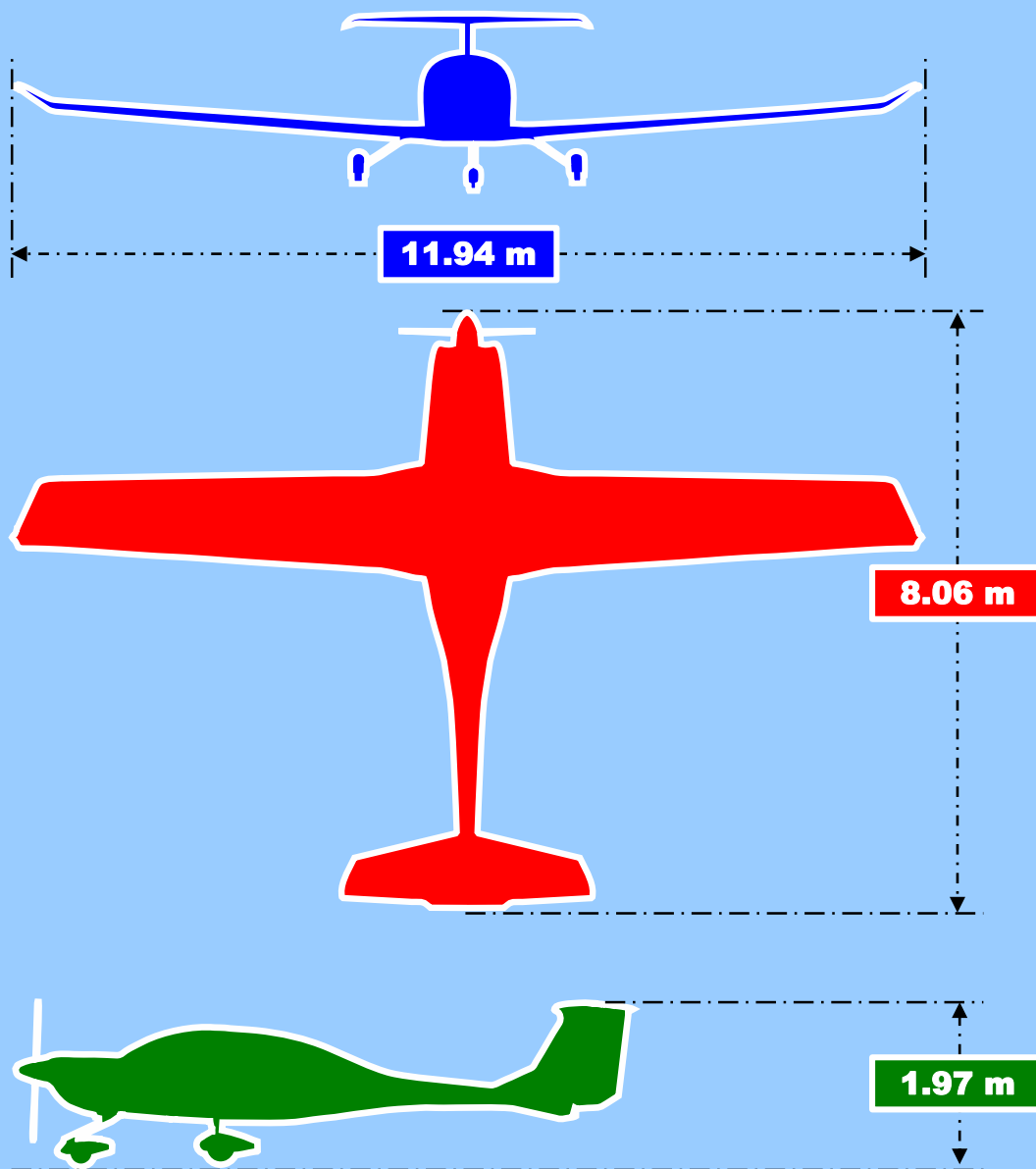


**ENGINE**

- TAE 125-02-99
- DIESEL TYPE
- 2.0 LITERS
- 99 KW (135 HP)

PROPELLER

- 3 BLADES
- VRB PITCH (12°-18°)
- CONSTANT SPEED
- MAX. CONT. 2300 RMP

OIL SYSTEM

- MIN. 4.5 LITERS
- MAX. 6.0 LITERS
- CONSUMPTION 0.1 L/H

FUEL SYSTEM

- DIESEL / JET A1
- STAND. TANK 30 US GAL
- LONG.R. TANK 41 US GAL
- MAX. DIFF. L/H 9 US GAL

COOLANT**EMPTY WEIGHT**

- OM-DBV _____ KG
- OM-EVK _____ KG
- OM-KLT _____ KG
- OM-SCS _____ KG

V_{NE} - NEVER EXCEED SPEED
DON'T EXCEED THIS SPEED IN
ANY OPERATION! **178**

V_{NO} - MAX. STRUCTURAL SPD
DON'T EXCEED THIS SPEED IN
EXCEPT IN SMOOTH AIR! **129**

V_A - MANEUVERING SPEED
DON'T MAKE FULL CONTROL
INPUTS ABOVE THIS SPEED! **108**



49 **V_{S0} - STALL SPEED WITH
LDG FLAPS**

51 **V_{S1} - STALL SPEED WITH
T/O FLAPS**

52 **V_{S2} - STALL SPEED WITH
FLAPS UP**

59 **V_R - ROTATE SPEED**
DON'T ROTATE THE AIRPLANE
BELOW THIS SPEED!

91 **V_{FE} - MAX FLAPS EXTEN. SPD**
DON'T EXCEED THIS SPEED
WITH LDG FLAPS EXTENDED!



**2500
RPM**

MAXIMUM PROPELLER OVERSPEED (20 SEC)

**2300
RPM**

MAXIMUM CONTINUOUS PROPELLER RPM

**75
°C**

MAXIMUM FUEL TEMPERATURE DIESEL/JET-A1

**-30
°C**

MINIMUM JET-A1 FUEL TEMPERATURE

**5
°C**

MINIMUM DIESEL FUEL TEMPERATURE FOR DEPARTURE

**-5
°C**ENGINE START NOT ALLOWED BELOW THIS DIESEL
FUEL TEMPERATURE**8000
FEET**

MAXIMUM ENGINE RESTART ALTITUDE

**73-110
KT**

ENGINE RESTART SPEED RANGE



**1150
KG**

MAXIMUM TAKEOFF WEIGHT

**30
KG**

MAXIMUM WEIGHT IN BAGGAGE COMPARTMENT

**2.40
M**MOST FORWARD CG
(AFT OF DATUM)**2.59
M**MOST REARWARD CG
(AFT OF DATUM - LONG RANGE TANK)**+3.8
G**

MAX. POSITIVE LOAD FACTOR WITH FLAPS UP

**+2.0
G**

MAX. POSITIVE LOAD FACTOR WITH LDG FLAPS

**±0.0
G**

MAX. NEGATIVE LOAD FACTOR WITH LDG FLAPS

**-1.52
G**

MAX. NEGATIVE LOAD FACTOR WITH FLAPS UP



VFR
IFRAIRPLANE OPERATION RULES. DAY AND NIGHT.
(IFR - MINIMUM OPERATIONAL EQUIPMENT - AFM)**+54**
°C

MAXIMUM TEMPERATURE FOR A/C OPERATIONS

-20
°C

MINIMUM TEMPERATURE PRIOR A/C OPERATIONS

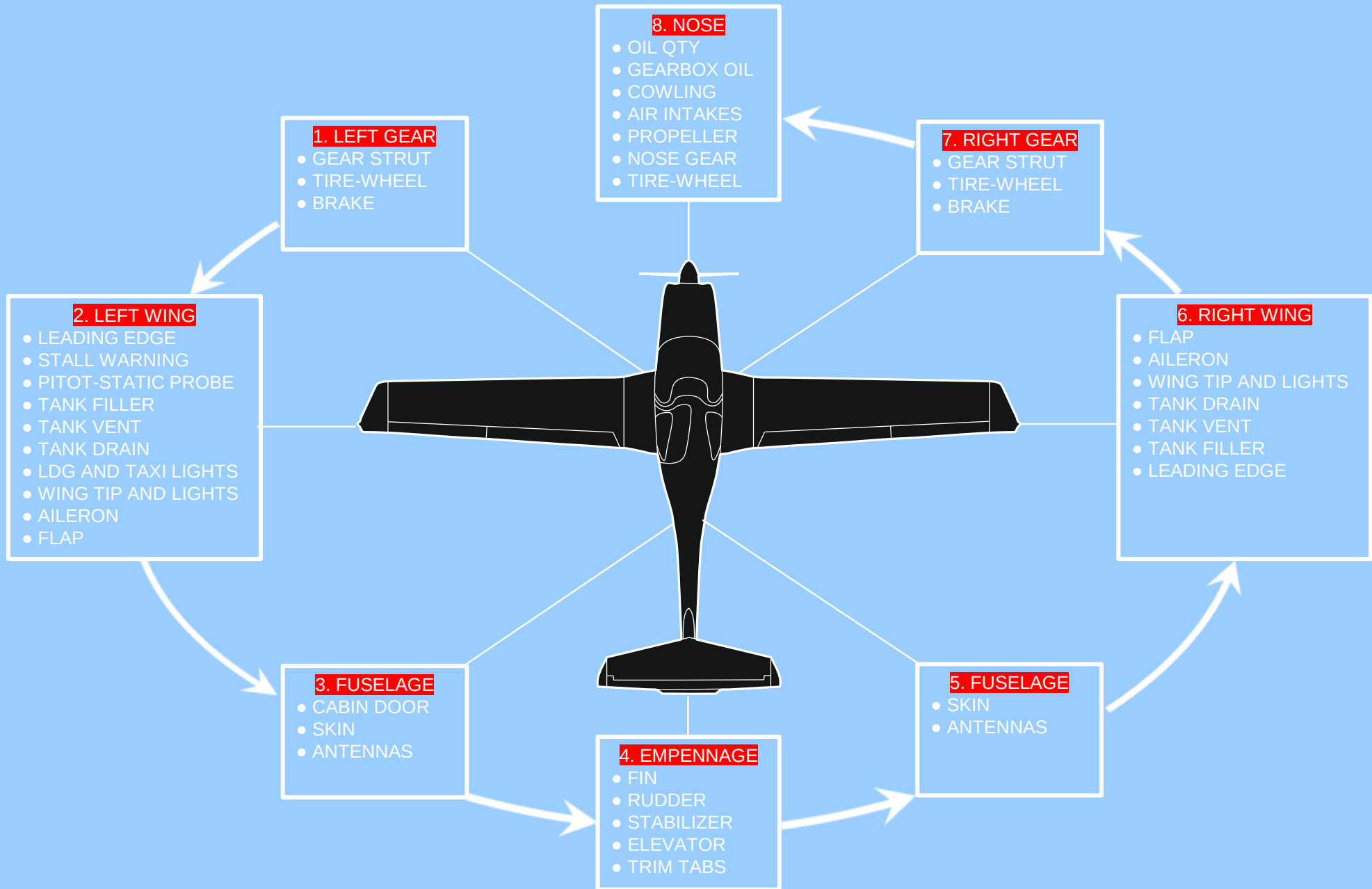
20
KTMAXIMUM DEMONSTRATED CROSSWIND
(FOR TAKEOFF AND LANDING)**30**
US GAL

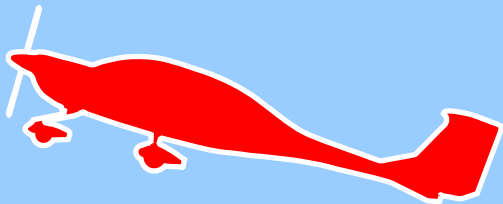
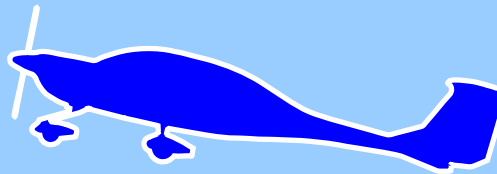
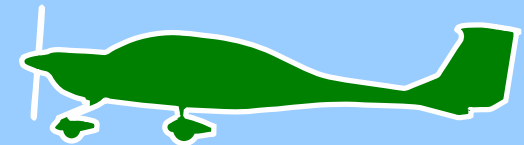
TOTAL FUEL CAPACITY - STANDARD TANK

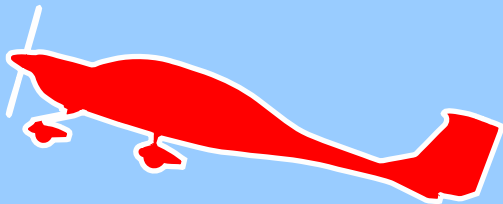
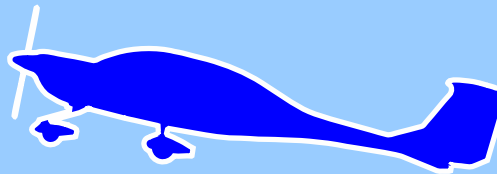
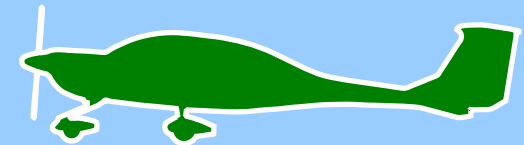
41
US GAL

TOTAL FUEL CAPACITY - LONG RANGE TANK

±0.0
GMAXIMUM PERMISSIBLE DIFFERENCE BETWEEN RIGHT
AND LEFT TANK**STOP**AEROBATIC MANEUVERS ARE PROHIBITED!
FLIGHT INTO KNOWN OR FORECAST ICING CONDITIONS
ARE PROHIBITED!



**49 KT****51 KT****52 KT****FLAPS
LDG****FLAPS
T/O****FLAPS
UP**

**55 KT****60 KT****65 KT****FLAPS
LDG****FLAPS
T/O****FLAPS
UP**

**ACCEL HEIGHT**

- SPEED 75 KT
- FLAPS UP
- POWER 90%
- LDG LGT OFF
- CHECK INSTRUMENT
- TRIM

**INITIAL CLIMB**

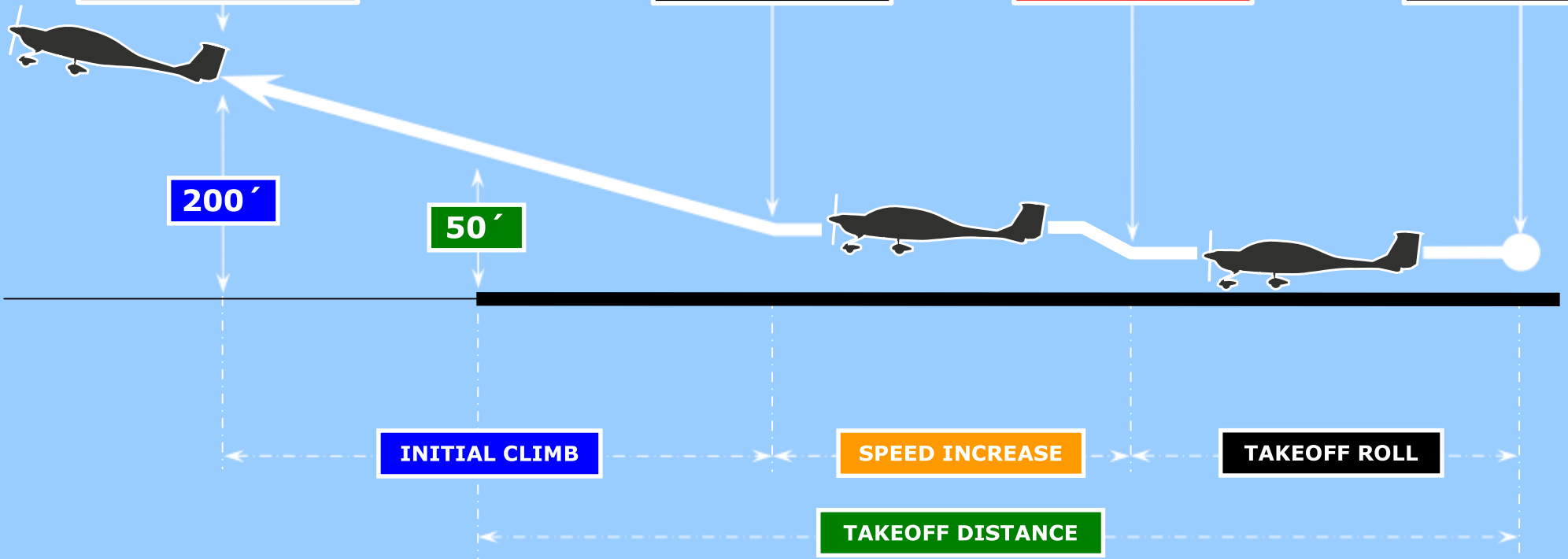
- SPEED 70 KT
- START CLIMB
- BRAKES

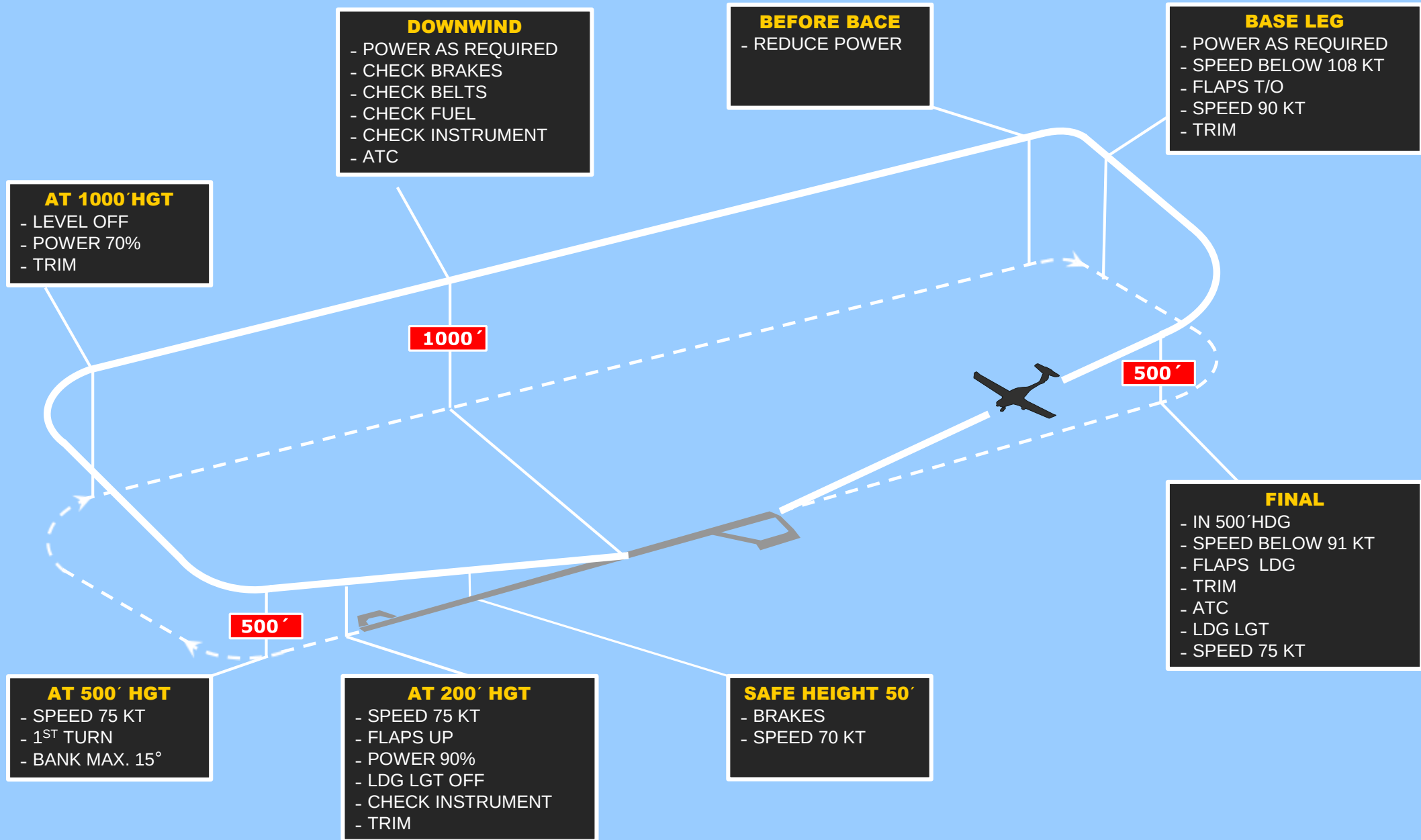
**ROTATION**

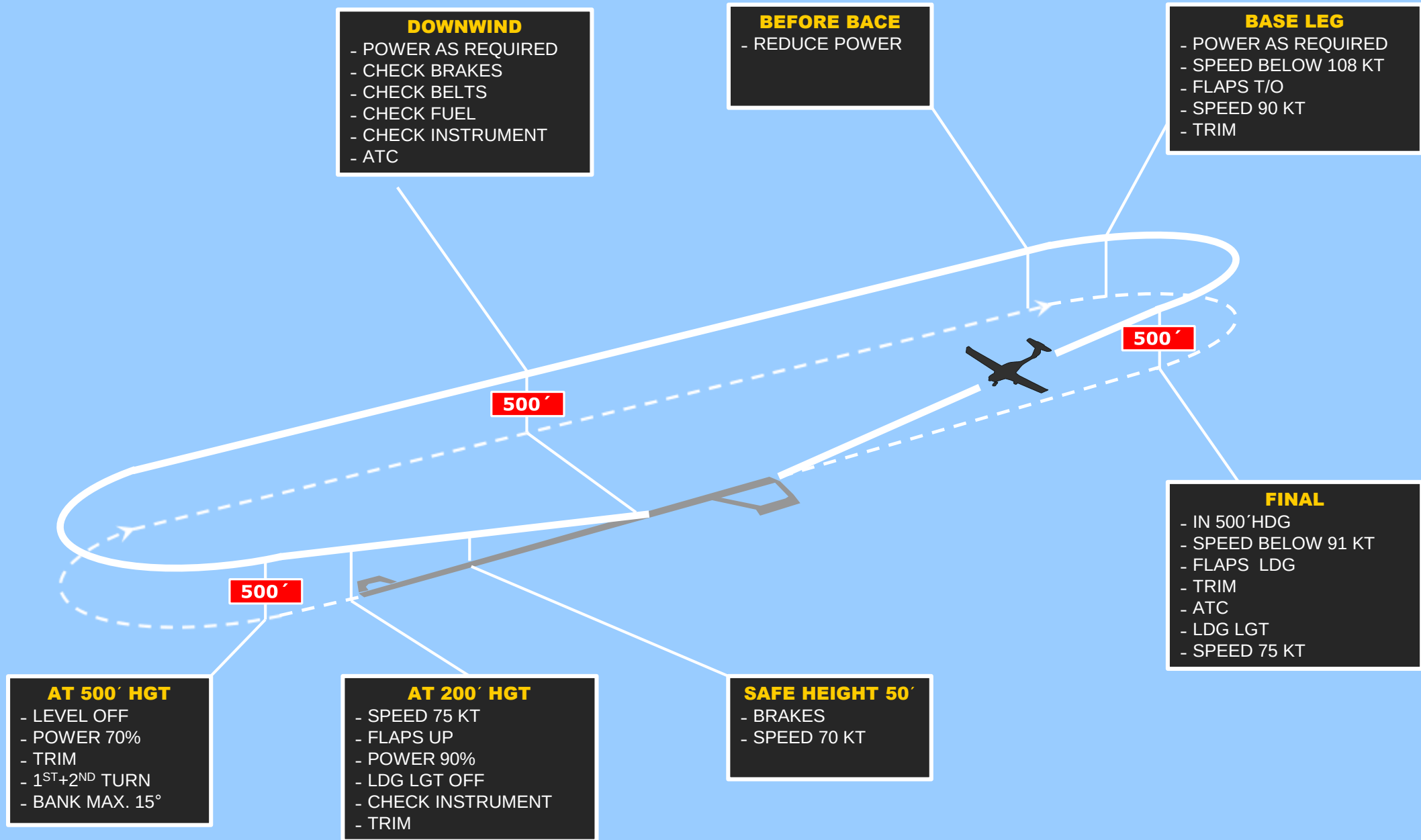
- SPEED 59 KT
- UNSTICK AC
- FLY 5 HEIGHT
- INCREASE SPD

**START**

- T/O CHECK
- T/O POWER
- BRAKES OFF







**STOP**

- USE BRAKE
- GENTLY

TOUCHDOWN

- SPEED ± 60 KT
- NOSE UP
- TOUCH ON MAIN LDG GEAR FIRST

FLARE

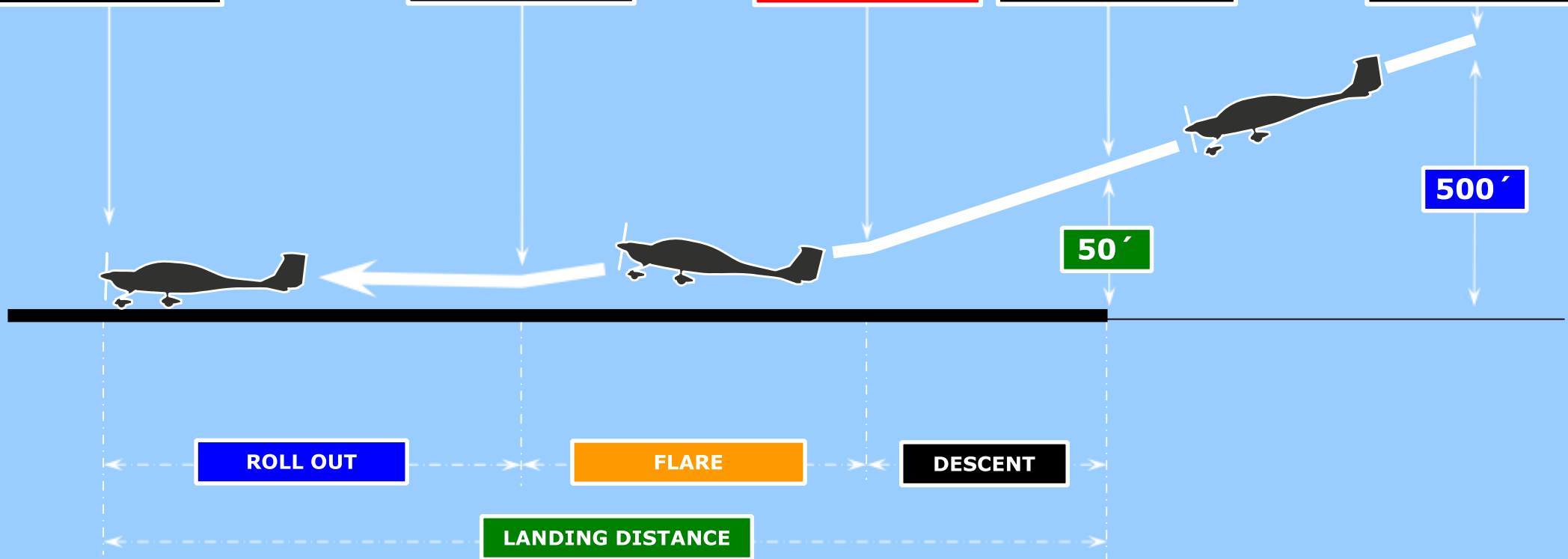
- HEIGHT 5'
- IDLE POWER
- START FLARE

OVER THRESHOLD

- SPEED 70 KT

ON FINAL

- FLAPS LDG
- SPEED 75 KT
- TRIM
- ATC
- LDG LGT



**ACCEL HEIGHT**

- SPEED 75 KT
- FLAPS UP
- POWER 90%
- LDG LGT OFF
- CHECK INSTRUMENT TRIM

**INITIAL CLIMB**

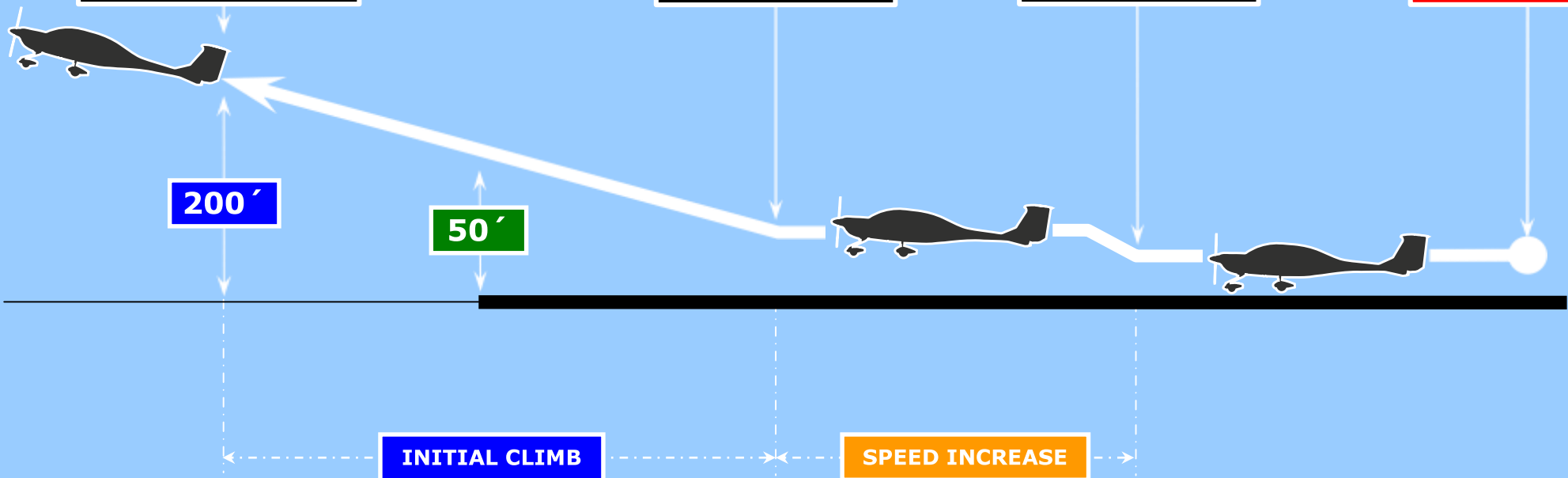
- SPEED 70 KT
- START CLIMB
- BRAKES

**ROTATION**

- SPEED 59 KT
- UNSTICK AC
- FLY 5 HEIGHT
- INCREASE SPD

**TOUCH AND GO**

- FLAPS T/O
- FULL POWER



**ACCEL HEIGHT**

- SPEED 75 KT
- POWE 90%
- FLAPS UP
- LDG LGT OFF
- CHECK INSTRUMENT
- TRIM

**INITIAL CLIMB**

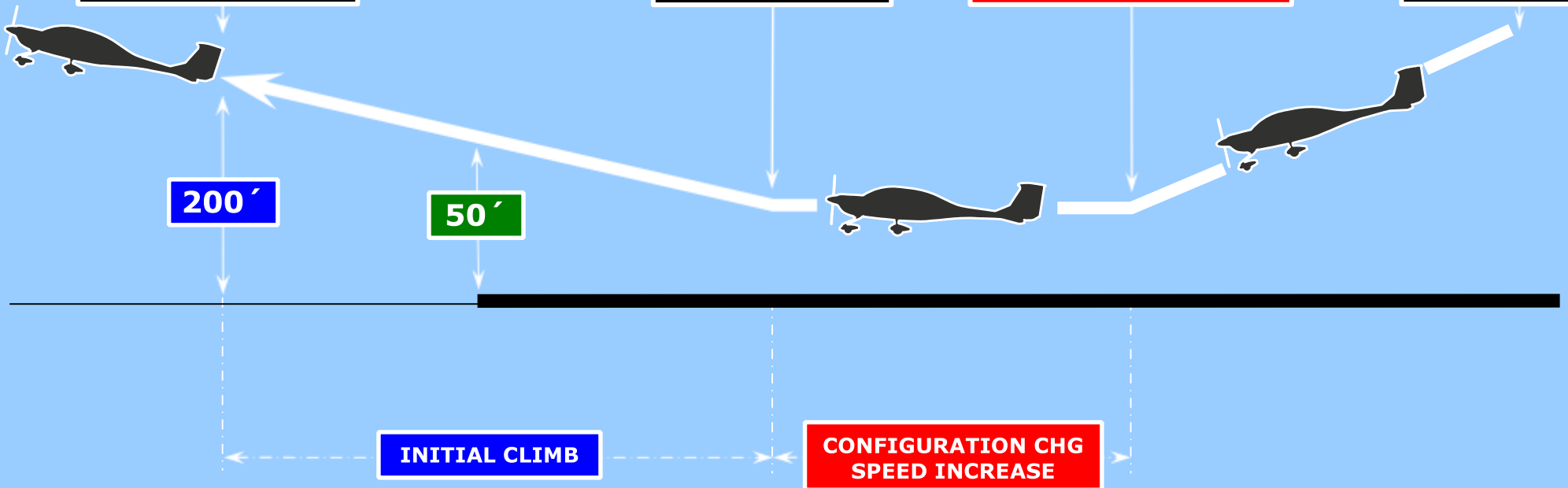
- SPEED 70 KT
- START CLIMB
- BRAKES

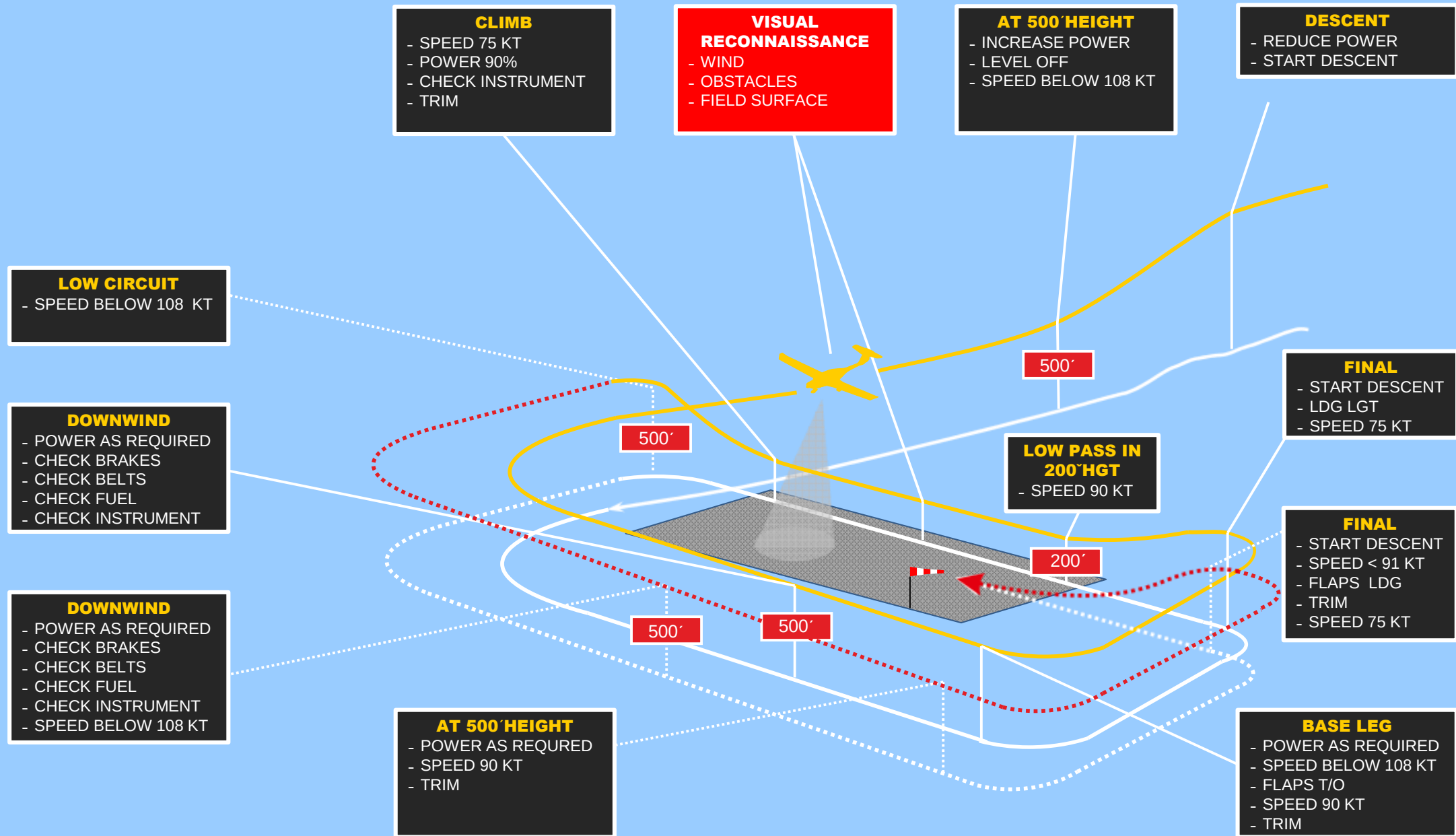
**GO AROUND**

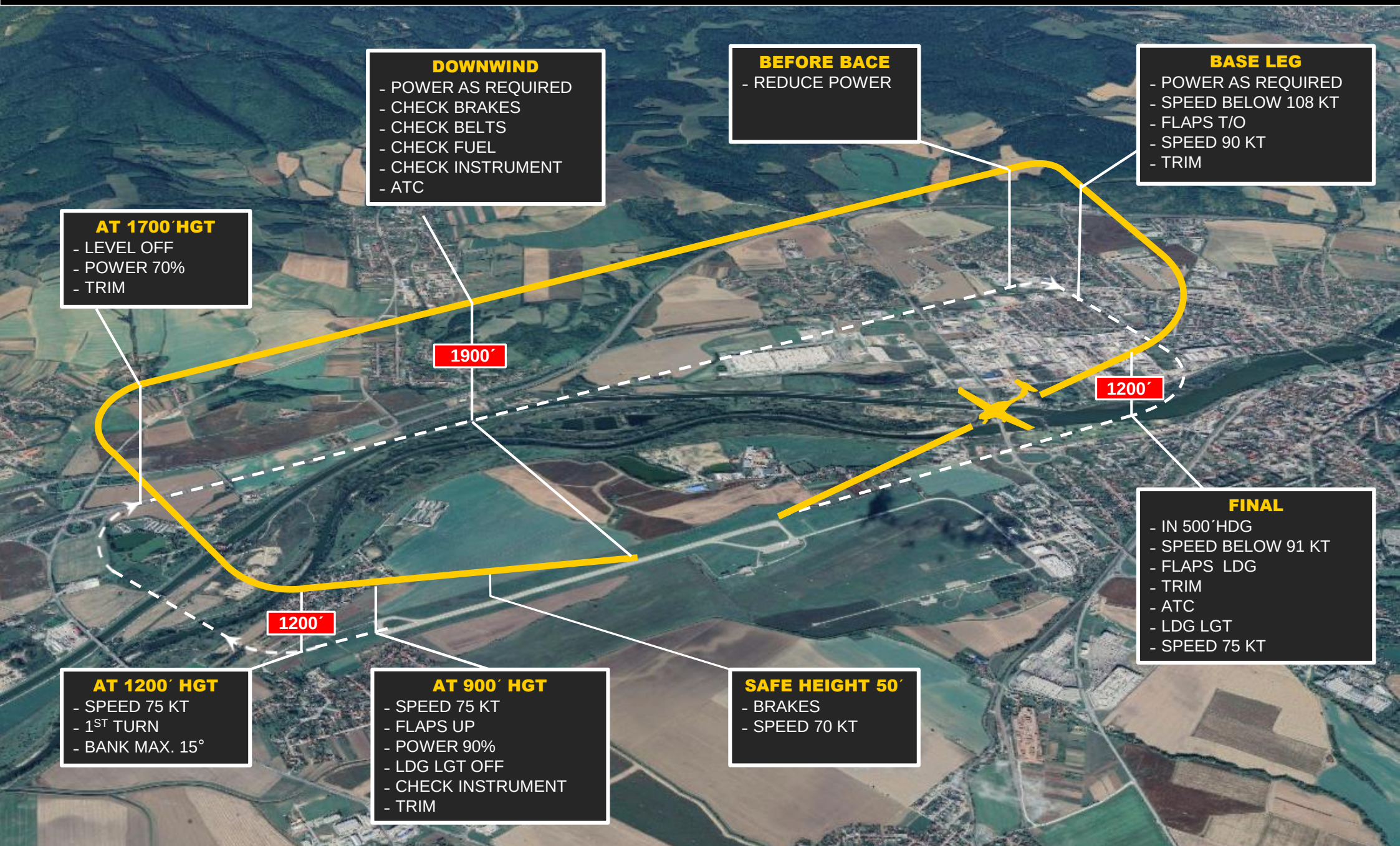
- FULL POWER
- FLAPS T/O
- INCREASE SPD TO 70 KT

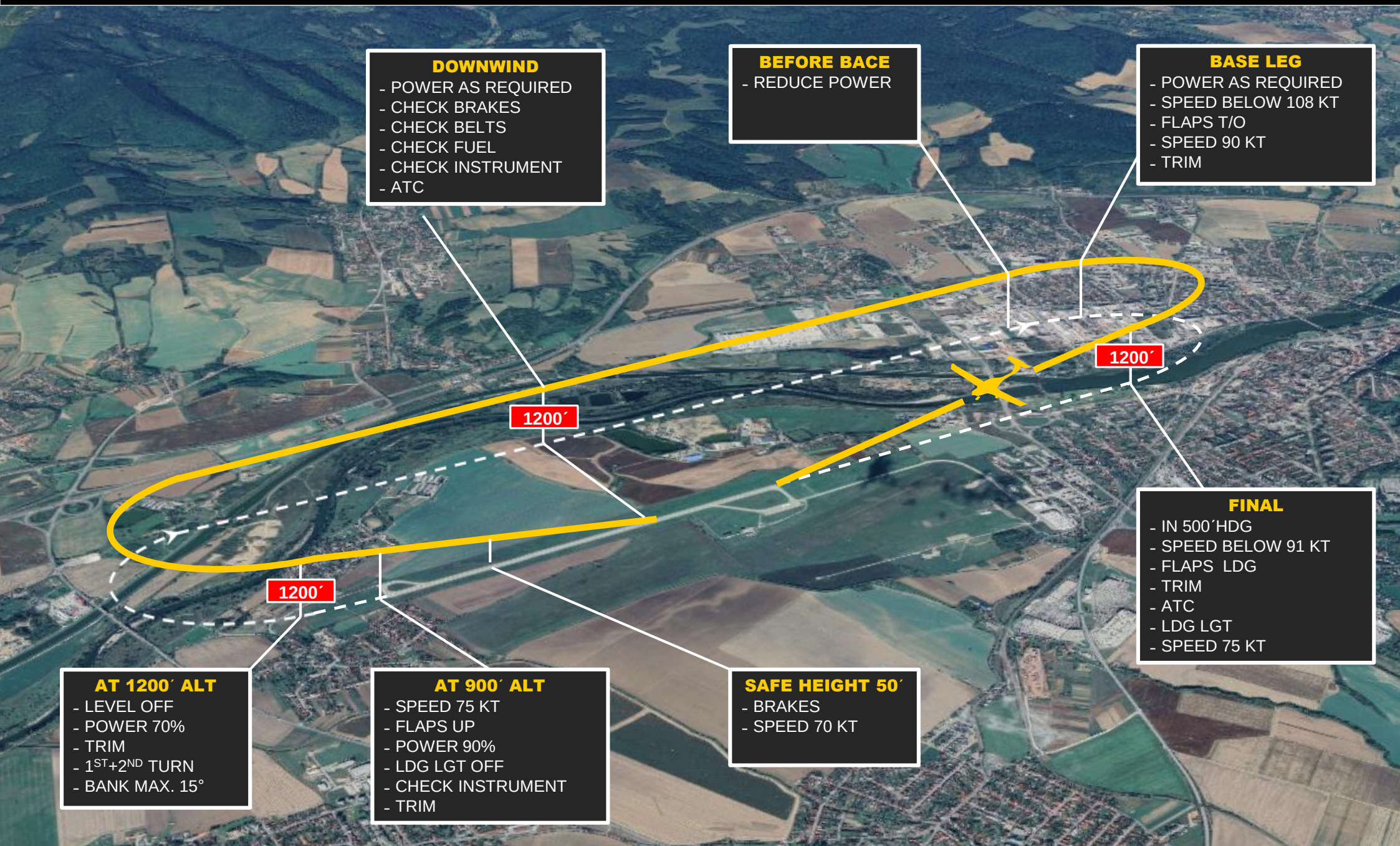
**ON FINAL**

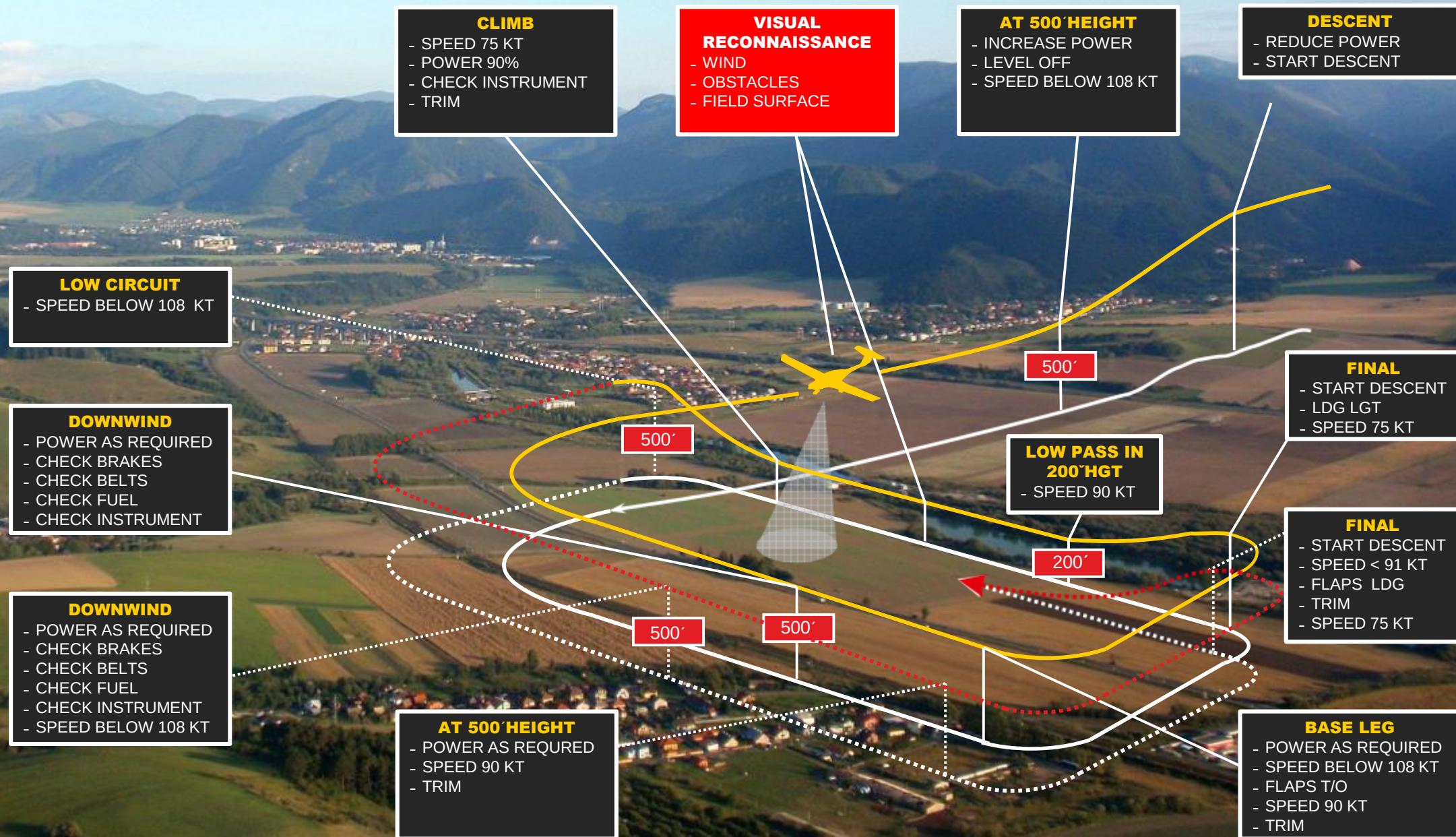
- FLAPS LDG
- SPEED 75 KT
- TRIM
- ATC
- LDG LGT















NORTH

SOUTHWEST

EAST



