface condition, adjustment.				**x**	
Fuel System Check leak proofness, fuel supply, pumps, gauge and valve function, tank ventilation and deterioration. Replace fuel filters.		**x**			
Parachute Rescue System Visual check of general condition, rocket, lines, attachment to bulkhead. Maintenance as by instructions of rescue system producer.					**x**
Landing Gear					
Main Gear Check attachment rigidity, surface condition, clearance, degree of permanent deformation.			**x**		
Wheels Check attachment, brakes condition, brake pads and disc condition, braking system leak proofness. Attachment and purity of wheel spats.		**x**			
Front Gear Check general condition, surface, integrity, rubber spring condition and deflection when loaded, steering condition. Grease sliding bearings, replace rubber springs if worn-out.		**x**			
Fuselage Check general condition, integrity, purity. Antennas, lights, covers and cowlings attachment.					**x**

	10	25	50	100	200
Wings Check general condition, surface condition, integrity, attachment, fittings, bolts, clearance. Ailerons and flaps condition, surface condition, hinges, clearance, securing. Controls condition, free movement, end positions, clearance. Pitot tube condition and attachment.			**x**		
Tail Surfaces					
Rudder, Elevator Check general condition, hinges, movement, clearance, securing.					**x**
HT Stabilizer Check general condition, attachment, fittings, securing.				**x**	

8.2. Aircraft Repairs

Each damage, which may have an influence on airframe strength or flight characteristics must be reported to the Manufacturer. The Manufacturer determines a way of repair.
Minor repairs mean the repairs of those parts, which substantially do not take a part in the aircraft function and stiffness. Among permitted repairs are:

- paint repairs
- worn-out parts replacement
- repairs of wheel tyres

Above mentioned minor repairs can be carried out by the owner himself. Repairs of torsion box, spars, wings and tail surfaces, landing gear and fuselage load-bearing structure must be carried out by authorized or any specialized workshop. If any surface repairs or changes, a white tone colour must be kept on upper side areas exposed to sunshine.

8.3. Engine Major Overhaul

The major overhaul is carried out after 2000 flight hours but not later than 10 years after putting the aircraft into operation, unless decided otherwise during regular technical inspections or by the Manufacturer bulletin. The overhaul is performed by authorized or special workshop. The overhaul and maintenance are carried out according to instructions of the engine producer.

8.4. Anchorage of the Aircraft

Anchorage of the aircraft is necessary in order to avoid eventual damage caused by wind or wind blasts during parking outside the hangar. For this purpose, the aircraft is equipped with screw mounting points for eyelets on the underside of the wingtips.

8.5. Cleaning and Care

The aircraft surface should always be treated with suitable cleaning agents. Oil and grease remnants can be removed from the aircraft surface by suitable surface active substances or alcohol. The canopy should be only cleaned with a sufficient tepid water flow with addition of suitable surface active substances. Never use petrol or chemical solvents. Do not use water jet stream for airframe cleaning and avoid water inlet into Pitot-static system, engine compartment, ventilation and other airframe open areas.

8.6. Storage

The aircraft shall be stored covered on a dry place or facility to be prevented from structural or surface damage which can be caused by weather influence e.g. high humidity, high sunshine or temperature changes.

A stored aircraft shall be properly fixed to avoid self movement. All instruments, switches, magnetos and ignition shall be switched off. Rescue system shall be properly secured to avoid its activation. Pitot tube shall be covered with an appropriate cover to avoid internal pollution of the Pitot system. Any cloth cover of the canopy is recommended to avoid risk of scratches.

If the aircraft is supposed to not to be operated for longer than one month period, it is recommended to remove back-up batteries from instruments (GPS, EFIS...) and to maintain them charged. The main battery shall be maintained charged.

The tyres inflation pressure shall be periodically checked.

For engine maintenance during the aircraft storage, follow the instructions of the engine producer.

Chapter 9

9. Weight and Balance

9.1. Introduction
9.2. Empty Weight
9.3. Maximum Take-off Weight
9.4. CG Range
9.5. CG Determination
9.6. Useful Load, Weight Table

9.1. Introduction

Weight, useful load and centre of gravity data are described in this chapter.

9.2. Empty Weight

The empty weight is the weight of fully equipped, ready to operate aircraft, excluding fuel and crew. Empty weight is a total sum of all weight values measured under all undercarriage wheels simultaneously.

The **empty weight** of the aircraft is

714 lb

9.3. Maximum Take-off Weight

The maximum take-off weight defined by the Manufacturer is 1285 lb.

Never exceed the maximum take-off weight!

9.4. Centre of Gravity Range

Centre of gravity of empty aircraft is 27 - 36 % of MAC

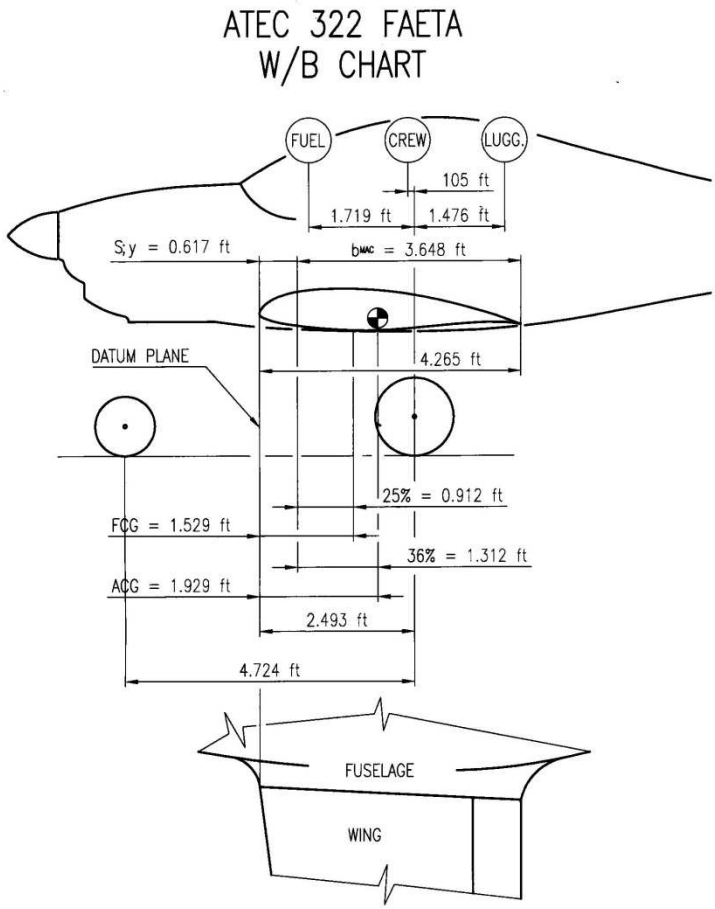
Flight range of centre of gravity 27 - 36 % of MAC

Operation over this range is prohibited!

9.5. Centre of gravity determination

The aircraft has to be weighed in flight position including crew and fuel.

Weight on main wheels	G_1	(lb)
Weight on front wheel	G_2	(lb)
Total weight $G_1 + G_2$	$G = G_1 + G_2$	(lb)
Distance from main wheel axis to front wheel axis	$x_{MW-FW} = 4,724$	(ft)
Distance from main wheel axis to wing leading edge in wing root area	$x_{MW-LE} = 2,493$	(ft)
CG distance from main wheel axis	$x_{MW-CG} = G_2 * x_{MW-FW} / G$	(ft)
Length of MAC	$b_{MAC} = 3,648$	(ft)
Length of wing chord in the root area	$b = 4,265$	(ft)
Back-swept MAC displacement	$s_y = 0,617$	(ft)
Distance from CG to leading edge	$x_{CG} = x_{MW-LE} - x_{MW-CG}$	(ft)
Distance from CG to leading edge of MAC	$x_{CG-MAC} = x_{MW-LE} - x_{MW-CG} - s_y =$ $= 1,87 - 4,724 * G_2 / G$	(ft)
	$x_{CG-MAC\%} = x_{CG-MAC} * 100 / 3,648$ $= 51,26 - 129,5 * G_2 / G$	(%)



9.6. Useful load, weight sheet

Useful load is the weight difference between the maximum take-off weight and the empty weight determined by weighing.

When the aircraft empty weight is of 714 lb, the useful load is 571 lb.

Aircraft weight and centre of gravity sheet, fuel tanks of 2 x 13,2 US gal, take-off weight of 1285lb

Fuel amount US gal	Crew weight lb	Load in luggage compartment lb	Centre of gravity (% MAC)	Total aircraft weight (lb)
0	MAX 396,8	20	36,2	1131
0	MAX 396,8	0	35,6	1111
¼ ... 6,60	MAX 396,8	20	35,1	1169
½ ... 13,2	MAX 396,8	20	34,0	1208
¾ ... 19,8	MAX 396,8	20	33,0	1245
1 ... 26,4	MAX 396,8	20	31,5	1285
1 ... 26,4	MAX 396,8	0	31,0	1265
1 ... 26,4	MIN 132	0	27,1	1106
0	0	0		

If above listed limits are kept, the centre of gravity is situated in permitted position range.

Pozn. Hmotnost nákladu v zavazadlovém prostoru může být přizpůsobena

Enclosure 1

Log Book

Each aircraft must be equipped with the log book where flight informations are noted just after each flight track performed.

Registration sign: OK – ABC 12						
Date	**Pilot name**	**Track**	**Flight Time /day**	**Flight Time (total)**	**Take-off (number)**	**Fuel (filled up/L)**

Enclosure 2

Records of Revisions

Any revisions of the present manual, except actual weight data, must be recorded into following table according to information from the Manufacturer. New or amended text on the revised pages shall be indicated by black vertical line on the left margin, along the section affected. The revision number and date shall be shown on the bottom left side of the page.

Revision Number	Affected Section	Affected Pages	Approval Date	Approved by	Insertion Date	Signature

Service and Maintenance Book

Any mandatory inspection works, works as by Manufacturer bulletins, reparations, changes, modifications, replacements, inspection reports or important notes must be recorded into following table.

Date	**Works performed / reason** (mandatory inspection works, bulletins, reparations, modifications, replacements, inspection reports, notes)	**Signature**

Service and Maintenance Book

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Issued by the Manufacturer:

Atec, v.o.s.
Opolanská 301
289 07 Libice nad Cidlinou
Czech Republic

www.atecaircraft.eu