0.1 RECORD OF MANUAL REVISION

Any revision of the present manual, except actual weight data, must be recorded in the following table and in case of approved chapters endorsed by the responsible airworthiness authority. The new or amended text in the revised pages will be indicated by a black vertical line in the right hand margin, and the Revision No. and the date will be shown on the bottom left side of the page.

Rev. No.	Affected pages	Revision description	Date	Approval
00	All	Initial	17.10.2013	
01	All	Added Dynon display arrangements. Formal corrections.	04.02.2014	
02	1-3, 6-3	Empty weight, Max. useful load, Empty moment corrections.	27.02.2014	
03	0-2; 0-4; 2-3; 2-5; 2-8; 4-13, 8-7	SBLSA-005-2014	18.12.2014	
04	0-2, 0-4, 2-5	SBLSA-006-2015	16.03.2015	
05	0-2; 0-4; 4-11; 4-12	SBLSA-008-2015	22.04.2015	

0.2 LIST OF EFFECTIVE PAGES

Page	Revision	Date	Page	Revision	Date
0-1	**01**	04.02.2014	**4-15**	**01**	04.02.2014
0-2	**05**	22.04.2015			
0-3	**01**	04.02.2014	**5-1**	**01**	04.02.2014
0-4	**05**	22.04.2015	**5-2**	**01**	04.02.2014
0-5	**01**	04.02.2014	**5-3**	**01**	04.02.2014
0-6	**01**	04.02.2014	**5-4**	**01**	04.02.2014
1-1	**01**	04.02.2014	**6-1**	**01**	04.02.2014
1-2	**01**	27.02.2014	**6-2**	**01**	04.02.2014
1-3	**02**	27.02.2014	**6-3**	**02**	27.02.2014
1-4	**01**	04.02.2014	**6-4**	**01**	04.02.2014
1-5	**01**	04.02.2014	**6-5**	**01**	04.02.2014
2-1	**01**	04.02.2014	**7-1**	**01**	04.02.2014
2-2	**01**	04.02.2014	**7-2**	**01**	04.02.2014
2-3	**03**	18.12.2014	**7-3**	**01**	04.02.2014
2-4	**01**	04.02.2014	**7-4**	**01**	04.02.2014
2-5	**04**	16.03.2015	**7-5**	**01**	04.02.2014
2-6	**01**	04.02.2014	**7-6**	**01**	04.02.2014
2-7	**01**	04.02.2014	**7-7**	**01**	04.02.2014
2-8	**03**	18.12.2014	**7-8**	**01**	04.02.2014
			7-9	**01**	04.02.2014
3-1	**01**	04.02.2014	**7-10**	**01**	04.02.2014
3-2	**01**	04.02.2014	**7-11**	**01**	04.02.2014
3-3	**01**	04.02.2014	**7-12**	**01**	04.02.2014
3-4	**01**	04.02.2014	**7-13**	**01**	04.02.2014
3-5	**01**	04.02.2014	**7-14**	**01**	04.02.2014
3-6	**01**	04.02.2014	**7-15**	**01**	04.02.2014
3-7	**01**	04.02.2014	**7-16**	**01**	04.02.2014
3-8	**01**	04.02.2014	**7-17**	**01**	04.02.2014
4-1	**01**	04.02.2014	**8-1**	**01**	04.02.2014
4-2	**01**	04.02.2014	**8-2**	**01**	04.02.2014
4-3	**01**	04.02.2014	**8-3**	**01**	04.02.2014
4-4	**01**	04.02.2014	**8-4**	**01**	04.02.2014
4-5	**01**	04.02.2014	**8-5**	**01**	04.02.2014
4-6	**01**	04.02.2014	**8-6**	**01**	04.02.2014
4-7	**01**	04.02.2014	**8-7**	**03**	18.12.2014
4-8	**01**	04.02.2014			
4-9	**01**	04.02.2014	**9-1**	**01**	04.02.2014
4-10	**01**	04.02.2014	**9-2**	**01**	04.02.2014
4-11	**02**	22.04.2015			
4-12	**02**	22.04.2015	**10-1**	**01**	04.02.2014
4-13	**03**	18.12.2014	**10-2**	**01**	04.02.2014
4-14	**01**	04.02.2014			

4.5.2. Engine starting

WARNING

Before starting the engine, check the position of landing gear switch to be set "DOWN" (landing gear extended)!

Cold engine:

1. Brakes:	Set on parking position.
2. Fuel selector:	Select non-empty tank.
3. Choke:	Activate.
4. Throttle lever:	Set to idle position.
5. Master switch:	Switch ON.
6. Turbo TCU switch:	Check if sealed (switch is constantly ON) (fig. 4.5.2-1).
7. TCU functional test:	For approx. 1-2 seconds both lamps illuminate and then extinguish. If not, a check according to the Operators Manual for Rotax Engine Type 914 Series, Ref. No.: OM-914 is necessary.
8. Starter key:	Switch to 1st position.
9. ACL lights:	Switch ON.
10. Ignition:	Both circuits switch ON (main fuel pump runs).
11. Starter key:	Activate starter. Activate starter for max. 10 sec only without interruption followed by a cooling period.
12. As soon as engine runs:	Adjust throttle lever to achieve smooth running at approx. 2500 min^{-1}, check if oil pressure has risen within 10 sec to 2 bar and monitor oil pressure.
13. Choke:	De-activate.
14. Warming up:	Start warming up procedure according to the procedure in 4.5.3.
15. Fuel quantity:	Check.
16. Avionics:	Switch ON. Function check.

Fig. 4.5.2-1 Turbo TCU switch sealed in position ON

Warm engine (if the engine is already at operating temperature):

1. Brakes:	Set on parking position.
2. Fuel selector:	Select non-empty tank.
3. Throttle lever:	Set to idle position.
4. Master switch:	Switch ON.
5. Turbo TCU switch:	Check if sealed (switch is constantly ON) (fig. 4.5.2-1).
6. TCU functional test:	For approx. 1-2 seconds both lamps illuminate and then extinguish. If not, a check according to the Operators Manual for Rotax Engine Type 914 Series, Ref. No.: OM-914 is necessary.
7. Starter key:	Switch to 1st position.
8. ACL lights:	Switch ON.
9. Ignition:	Both circuits switch ON (main fuel pump runs).
10. Starter key:	Activate starter. Activate starter for max. 10 sec only without interruption followed by a cooling period.
11. As soon as engine runs:	Adjust throttle lever to achieve smooth running at approximately 2500 min^{-1}, check if oil pressure has risen within 10 sec to 2 bar and monitor oil pressure.
12. Fuel quantity:	Check.
13. Avionics:	Switch ON. Function check.

4.5.3. Engine warming up

In accordance with the Operator's Manual for Rotax Engine Type 914 Series, Ref. No.: OM-914 start the warming up period at 2000 min^{-1} for approx. 2 minutes, continue at 2500 min^{-1}, duration depending on ambient temperature, until oil temperature reaches 50 °C. Check temperatures and pressures.

Engine ground test:

1. Brakes:	Brakes set on full.
2. Ignition check:	Check the two ignition circuits at 4000 min^{-1}. Speed drop with only one ignition circuit must not exceed 300 min^{-1}. Max. difference 115 min^{-1} of speed by use of either circuit A or B.
3. Throttle response:	Short full throttle (115%) ground test, speed must not exceed 5800 min^{-1}(at min. propeller pitch).
4. Minimum speed:	Minimum speed on the ground at full throttle (115%) must be 5500 ±200 min^{-1} depending on ambient temperature and pressure (at min. propeller pitch).
5. Idle speed:	Check the idle speed 1600 ±100 min^{-1}.

4.5.4. Taxiing

Use of the throttle control (screw in, screw out) what will help with smooth adjustments of power during taxiing. Taxiing of the aircraft is controlled by the rudder pedals which are connected to the nose wheel steering. The wheel brakes are actuated by sliding the brake lever rearwards in the centre console. During taxiing check the rudder pedals freedom of movement.