



MTOsport

Pilot Operating Handbook
MTOsport Model 2017

Pilot Operating Handbook for Gyroplane MTOsport Model 2017

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Pilot Operating Handbook for Gyroplane MTOsport Model 2017

Model: _____

Serial number: _____

Registration: _____

Type certificate number: _____

Aircraft manufacturer and
type certificate holder:

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Where required by the local country approval, this flight manual is always to be carried on board of the aircraft and must be kept in current, up-to-date status. The latest revisions and version status is available at www.auto-gyro.com. Extent and revision status of the manual is recorded in the revision log and the table of contents.

This gyroplane may be operated only in strict compliance with the limitations and procedures contained in this manual.

The manual is not a substitute for competent theoretical and practical training on the operation of this aircraft. Failure to adhere to its provisions or to take proper flight instruction can have fatal consequences.

Applicability

This manual is applicable for MTOsport Model 2017. For predecessor models, all previously released handbooks remain valid.

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Operator Registration Form
Customer Feedback Form
Incident Reporting Form



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SECTION 1 - GENERAL

1.1 Introduction

This manual is designed as an operating guide for pilots, instructors, and owners/operators, providing information for the safe and efficient operation of this gyroplane. It includes material required to be furnished to the pilot by the competent certification authority. However, this handbook is not designed as a substitute for adequate and competent flight instruction.

Pilots of this aircraft must hold a proper license including the class rating 'gyroplane', corresponding to the aircraft's registration. A special endorsement may be required to fly with passengers. It is the pilot's responsibility to be familiar with this handbook, the special characteristics of this gyroplane, and all other information and legal requirements relevant for the operation in his country. The pilot is responsible to determine the gyroplane is safe for flight, and to operate the aircraft with respect to the procedures and limitations provided in this manual.

It is the owner's/operator's responsibility to have this gyroplane registered and insured, according to country-specific regulations. The aircraft owner/operator is also responsible for maintaining the gyroplane in airworthy condition. Maintenance instructions are provided in the Maintenance Manual and in SECTION 8 of this manual. Note that depending on the kind of operation, type of maintenance activity, or component involved, the competent authority may dictate qualified personnel and/or respective facilities.

1.2 Certification

The MTOsport Model 2017 is designed, tested and certified according to the German design specifications for microlight gyroplanes ("Bauvorschriften für Ultraleichte Tragschrauber", BUT 2001) including its latest amendment published in "Nachrichten für Luftfahrer" NfL II 13/09 issued 12.02.2009, as well as the British Civil Airworthiness Requirements (BCAR) Section T.

The corresponding certification documents (Geräte-Kennblatt) have been issued by the responsible Germany department DULV (Deutscher Ultraleichtflugverband e.V.), respectively the German national certifying authority.

The UK CAA issue an Airworthiness Approval Notice (AAN) and Type Approval Data sheet (TADS), available from the UK CAA website.

The noise certificate was granted according to the German requirements for noise protection for microlight gyroplanes ("Lärmschutzverordnung für Ultraleichte Tragschrauber").

1.3 Performance Data and Operating Procedures

The legal basis for operating a gyroplane is provided by national law and its respective regulations. The instructions and conditions contained have to be considered when operating the gyroplane.

All documented performance data and operating procedures have been identified within the certification processes for this gyroplane by means of flight test and analysis.

1.4 Definition of Terms

This manual uses **WARNINGS**, **CAUTIONS** and **NOTES** in bold capital letters to indicate especially critical and important instructions. Additionally, the colour of the panel (red, yellow, and grey shading) highlights the significance of the instruction. Definitions for each term are given below.

WARNING

A warning means that the neglect of the appropriate procedure or condition could result in personal injury or loss of life.

CAUTION

A caution means that the neglect of the appropriate procedure or condition could result in damage to or destruction of equipment.

NOTE

A note stresses the attention for a special circumstance, which is essential to emphasize.

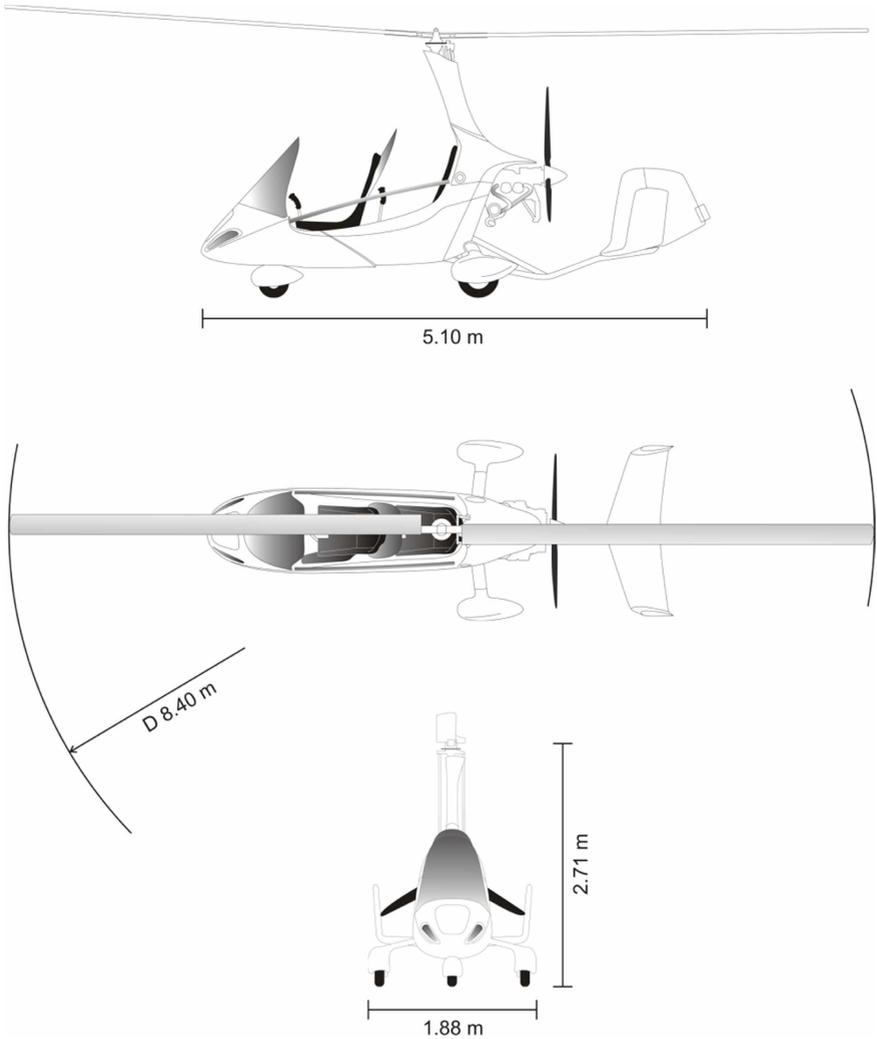
1.5 Important Note

Before each flight pilots must make themselves familiar with the appropriate navigational, weather and safety information pertinent to their planned route.

The limitations provided in SECTION 2 of this manual must be respected at all times. Check the manufacturer's web site www.auto-gyro.com regularly for flight manual updates, airworthiness directives, service bulletins, or safety information.

Abrupt manoeuvres or flight in heavy turbulence must be avoided as this could lead to rotor speed variations associated with high stress, possible damage to the aircraft, or uncontrollable attitudes.

1.6 Three-view of the MTOsport Model 2017



1.7 Description

General Characteristics

- Gyroplane with nose gear wheel chassis
- Framework manufactured from inert-gas welded stainless steel tube
- Two-seat tandem configuration
- Main landing gear with GRP (glass fibre reinforced plastic) spring spar and hydraulic disc brakes
- Extruded aluminium rotor
- Rotor head controlled with connecting rods
- Rudder controlled with cables and push-pull cables
- Rudder and stabilizer surfaces made of carbon fibre

1.8 Technical Data

Length:	5.10 m
Width:	1.88 m
Height:	2.71 m
(mast lowered):	2.30 m
Empty weight:	285 kg
Useful load:	275 kg
Take-off weight/mass (max.) 914 UL:	560 kg
Take-off weight/mass (max.) 912 ULS:	500 kg
Fuel tank capacity:	94 ltr

1.9 Rotor

General

Type:	TOPP 2-bladed, fixed pitch, free to teeter
Material:	EN AW 6005A T6 aluminium extrusion
Blade profile:	NACA 8H12
Rotor diameter.....	8.4 m
Rotor disc area 8.4m	55.4 sqm
Rotor disc load 500Kg MTOW, 8.6m.....	9 kg/sqm
Rotor diameter.....	8.6 m
Rotor disc area 8.6m	58.1 sqm
Rotor disc load 560Kg MTOW, 8.6m.....	9 kg/sqm

1.10 Engine

ROTAX 912 ULS

- 4-cylinder, four-stroke spark-ignition engine with opposed cylinders
- Liquid cooled cylinder heads
- Air cooled cylinders
- Dry sump forced lubrication with separate oil tank
- Automatic adjustment by hydraulic valve tappet
- 2 carburetors
- Mechanical fuel pump
- Optional backup electric fuel pump
- Electronic dual ignition
- Propeller drive via reduction unit with integrated mechanical shock absorber and overload clutch
- Electric starter (12V 0.6kW)
- Air intake system, exhaust system

ROTAX 914 UL

- 4-cylinder, four-stroke spark-ignition engine with opposed cylinders with turbo charger
- Liquid cooled cylinder heads
- Air cooled cylinders
- Dry sump forced lubrication with separate oil tank
- Automatic adjustment by hydraulic valve tappet
- 2 carburetors
- 2 electric fuel pumps
- Electronic dual ignition
- Propeller drive via reduction unit with integrated mechanical shock absorber and overload clutch
- Electric starter (12V 0.6kW)
- Air intake system, exhaust system

1.11 Propeller

HTC 3 Blade

Airscrew with ground adjustable pitch made of CRP / GRP

Model	HTC 3 Blade 172 ccw 3B
Number of blades	3
Diameter	172 cm
In-flight pitch adjustment	none

IVO Prop

Airscrew with in-flight adjustable pitch made of CRP / GRP

Model	IVO Prop medium ccw 3B
Number of blades	3
Diameter	172 cm
In-flight pitch adjustment	electric, continuous adjustable

1.12 Unit Conversion

Multiply	by	to obtain
kts (knots)	1.852	km/h
km/h (kilometres per hour)	0.54	kts
mph (miles per hour)	1.61	km/h
km/h (kilometres per hour)	0.62	mph
ft (feet)	0.305	m
m (metres)	3.28	ft

1.13 Abbreviations and Terminology

ACL	Anti-Collision Light
AGL	Above Ground Level
ATC	Air Traffic Control
CAS	Calibrated AirSpeed – indicated speed corrected for installation errors
ccw	Counter Clock Wise
CG	Centre of Gravity
CHT	Cylinder Head Temperature
CRP	Carbon Reinforced Plastic
CSP	Constant Speed Propeller
DA	Density Altitude
DOM	Date of Manufacture
DULV	Deutscher UltraLeichtflugVerband e.V.
ECT	Engine Coolant Temperature
Empty Wt	Empty Weight of the gyroplane including oil, cooling liquid and unusable fuel
G / g	G-loading as a factor of gravity
GEN	Generator
GPS	Global Positioning System
GRP	Glass Reinforced Plastic
hrs	hours
H/V	Height-Velocity
IAS	Indicated AirSpeed – airspeed values in this manual refer to indicated air speed
ICAO	International Civil Aviation Organization
In Hg	(Manifold) Pressure, corresponding to inch mercury
ISA	International Standard Atmosphere
LED	Light Emitting Diode
LH	Left-Hand
LOEP	List Of Effective Pages
ltr	Litre
KIAS	Knots Indicated Air Speed
MAP	Manifold Absolute Pressure
MCP	Maximum Continuous Power
MTOM	Maximum Take-Off Mass
OAT	Outside Air Temperature
PA	Pressure Altitude
POH	Pilot Operating Handbook
RBT	Rotor Bearing Temperature
RH	Right-Hand
RON	Research Octane Number

RPM	Revolutions Per Minute
sqm	Square metres
TAS	True AirSpeed – calibrated airspeed corrected for air density
TCU	Turbo Control Unit (engine)
TOC	Table Of Contents
TOP	Take-Off Power
V_A	Design manoeuvring speed
V_B	Design speed for maximum gust intensity
VFR	Visual Flight Rules
V_H	Maximum level-flight speed at maximum continuous power
V_{Hmin}	Minimum level-flight speed
V_{NE}	Never-Exceed Speed – maximum speed that must never be exceeded
VOX	Voice Operated eXchange, means: voice activation (level)
VPP	Variable Pitch Propeller
VSI	Vertical Speed Indicator
V_X	Speed for best angle of climb
V_Y	Speed for best rate of climb and maximum endurance
W&B	Weight and Balance
yrs	years

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SECTION 2 - LIMITATIONS

This section contains operating limitations, instrument markings and basic placards which are required for safe operation of the gyroplane, including its engine, and standard equipment or systems.

2.1 General

WARNING

The operation of a gyroplane demands professional pilot instruction and dedicated training on gyroplanes. Without a valid license the gyroplane must not be operated.

WARNING

During the entire flight adequate rotor loading must be maintained. Do not perform any manoeuvres resulting in the sensation of feeling light or near weightless.

WARNING

Smoking on board is prohibited!

CAUTION

This gyroplane has been designed and tested for a safe design load of 3g at maximum gross mass (560 kg) within the flight envelope stated in this manual. Flight outside the handbook limits, for example at high speeds in turbulent air, especially in combination with aggressive manoeuvres or a steep turn, could easily create higher loads on the aircraft and are prohibited for that reason.

NOTE

This gyroplane does not comply with the terms of the international authority for civil aviation (ICAO). Therefore, it is not possible to operate it in international air traffic unless specific intergovernmental agreements allow doing so. The reason for this is that there is no international common basis for gyroplanes.

NOTE

During the certification process all required safe loads have been successfully demonstrated. However, the gyroplane may be exposed to much higher loads especially when operated on rough surfaces, such as an unprepared grass strip. In this case it is even more essential to perform a thorough pre-flight inspection and have components and parts exchanged, where needed.

2.2 Environmental Limitations

Maximum wind speed or gust intensity 40 KIAS
 Maximum demonstrated crosswind component for take-off and landing 22 KIAS
 Maximum tailwind component for take-off and landing..... 5 KIAS
 Maximum demonstrated operating altitude 12,000 ft
 Temperature.....- 20 to + 40 °C

WARNING

Do not consider flying in the likelihood of severe weather. Thunderstorms may develop rapidly with the risk of heavy precipitation or hail, severe turbulence with strong vertical air movements, and lightning strike. If, despite proper flight planning, a thunderstorm should be encountered, consider a precautionary landing to avoid the squall line. A lightning strike may damage the main rotor bearing. Thorough inspection and maintenance after lightning strike must be performed.

2.3 Colour Code for Instrument Markings

Red	Operating limits. Pointer shall not enter red during normal operation
Yellow	Precautionary or special operating procedure range
Green	Normal operating range

2.4 Airspeed Limitations and Instrument Markings

Air Speed	Marking	
V_{NE} Never Exceed Speed	Red radial	195 km/h 120 mph 105 KIAS
Caution Range	Yellow arc	120 – 195 km/h 75 – 120 mph 65 – 105 KIAS
V_B Design speed for max. gust intensity	Green arc	50 – 120 km/h 30 – 75 mph 27 – 65 KIAS
V_{MIN} Minimum Speed	Yellow arc	0 – 50 km/h 0 – 30 mph 0 – 27 KIAS

WARNING

The maximum speed V_{NE} must never be exceeded!

WARNING

Sudden or large control input to the front must be avoided at all means, even at airspeeds within green arc. Do not exceed V_B when flying through turbulence, gusts or rough winds!

2.5 Rotor Speed Limitations and Instrument Markings

Rotor Speed	Marking	
Rotor speed limit	Red radial	610 RPM
Rotor speed caution range	Yellow arc	550 – 610 RPM
Normal range	Green arc	200 – 550 RPM
Maximum pre-rotation speed	Yellow radial	320 RPM

2.6 Power Plant Limitations and Instrument Markings

Engine Speed	Marking	
Maximum engine speed	Red radial	5800 RPM
5 minute take-off power regime	Yellow arc	5500 – 5800 RPM
Maximum continuous power	Green arc	1650 – 5500 RPM
Minimum RPM for wide open throttle*	Yellow triangle	5200 RPM
Recommended pre-rotation clutch speed	Green radial	2000 RPM
	Yellow arc	0 – 1650 RPM

* Only with VPP installed: below this RPM, engine must be operated within maximum continuous manifold pressure limit (green MAP range).

Engine Oil Temperature	Marking	
Maximum oil temperature	Red radial	130 °C
	Yellow arc	110 – 130 °C
Normal range	Green arc	90 – 110 °C
	Yellow arc	50 – 90 °C
Minimum oil temperature	Red radial	50 °C

Engine Coolant Temperature (ECT)	Marking	
Maximum engine coolant temperature	Red radial	120 °C
Normal range	Green arc	90 – 120 °C

Engine Oil Pressure	Marking	
Maximum oil pressure	Red radial	 7 bar
	Yellow arc	 5 – 7 bar
Normal range	Green arc	 2 – 5 bar
	Yellow arc	 0.8 – 2 bar
Minimum oil pressure	Red radial	 0.8 bar

Manifold Pressure* ROTAX 912 ULS	Marking	
Maximum manifold pressure	Red radial	 31 In Hg
	Yellow arc	 27 – 31 In Hg
Maximum continuous MAP	Green arc	 0 - 27 In Hg

Manifold Pressure* ROTAX 914 UL	Marking	
Maximum manifold pressure	Red radial	 39 In Hg
	Yellow arc	 31 – 39 In Hg
Maximum continuous MAP	Green arc	 0 - 31 In Hg

* Manifold pressure / MAP gauge is optional equipment and required in conjunction with an adjustable pitch propeller or ROTAX 914 turbo engine.

2.7 Weight and Balance

2.7.1 Weight Limits

Maximum take-off mass (MTOM) 914 UL:560 kg
Maximum take-off mass (MTOM) 912 ULS:500 kg

CAUTION

The take-off weight is the total weight of the gyroplane including empty weight, optional/additional equipment, occupants, fuel, and luggage at take-off. The maximum value specified above must never be exceeded.

Maximum weight in front seat: 110 kg
Minimum weight in front seat:60 kg
Maximum weight in aft seat: 110 kg

NOTE

Pilots in the front seat weighing less than 60 kg must carry corresponding ballast.

Storage compartment in nose section

Maximum weight in storage compartment..... 10 kg

NOTE

Because of the moment arm effect, any load in the nose locker storage compartment reduces the aircraft available seat loading. The moment arm ratio for the nose locker to front seat is 1:2, and for the nose locker to rear seat 1:4.

Example: With the storage compartment loaded to the limit of 10 kg the maximum allowed weight in the front seat is reduced by 2 x 10Kg to 90 kg or the rear seat by 4 x 10Kg to 70Kg. This example loading can also be spread between both seats, such that the front seat load is reduced by 5Kg x 2 = 10Kg, and the rear seat load reduced by 5Kg x 4 = 20Kg.

2.7.2 Centre of Gravity (CG) Limits

The centre of gravity is considered to be within limits if all weight limits above are respected. For details see SECTION 6 of this manual.

2.7.3 Demonstrated Structural Load Factors

Demonstrated positive load factor (560 kg)..... + 3 g
Demonstrated negative load factor (560 kg) – structural limit..... - 1 g

Important note: the indication of a demonstrated negative load factor represents a structural limit only. In flight, the limitations (see 2.9) have to be respected at all times.

2.8 Flight Crew

Minimum crew is one pilot in the front seat.

Harness in aft seat must be fastened and tight.

CAUTION

The aft control stick should be removed unless the passenger seat is occupied by a qualified flight instructor.

2.9 Kinds of Operation

Only VFR operation is approved!

Aerobatic flight is prohibited!

NOTE

Manoeuvres involving bank angles of more than 60° are considered to be aerobatic flight.

Low-G manoeuvres are prohibited!

WARNING

Any maneuver resulting in a low-G (near weightless) condition can result in a catastrophic loss of lateral/roll control in conjunction with rapid main rotor RPM decrease. Always maintain adequate load on the rotor and avoid aggressive pitch forward control input performed from level flight or following a pull-up.

Excessive side-slip is prohibited!

WARNING

Side slip may be performed only with proper training and within safe boundaries. Use gentle pedal input for initiation and stabilization. Do not rely on airspeed indication in side slip. Never perform abrupt control stick input into the direction of motion. Be aware that excessive side slip may result in an uncontrollable and unrecoverable (low-G) attitude.

Flight in icing conditions is prohibited!

NOTE

Icing may occur even at temperatures above freezing!

2.10 Fuel

2.10.1 Approved Fuel Grades

Preferred fuel

EN 228 Super or EN228 Super plus (min. ROZ 95) / MOGAS

Alternate fuel

AVGAS 100 LL (ASTM D910)

AVGAS UL91 (ASTM D7547)

E10 (unleaded gasoline blended with 10% ethanol)

NOTE

If none of the mentioned fuels is available, consult the corresponding European Standard EN228 as a reference. The fuel needs to be assessed at least in the octane number and the maximum ethanol content equal or better.

NOTE

AVGAS 100 LL places greater stress on the valves seats due to its high lead content and forms increased deposits in the combustion chamber and lead sediments in the oil system.

NOTE

When refuelling, attach the earth line to the exhaust pipe to prevent static electrical discharges!

NOTE

AutoGyro does not recommend E10 for permanent or sustained use. Don't let E10 remain in the fuel system for an unnecessarily long time or for long-term storage!

For operational constraints and maintenance aspects when using preferred fuel and alternate fuel, refer to the engine manufacturer's manual.

2.10.2 Operation with leaded AVGAS fuels

If the engine is operated more than 30 % of engine operating time with leaded AVGAS fuels, the following maintenance operations are necessary in addition by latest after every 50 operating hours:

- change of oil filter,
- change of engine oil,
- oil level check, etc.,

according to the most recent engine manufacturer's maintenance manual

NOTE

When operating primarily on leaded AVGAS fuel, it is recommended to make a change of engine oil every 25 operating hours.

2.10.3 Fuel Tank Capacities

Maximum tank capacity..... 94 ltr

2.10.4 Unusable Fuel

Unusable fuel quantity 1.2 ltr

2.10.5 Fuel Level Indication

The rear tank fuel level sight gauge, and the instrument panel fuel level gauge, read accurately when on level ground or in the air in level flight at 100 km/h / 60 mph / 55 KIAS. Increasing airspeed results in a more nose down attitude and less accurate (lower) fuel level indication. Similarly a nose up attitude will give a less accurate (higher) fuel level indication.

2.11 Minimum Equipment

The following equipment must be operative for day VFR flight:

- Air speed indicator
- Altimeter
- Compass
- Rotor RPM indicator
- Engine instruments (oil pressure, RPM, coolant temperature/ECT)
- Pre-rotator

The following additional equipment must be operative for flight under Night-VFR under UK rules. It is the pilot's responsibility to ensure the correct equipment is fitted and functional to suit the country of operation regulatory requirements.

- External generator installation (Gen2)

- Instrument and panel lighting
- Aveo Galactica Position/navigation/strobe lights fitted
- Nose-mounted taxi lights
- Underbody-mounted landing light
- Heated pitot-tube and associated LED indicator
- Gyroscopic bank and pitch indicator (Aspen EFD1000 PFD or VFR)
- Gyroscopic direction indicator (Aspen EFD1000 PFD or VFR)
- Outside Air Temperature (OAT)
- Vertical speed indicator
- Secondary pressure altitude indicator (Aspen EFD1000 PFD)
- Clock (pilot carry on)
- Low voltage warning system
- First-aid kit (pilot carry-on)
- Electric torch for each crew member

2.12 Placards

In clear view of the pilot:

OPERATION LIMITATIONS

Aerobatic manoeuvres are prohibited.

Manoeuvres involving a deliberate reduction in normal G shall be avoided.

VFR only

No smoking

„Day VFR only“ or
„VFR only“
depending on the
country approval

GYROPLANE PAYLOAD:

Front Seat Pilot:

60 kg min.

110 kg max.

Rear Seat Passenger:

110 kg max.

Empty weight: kg

MTOW kg

Gyroplane must only be flown solo from the front seat

MTOW
912 ULS: **500 kg**
914 UL: **560 kg**

COMPASS DEVIATION:			
TO FLY	STEER	TO FLY	STEER
0	<input type="text"/>	180	<input type="text"/>
30	<input type="text"/>	210	<input type="text"/>
60	<input type="text"/>	240	<input type="text"/>
90	<input type="text"/>	270	<input type="text"/>
120	<input type="text"/>	300	<input type="text"/>
150	<input type="text"/>	330	<input type="text"/>

Calibrated with radio on
Calibrated by date

In clear view of the pilot (if equipment installed):

GPS UNIT NOT FOR NAVIGATIONAL USE

The unit is not approved or certified to any international standard

WARNING!

Charts may not be in date

Boost switch (if installed):



Flight control stick head:

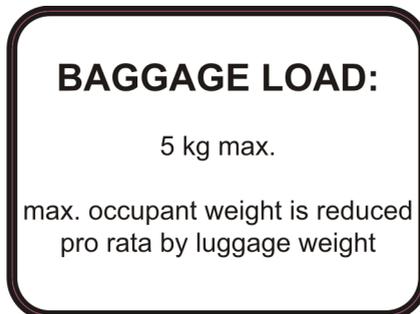




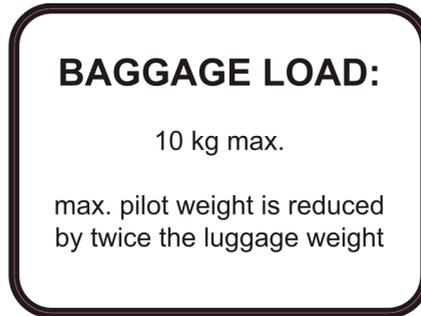
Front seat:



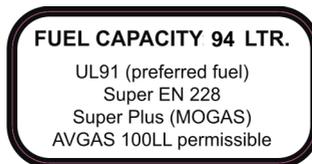
Aft seat:



Nose compartment:



Fuel filler neck:



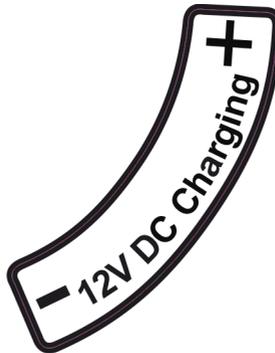
Oil reservoir:



Coolant header tank:



Battery charging port:



Keel tube fin:



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SECTION 3 - EMERGENCY PROCEDURES

This chapter contains the check lists and procedures to be executed in emergency situations.

Emergencies due to defects of the gyroplane or its engine are extremely seldom if the aircraft is checked thoroughly before each flight and continuously maintained. If there should occur a case of emergency anyhow, the guidelines of this chapter are to be followed in order to manage the emergency.

This gyroplane, like most recreational air vehicles, is fitted with a non-certified engine. This means that there may be a higher risk of engine failure than with a certified aircraft engine, with the associated risks of damage or injury as the result of an unplanned landing. Therefore strict compliance with the engine manufacturer's maintenance schedules, operational procedures and any additional instructions is essential. The aircraft must always be flown with the risk of engine failure in mind, and must not be flown over any areas where a forced landing cannot be safely executed.

However, the most common cause for engine failure is still improper fuel management!

3.1 Engine Failure

In case of an engine failure the following action is recommended:

Engine failure during take-off run

- Maintain directional control using sensitive but appropriate pedal input
- With the rotor/stick remaining aft, let gyroplane decelerate. Wheel brakes may be used to assist
- At walking speed level-off rotor disc, use wheel brakes and bring rotor to a stop

Engine failure after lift-off and below 150 ft AGL

- The climb-out should be performed according to the Height-Velocity-Diagram in CHAPTER 5
- When engine failure occurs, immediately lower nose to enter glide attitude
- Continue straight ahead – a 180° turn back to the airfield may be a bad option
- Maintain airspeed until ground is approached, then perform flare
- If a low level engine failure, with low groundspeed, then an aggressive and immediate flare may be required

Engine failure at or above 150 ft AGL

- Consider wind speed and direction
- Select a suitable landing site
- If time allows, a restart may be attempted, see "Air restart procedure" below
- Perform a landing into wind and/or upslope if possible
- Prior to touch-down switch OFF Main Switch

Engine failure at night

- Consider wind speed and direction
- Both landing lights should be turned on by 400ft and on below 400ft.
- Select a suitable landing site – the landing lights make the ground visible in full dark from around 200ft
- If time allows, a restart may be attempted, see “Air restart procedure” below
- Perform a landing into wind and/or upslope if possible
- Make a faster descent at 60KIAS (~70mph), to allow more time in the flare to make a safe landing.
- Prior to touch-down switch OFF Main Switch

WARNING

Always plan your route to remain within safe gliding distance to areas where a safe forced landing can be performed in case of an engine failure. A landing in high trees or open waters may end fatally.

NOTE

The best engine-off glide ratio is about 1:3 at 55KIAS (60mph, 100km/h). Depending on a possible headwind the glide may be extended by slightly increasing airspeed. It is heavily recommended to train your forced landing capabilities regularly, preferably with a qualified flight instructor.

3.2 Air Restart Procedure

- Airspeed 50-60KIAS (90 – 100 km/h, 50-60mph)
(whilst restart is possible at all permitted airspeeds and altitudes, this airspeed is optimum)
- Check fuel pump(s) ON
- Check both magnetos ON
- Propeller in FINE pitch (if an in-flight adjustable propeller)
- Throttle slightly open
- With the left hand, turn the Main Switch/Starter key completely to OFF, then START
- If possible, allow engine and oil to warm-up before full power is applied

NOTE

The starter interlock function prevents inadvertent starter engagement. Before attempting an engine start, the interlock must be reset by turning the Main Switch/Starter key to OFF.

3.3 Landing into Trees or High Vegetation

- Assume the surface of the treetops or vegetation as level
- Plan touch-down and flare with minimum rate of descent
- As soon as the wheels contact the vegetation bring the rotor disc to level attitude to avoid partial blade tip contact with vegetation
- Shut down engine by switching magnetos OFF and master switch OFF

3.4 Degradation of Engine Power

A gradual decay in engine RPM, accompanied by a rough running engine or even vibration may be an indicator for carburettor icing. In this case, continue with a high power setting and change altitude into air which is less susceptible to carburettor icing.

If the situation cannot be corrected be prepared for further loss of power and ultimately engine failure.

NOTE

ROTAX 912: To reduce the risk of carburettor icing the engine is fitted with a hot water heated jacket around the carburettor inlets. Note that the system can work properly only when the engine is at operating temperature.

Turbo engines (ROTAX 914) are generally less susceptible to carburettor icing.

3.5 Evacuating the Aircraft

In normal circumstances occupants should never leave the aircraft while the propeller or the rotors are turning. If abandoning the aircraft in an emergency the pilot should turn off the engine magneto switches and turn the master switch to "OFF" if this can be done without endangering the occupants.

If abandoning the aircraft with either the propeller and/or the rotors turning the occupants should follow a path in line with the nose of the aircraft, to minimise the risk of being struck by either the rotor or the propeller.

Occupants should be briefed before flight on emergency evacuation procedures, including:

- Actions to be taken in the event of a forced landing
- Operation of the seat harness
- Disconnection of any intercom leads or other connections to the aircraft
- How to safely exit and move away from the aircraft

3.6 Engine Fire

In case of fire the following action is recommended:

Fire on ground

- Both magnetos OFF and master switch OFF to shut-down engine and fuel pumps
- Evacuate aircraft
- Extinguish fire and have damage inspected

Fire in flight

- Immediately initiate an emergency landing
- Initiate emergency call, if time and situation permits
- As soon as a power-off landing can be assured, shut down engine by switching magnetos OFF and master switch OFF
- Continue procedure as described in “Engine Failure” and “Fire on ground”

3.7 Off-field Landing

A precautionary landing at a non-prepared site may be performed at pilot's discretion in order to avoid unexpected weather, in case of severe illness of the pilot or a passenger, or if technical defects are suspected, for example sudden and severe rotor vibrations.

- Select a suitable landing site from safe altitude, considering slope, wind speed and direction
- Fly a reconnaissance pattern to check for obstacles, especially power lines, wires, and cables in the approach and go-around path
- Overfly the landing site to check for obstructions such as fences, ditches, rocks, height of vegetation, and select most suitable touch-down zone
- Perform a normal approach and touch-down into wind with minimal ground speed

3.8 Flight Control Malfunction

In case of a flight control failure the gyroplane can be controlled with the remaining primary and secondary controls, including power and trim. An immediate reduction of power, respectively speed, may be necessary to avoid pitch oscillations (phugoid) or other effects affecting dynamic or static stability. Navigate to a suitable landing site with wide and shallow turns and approach into wind.

3.8.1 Engine Power Control / Throttle

Throttle jammed open or max

Navigate to a suitable landing site with the power set. If over safe terrain, magneto switches may be used to control power. When within gliding distance to the selected landing site, shut-down engine to perform a power-off landing as per Emergency Procedure “Engine failure”.

NOTE

In case of a control cable breakage the carburettor will be automatically set to full throttle position.

Throttle jammed closed

Land according to chapter Emergency Procedure “Engine failure”. Residual power may be used to extend the glide.

3.8.2 Rudder Malfunction

In case of a stuck or loose rudder, continue flight to a suitable, preferably wide landing site that allows a landing into the wind. If necessary reduce power to avoid excessive side slip. Align gyroplane prior to touch-down, using engine torque or lateral control input to the side where the nose is pointed.

3.8.3 Rotor Head Control

In case of a rotor head control malfunction, control gyroplane using trim and remaining controls. Perform power changes carefully and memorize possible effects on attitude. In some conditions it may be appropriate to reduce power/speed in order to avoid phugoid effects or a possible negative yaw-roll coupling. Approach landing site with wide and shallow turns.

3.8.4 Trim Runaway

Failure of a trim selector switch or pneumatic valve may result in trim runaway (where the trim system runs to one extreme and pushes the control stick accordingly). Although the average pilot is able to resist the out-of-trim stick force and continue to fly the aircraft it may be possible to reduce the stick load by intervention:

Aft Trim Runaway

High forward stick load required to prevent aircraft nose rising (this will be coincident with a high air-pressure reading) – briefly turn the Flight/Brake selector to “Brake” to deplete system air pressure. If the air compressor is heard to start and the pressure rises again then pull the fuse marked “Comp” to stop the compressor. Repeat the brief selection of “Brake” to deplete system air pressure as required.

Forward Trim Runaway

High aft stick load required to prevent aircraft diving (this will be coincident with low or zero air pressure) – check “Comp” fuse. If situation cannot be corrected, land as soon as practicable.

Roll/Lateral Trim Runaway

High roll-left or roll-right stick load required to maintain balanced flight (coincident with high air-pressure reading). Pull the “Comp” fuse to prevent further increase in air pressure and attempt to re-trim. If unsuccessful then continue to expedited landing. Do not select “Brake” in an attempt to reduce air pressure as this will disturb the pitch trim (in which the out-of-trim forces are significantly higher).

3.8.5 Pitch Oscillation Recovery

There are generally two types of pitch oscillation: that caused by pilot over control (‘PIO, Pilot Induced Oscillation’) and that caused by aerodynamic oscillation.

PIO is not generally found on two seat gyroplanes due their inherent stability. It is initiated by the pilot over-controlling the stick. If a situation develops where a divergent aircraft pitching oscillation is occurring in sympathy with fore-aft control stick inputs, firstly stop the control input – do NOT try to control PIO with the stick.

For both situations, smoothly closing the throttle whilst maintaining a level flight attitude will return the aircraft to a stable, slow speed condition very quickly, from which the pilot can recover to normal flight.

Recovery from PIO or aerodynamic oscillation can result in height loss.

3.8.6 Vibration

A gyroplane is subject to a number of out of balance forces which will generate different levels of vibration depending on the engine and rotor rpms, and on loading conditions. Rotors are normally balanced two seated, so a reduction in occupant loading will naturally change the rotor response.

Engine and Propeller Vibration

Vibration in this area will change with engine rpm, and can therefore be affected and isolated by the pilot. The propeller is normally balanced to less than 0.1ips, meaning low vibration. Vibration will increase as the propeller gets dirty, and will also increase if damaged. A sudden change in flight will indicate a fault has developed, either through an impact (loose luggage, bird strike etc. passing through the propeller) or by some mechanical failure. In the event the pilot should make a precautionary landing for evaluation. Propeller damage may also be evident from a change in noise level.

Upon landing, carefully check the propeller for damage, loose bolts or evidence of mechanical failure within the prop or engine. Especially check the engine to engine bearer connections, and the engine bearer to airframe connections.

Rotor Vibration

Rotors will vibrate in flight due to tracking errors (side to side stick shake), rotor CG misalignment with the axis of the bearing in the flat plane (oscillatory stick shake), and also in the vertical plane (two per rev shake). The amount of shake will not suddenly change in flight or between flights unless there has been mechanical failure, external influence or rotor strike.

Vibration will increase (and performance decrease dramatically) with dirt build up on the rotor blades, so before any analysis make sure they are clean.

If there is a change in vibration in flight make a precautionary landing and investigate. If on rotor startup, stop and investigate:

Check items:

- Rotor impact with tail of aircraft.
- Hanger damage e.g. twist or distortion of trailing edge.
- Blade bent from ground handling.
- If after a recent re-assembly of the rotor, that the blades and hubs are serial-number matched, and that the shim washers are correctly matched to the hub bar and rotor tower.

A reduction in vibration may be caused by increased flexibility between the rotor head and the occupant. This may be control system looseness, so check all system joints for tightness, and also for cracks at the base of the mast. Check security of all fastenings between the rotor and the pilot. Check also for any cracks or other damage to the primary structure; body, tail, keel tube, rotor head, rotor, mast.

3.8.7 Other Equipment Failure

Good judgement must be used in monitoring instruments, and timely action taken should a reading be in doubt. If in doubt, make a precautionary landing and resolve the issue rather than continuing a flight. Actions recommended:

Airspeed Indicator / ASI

In level flight fly with an engine rpm of 4,200 lightly laden to 5,000 heavily laden which will give approx 45-60 KIAS (80-110 km/h, 50-70 mph), propeller in cruise power setting. When descending (nose down) throttle back to approx 3,000 to 3,500 rpm to prevent overspeed. Continue to your designated landing site, maintaining speed for a flare on landing in the final descent. Leave plenty of space to land in should the flare be prolonged. Experience will aid judgement of the best engine rpm to maintain to match the desired flight speed and payload.

Altimeter / ALT

In a gyroplane it is reasonably easy to judge height. If in controlled airspace ensure the controlling authority is informed to prevent traffic conflict. Otherwise continue to a safe landing using navigational skills to avoid potential collisions.

NOTE

The configuration menu on the devices can be accessed to change between different units of measure.

If a device turns off when uncommanded, this could signify a software reset has been signalled internally. Attempt to manually restart the unit by depressing the power button. If the device does not restart assume the instrument has failed.

Compass

Resort to map, aided by GPS if available, fly at a speed to suit navigational requirements or make a precautionary landing if unable to identify position.

Rotor RPM gauge

This is not essential for safe flight, and rotor rpm cannot normally be affected in flight unless significant "g" or negative "g" is exerted – and then will only provide an indication of the rpm.

Engine RPM

The engine is rpm self-limiting by propeller pitch in flight. If the indication fails, replace on landing. Use audio cues to establish rpm

Oil pressure, oil temp and ECT/coolant temp

Abnormal indication of one gauge can indicate an engine fault or simply a gauge fault. Watching the other gauges will indicate the likely failure mode. For example:

Abnormal indication	Probable failure mode
Gauge suddenly goes to full scale deflection, other gauges reading normally	Gauge faulty
Oil temp suddenly falls to zero, other gauges reading normal	Gauge faulty. Cross refer to oil pressure gauge, if there is pressure there is likely to be temperature
Oil temp rises above maximum, other gauges normal	Very low oil level, blocked radiator or thermostat. Stop engine, make precautionary landing

3.9 Warning Lights

3.9.1 Water (red)

Engine water temperature has exceeded 120 °C. The engine may be damaged and fail shortly.

Reduce power and increase airspeed. If condition cannot be corrected, land as soon as practicable.

3.9.2 Oil P. (red)

Engine oil pressure has dropped below a critical value. The engine may be damaged and fail shortly.

Reduce power immediately and verify situation by cross-checking with oil pressure gauge and other indications. If confirmed, perform a precautionary landing with minimum power while observing engine indications. Be prepared for engine failure. If situations allows, shut-down engine and proceed according to emergency procedure "Engine Failure".

3.9.3 Boost (red) - only ROTAX 914 UL

Continuous light

The maximum admissible manifold/boost pressure was exceeded.

Reduce power into normal operating range and consider restricted engine performance or boost control malfunction. Record duration and have maintenance action performed.

Blinking

The allowable 5 minutes take-off power time limit has been exceeded.

Reduce power into continuous range. Record duration and have maintenance action performed.

3.9.4 Low Fuel (red)

Less than 7.5 Litres of fuel remaining.

Perform a normal landing at a suitable landing site and be prepared for engine failure within 20 minutes. Avoid extreme attitudes.

3.9.5 Gen. 1 (orange)

Possible failure of primary generator/alternator.

Turn off nonessential electrical equipment and monitor Low Volt indication.

3.9.6 Gen. 2 (orange) – if installed

Possible failure of secondary (optional) generator/alternator.

Turn off nonessential electrical equipment and monitor Low Volt indication.

3.9.7 Low Volt (orange)

System voltage has dropped below a critical value. Non-essential electrical consumers with a high power consumption will be disconnected automatically.

Reduce electrical load. If condition cannot be corrected, land as soon as practicable.

3.9.8 TCU (orange) - only ROTAX 914 UL

A blinking BOOST CAUTION light indicates a problem with the turbo/boost control, its sensors or the servo. Engine power is degraded and continuous operation may lead to engine damage.

Reduce engine power to remain within engine limits. Be prepared for significantly reduced engine power and engine failure. Land as soon as practicable and have maintenance action performed.

3.9.9 Clutch (orange)

Continuous light

Indicates a slipping clutch during prerotation.

Reduce engine RPM to closer match the rotor speed, and be more gentle when increasing power.

Blinking

Intended take-off run with low rotor RPM – danger of blade flapping

Reduce power immediately, and stop if take-off has started. Re-apply the pre-rotator and increase rotor RPM first. If the correct take-off rotor RPM cannot be reached, abort take-off.

3.9.10 Fuel P. (orange)

Indicates fuel pressure is less than the Rotax minimum required. This is an option fit item.

Lamp will indicate on start up until fuel pressure reaches minimum required.

If lit in flight, check fuel level. Turn on standby fuel pump, if fitted. If the light remains on, and there is sufficient fuel, this could indicate a blocked fuel supply. Be prepared for an engine stoppage and reduce power. Land as soon as practicable and have maintenance action performed.

3.9.11 Pitot (green or orange)

The PITOT lamp is coloured green to indicate at night that the power is turned on to the pitot tube heating. It will indicate orange when the pitot heat system has failed.

3.10 Parameters out of Limits

PARAMETER	EXCURSION	CORRECTIVE ACTION
Engine Oil Temperature	Upper limit or yellow arc	Reduce power and increase air speed. If condition cannot be corrected, land as soon as practicable.
	Lower limit	Allow engine to warm-up on ground.
	Within lower yellow arc	Uncritical as long as oil temperature has reached normal operating range at or after take-off.
Coolant Temperature	Upper limit	Reduce power and increase air speed. If condition cannot be corrected, land as soon as practicable.
Engine Oil Pressure	Upper limit or yellow arc	Reduce power. If condition cannot be corrected, have maintenance action performed prior to next flight.
	Lower limit	If combined with other indications, such as rising oil temperature or unusual engine behaviour, shut-down engine and perform a power-off landing as per Emergency Procedure "Engine failure". Otherwise, monitor engine instruments carefully and land as soon as practicable. Have maintenance action performed.

3.11 Rotor System

The entire rotor system including its rotor head with blade attachments and the corresponding components of the flight controls have to be inspected and maintained carefully.

If any undue vibration or unusual behaviour is experienced a precautionary landing should be considered.

3.12 Rotor Icing

A more than normal or constantly increasing power demand may be caused by an iced-up rotor system. This could ultimately result in a condition where altitude cannot be maintained, even at maximum power. An iced-up rotor system can also cause severe vibration. If any of the signs for rotor icing is evident, carry out a precautionary landing.

NOTE

Icing may occur even at temperatures above freezing!

3.13 Landing with a Deflated Tyre

Plan to land directly into the wind with minimum rate of descent at touch-down, if possible on a grass runway. Maintain directional control with adequate pedal input. Consider the use of some propeller thrust to increase rudder effectivity. Lower nose gently with the nose wheel pointing straight.

Alternatively, if landing on asphalt is unavoidable, approach normally, with the intent of a zero-speed touch-down directly into wind.

Only if impossible to recover the aircraft from the landing area it should be manoeuvred under its own power, as this could further damage the tire and wheel rim.

3.14 Alternative Method of Engine Shut-Down

If the engine continues running after the magnetos have been switched off use the following method to shut-down the engine:

Engage full choke, wait a few seconds and open the throttle suddenly.

3.15 Failure of Variable Pitch Propeller (if installed)

Noticeable defect:

In case of a noticeable mechanical defect, indicated by sudden vibration or noise, perform a precautionary landing.

Run-away:

Propeller pitch changes without command, usually resulting in unexpected or sudden change in engine RPM and engine manifold pressure.

Run-away to FINE: RPM will increase and propeller pitch will stop in full FINE position. Reduce power if needed, to stay within RPM limits.

Run-away to COARSE: RPM will decrease and MAP will rise until propeller pitch stops in full COARSE position. Reduce power if needed, to stay within MAP limits.

Continue according to emergency procedure 'FREEZE'.

Freeze:

Propeller pitch does not react to pilot input, engine RPM does not change while propeller pitch control is activated. Proceed according to the following table:

Before take off	Do not take-off
During take-off and climb	Try to keep climbing to a safe altitude, return to the airfield and land. If the aircraft does not climb, maintain altitude and to return in a flat curve.
During cruise flight	Depending on the prop position, it should be possible to find a speed and RPM to continue the flight to the next possible landing area. Depending on the prop position your descent will look different and a go around is probably not possible.
During descent	Depending on the prop position (in case of cruise), your descent will look different and a go around will probably not be possible.
During landing	Continue approach as planned. If the prop changes to cruise and the landing looks too long, keep in mind to cut the engine.

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SECTION 4 - NORMAL PROCEDURES

This section contains check list items, instructions and procedures for the operation of the gyroplane. However, these procedures do not replace the pilot's appreciation of the individual situation.

4.1 Airspeeds for Safe Operation

V_Y (best endurance – safe climb speed).....	90 – 110 km/h IAS
V_Y (best endurance – safe climb speed).....	60 – 70 mph IAS
V_Y (best endurance – safe climb speed).....	50 – 60 KIAS IAS
V_X (best angle of climb speed)	80 – 90 km/h IAS
V_X (best angle of climb speed)	55 – 60 mph IAS
V_X (best angle of climb speed)	45 – 50 KIAS IAS
V_{BR} (best range speed)	110 km/h IAS
V_{BR} (best range speed)	70 mph IAS
V_{BR} (best range speed)	60 KIAS IAS
V_{APPR} (approach speed)	100 km/h IAS
V_{APPR} (approach speed)	65 mph IAS
V_{APPR} (approach speed)	55 KIAS IAS

Approach speed above 50-55 KIAS builds energy in the rotor which results in a long floating landing. Approach speed at 45 KIAS results in a very short landing roll, and below 45 KIAS requires increasing skill especially at MTOW.

4.2 Preparation for Flight

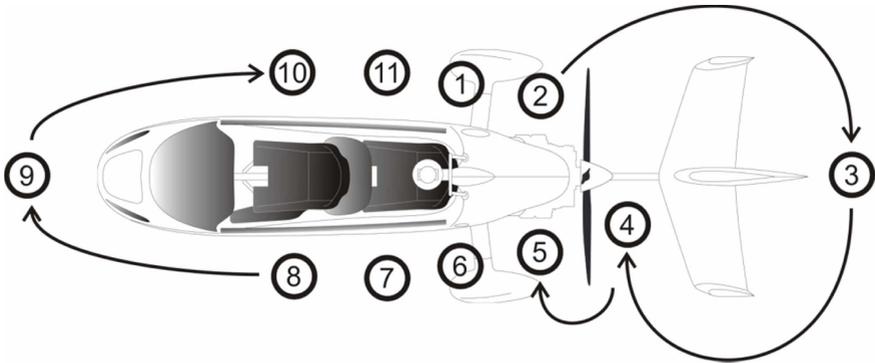
The pilot shall be familiar with the aircraft limitations detailed in SECTION 2 of this manual and shall have performed proper flight planning considering required legal aspects, as well as SECTION 5 'PERFORMANCE' and SECTION 6 'WEIGHT AND BALANCE' of this manual. The use of check lists as provided in this manual is mandatory for a safe operation.

4.3 Daily or Pre-flight Checks

All daily or pre-flight check list items consist of visual checks and do not replace professional scheduled inspection and maintenance. The following check list is applicable to the standard MTOsport Model 2017 gyroplane.

Note that depending on optional equipment installed the necessary checks may include additional items according to the flight manual supplement provided with the optional equipment. It is advisable for the owner/operator to compile his own check list to match his particular configuration.

The pre-flight check is structured into 11 stations which are organized as a clock-wise walk-around to provide a logical flow and sequential order, thus minimizing the risk of left-over or overlooked items. Start and end station are chosen in a way so that a possible replenishing of oil will not unnecessarily interrupt the flow of checks.



The following checks must be carried out before each flight. However, if the gyroplane is operated by a single pilot or within an organization where the checks are performed by or under the supervision of qualified personnel, check list items marked with a preceding 'O' may be carried out daily, before the first flight of the day.

Before exterior check

- Fuel tank drain(s)..... Sample and check sealed
- Snow/ ice (if any) Removed
- Documents Check complete

Exterior check

Station 1 (fuselage, RH side)

- Before turning prop: MAG switches Check OFF
Open access door
- Engine oil level Between marks
Dipstick and oil cap..... Installed and secure
- Coolant level (sight glass)..... Sufficient
- Hoses Condition, fittings tight
- Fuel tank breather Clear
- Air filter LH (R912)..... Clean and tight
- Main frame and welded joints No cracks, no deformation
Close access door
- Main wheel Running surface, air pressure and slip mark
- Brake, disc attachment (4 bolts) and wheel attachment Condition / tight
- Wheel spat and attachment Condition / tight
- Bell crank and control rods No play, secure
- Mast joint / damper (2x bolts)..... Tight and secure
- Top mast and weld seams No cracks, no deformation
- Pre-rotator coupling sleeves Free to move and greased
- Trim/brake actuator and lines Condition / tight

Gimbal head and rotor head

- Upper control rod ends..... No play, tight and secure
- Gimbal head attachment lugs and weld seams No cracks
- Gimbal head bolts (2x)..... Tight, split pin installed
- ⊙ Main rotor bearing..... Check condition and split pin installed
- ⊙ Pre-rotator assembly and brake Check condition
- ⊙ Teeter bolt (bolt end)..... Free to turn
- Teeter bolt (nut end) Split pin installed
- ⊙ Teeter stops..... Check condition
- ⊙ Rotor hub and blade clamping area No cracks, no deformation
- Blade attachment bolts (6x per blade)..... All tight and secure
- ⊙ Inner blade caps Tight

Station 2 (engine, RH side)

- ⊙ Main frame and welded joints..... No cracks, no deformation
- ⊙ Main gear spring spar attachment..... No cracks, attachment tight
- Main gear spring spar, underside..... No cracks
- Oil cooler and hoses Condition, fittings tight
- ⊙ Battery, relay and cabling..... Secure, no chafing
- ⊙ Flight control base link and lower rod ends All bolts secure
- ⊙ Engine mount: 2 rubber mounting bushings Condition
- Exhaust system Tight, no cracks
- Engine oil and coolant hoses Condition, fittings tight
- Spark plugs (4x), connectors and cables..... Condition, connectors tight
- Carburettor and drip tray Condition, no cracks
- Radiator and hoses..... Condition, fittings tight
- Oil filter Dry and tight
- Generator/alternator, cabling and drive belt (if inst.) Condition

Station 3 (stabilizer)

- Stabilizer general condition No damage
- Stabilizer attachment No cracks, attachment tight
- Main frame aft end / tail roller..... Condition
- ⊙ Rudder control linkage Articulation rods and bulkheads tight
- ⊙ Upper rudder bearing..... Secure, no play
- Rotor blades Condition and cleanliness
- Blade tips..... Tight

Station 4 (propeller and frame)

- Propeller Condition and cleanliness
- Propeller leading edge and tips..... No damage
- Propeller flange bolts Tight
- Variable pitch propeller (if installed) Brushes and protection strip
- ⊙ Rear main frame and welded joints No cracks, no deformation

Station 5 (engine, LH side)

- Main frame and welded joints No cracks, no deformation
- Main gear spring spar attachment..... No cracks, attachment tight
- Main gear spring spar, underside..... No cracks
- Oil cooler and hoses Condition, fittings tight
- Fuel level..... Cross-check with cockpit indication
- Flight control base link and lower rod ends All bolts secure
- Engine mount: 2 rubber mounting bushings..... Condition
- Exhaust system Tight, no cracks
- Turbocharger / waste gate (R914) Condition
- Air filter (R914) Clean and tight
- Engine oil and coolant hoses / heat shields Condition, fittings tight
- Spark plugs (4x), connectors and cables Condition, connectors tight
- Carburettor and drip tray..... Condition, no cracks
- Radiator and hoses Condition, fittings tight

Station 6 (fuselage, LH side)

- Main wheel Running surface, air pressure and slip mark
- Brake, disc attachment (4 bolts) and wheel attachment Condition / tight
- Wheel spat and attachment Condition / tight
- Bell crank and control rods No play, secure
- Mast joint / damper (2x bolts)..... Tight and secure
- Top mast and weld seams No cracks, no deformation
- Pre-rotator coupling sleeves Free to move and greased
- Trim/brake actuator and lines Condition / tight
- *Gimbal head and rotor head*
- Upper control rod ends No play, tight and secure
- Gimbal head attachment lugs and weld seams No cracks
- Gimbal head bolts (2x)..... Tight, split pin installed
- Main rotor bearing Check condition
- Pre-rotator assembly and brake..... Check condition
- Teeter bolt (bolt end) Free to turn
- Teeter bolt (nut end) Split pin installed

Station 7 (passenger station, LH side)

- Aft control stick Removed or secure as required
- Control linkage and support bearing Check

Station 8 (pilot station, LH side)

- Throttle lever Check function, full travel
- Brake lever and lock Check function and condition
- Brake fluid level Between marks
- Pedal control linkage Cables, articulation rods and bulkheads tight
- Static port Clean and open

Station 9 (nose)

- General appearance OK
- Pitot tube Clean and open
- Windshield Condition and cleanliness
- Storage compartment in nose section Closed and locked
- Nose wheel Condition and air pressure

Station 10 (pilot station, RH side)

- Static port Clean and open
- Control stick bolts and nuts Tight and secure
- Pedal control linkage..... Cables, articulation rods and bulkheads tight
- Main frame and welded joints..... No cracks, no deformation
- Loose objects..... Removed/secured

Station 11 (passenger station, RH side)

- Aft seat belts Fastened and tight
- Rudder control cables Free
- Rudder control cable tension..... Check
- Main frame and welded joints..... No cracks, no deformation
- Loose objects..... Removed/secured

CAUTION

Teeter bolt must be free to turn by hand!

4.4 Before Boarding

- Fuel level Cross-check with cockpit indication
- Fuel filler cap Installed and secure
- Pneumatic mode selector..... Check BRAKE position
- Rotor brake pressure Check/set min. 6 bar
- Rotor lash bag and pitot cover Removed and stowed
- Passenger station:*
- Passenger Briefed and secure (helmet, hair, gear)
- Aft seat belts Fastened and tight
- Loose objects..... Removed / secured
- Luggage bags Secured
- Pilot station:*
- Loose objects..... Removed / secured
- Document bag Closed
- Luggage bags Secured

4.5 Before Starting Engine

Grab bar (if installed) Ensure bar is down, and locked in place
 Seat belts Fastened
 Helmet(s) Secure
 Flight suit(s) All pockets closed
 Flight controls Free

4.6 Starting Engine

Parking brake Set
Cold engine:
 Throttle Idle
 Choke Fully engaged
Warm engine:
 Throttle Idle or slightly open
 Choke Disengaged
 Master switch ON

All engine variants:

Note GEN indicator light ON

ROTAX 914 engine:

Note BOOST (red) and TCU (orange) indicating for about 2 seconds and buzz of electrical fuel pump.

Second fuel pump P2 (if installed) ON

All engine variants: Note (increased) fuel pump buzz.

Variable pitch propeller (if installed).. Cycle prop to confirm function, then FINE
 ACL / Strobe (if installed) ON
 Both MAG switches ON
 Propeller and area "Clear"
 Starter (with right hand, left hand on throttle/brake) Engage

Hold starter until engine fires, but for a maximum of 10 seconds. Generally the engine fires immediately. In case of an unsuccessful starting attempt check all preconditions. Wait at least 20 seconds to allow cooling of battery and starter motor before repeated activation.

Oil pressure min. 1.5 bar
 Second fuel pump P2 (if installed) OFF
 Airspeed indicator and altimeter ON
 Avionics/Radio/Intercom ON
 Choke Slowly disengage
 Altimeter Set

WARNING

Never attempt to start the engine until the area around the propeller is completely clear of any persons or objects. Do not start the engine while standing beside the aircraft as you will easily be struck by the propeller in case of a brake failure or an operating error.

4.7 Taxi and Run-up

During taxi do not exceed 10KIAS (15 km/h or 10mph) which is approximately jogging speed and steer with careful pedal input. Use wheel brake carefully, if needed, but not before throttle lever has been completely pulled to idle. Control stick should always be maintained in forward centre position. When taxiing on uneven ground, use particular caution and hold control stick so as to avoid the blades or control system hitting their mechanical stops.

Carry out engine run-up in an area with least risk to individuals and other airport ground traffic, preferably headed into the wind.

Warm-up RPM 2000 – 2500 RPM
 Oil temperature and other engine indications Within limits

At taxi holding position:

Magneto check (at 4000 RPM)..... max. 300 RPM drop
 with max. difference between magnetos 115 RPM

Switch ignition/magnetos with right hand while left hand resides on
 throttle/brake.

Functional check VPP (if installed)..... execute (see 9-1.4.3)
 Throttle Idle
 Warning and caution indications None
 Instruments / altimeter Cross check
 NAV lights..... As required
 Second fuel pump P2 (if installed)..... ON
 Approach and runway Clear, then line-up

For night flight, use nose landing lights to taxi, and under-body landing light for take-off (and landing). Anti-collision, navigation and strobe lamps should be used in accordance with night operational requirements. Instrument panel lighting must be on and dimmed to an appropriate level.

Use the pitot heat either before or during flight as required to ensure the pitot remains clear of ice.

4.8 Take-off Procedure

- Check relative wind
- With right hand, maintain control stick in a forward position
- Switch pneumatic mode selector to FLIGHT and return to brake with left hand
- Hold wheel brake without having locking pawl engaged
- While holding wheel brake adjust 2000 RPM with throttle
- Activate and hold pre-rotator
 - Vary forward stick position as to avoid lateral forces during prerotation
- Let pneumatic clutch fully engage (stabilization at about 100 rotor RPM).
If necessary release pre-rotator button momentarily and press again to maintain engine RPM within green arc, respectively to prevent engine from stalling!
- Carefully increase engine power to 220 R-RPM – max. 320 R-RPM
In case of a slipping clutch (CLUTCH light), continue with less power
- Release pre-rotator button
- Gently move control stick fully aft (stick travel ~ 1 sec.).
In a strong headwind be prepared to stop movement before nose wheel rises!
- Release wheel brake with throttle unchanged
- Monitor rotor speed and adequately increase throttle to take-off power
- In case if a blinking CLUTCH light, consider to abort take-off run

WARNING

Before activating the pre-rotator, check area is clear and consider the risk that passenger's hair or loose garment can be caught in the pre-rotator drive shaft.

WARNING

Prior to releasing the wheel brake, make sure that the control stick is fully aft, if headwind component allows. A take-off run with flat rotor system may have fatal consequences.

WARNING

With the rotor speed below green arc relative speed must be built-up carefully to allow rotor speed to increase first. If the situation cannot be corrected, abort take-off run.

CAUTION

Do not engage pre-rotator at too high engine RPM or until too high rotor RPM as this will lead to pre-rotator drive damage.

CAUTION

Avoid overtorquing of the pre-rotator drive! Overtorquing will occur if RPM/power is fed excessively or abruptly. In case of a stalling engine, release pre-rotator button temporarily. Do not yank the throttle control while the clutch is engaged!

NOTE

Perform take-off into the wind and with least possible crosswind component.

NOTE

To avoid unintended engagement in flight the pre-rotator can only be activated with the control stick in forward position.

4.9 Take-off Run

- Check min. 5400 RPM for take-off. Otherwise, abort take-off
- Minimize lateral drift by applying appropriate lateral control stick input into cross wind direction
- Maintain directional control i.e. runway alignment with sensitive pedal input
- When nose comes up allow nose wheel to float at about 10 – 15 cm above the runway by a balanced reduction of control stick back pressure
- Maintain attitude until speed increases and gyroplane lifts off
- Allow gyroplane to build-up speed in ground effect

VPP: With a variable pitch propeller installed, refer to the respective flight manual supplement in CHAPTER 9 for correct power setting and handling procedure.

WARNING

Gyroplanes are fully controllable at very low speeds without exhibiting any signs of wing stall or soft flight controls, as it would be perceived in a fixed wing aircraft. However, operation 'behind the power curve' may have fatal consequences during take-off, initial climb or in any other situation within ground proximity. Always allow aircraft to build-up safe climb speed before allowing it to gain height.

4.10 Climb

- Perform initial climb at safe climb speed and adjust trim
- Set power to maximum take-off power
- Check engine instruments and respect maximum take-off power time limit
- Switch off second fuel pump at safe height
- At safe altitude, the climb may be continued with V_Y and reduced power setting for noise abatement
- When desired altitude is approached, level gyroplane and reduce power

VPP: With a variable pitch propeller installed, refer to the respective flight manual supplement in CHAPTER 9 for correct power setting and handling procedure.

4.11 Cruise

- Adjust power setting within the maximum continuous power range
- Adjust trim

VPP: With a variable pitch propeller installed, refer to the respective flight manual supplement in CHAPTER 9 for correct power setting and handling procedure.

4.12 Descent

- Reduce power setting and lower nose
- Adjust trim

VPP: With a variable pitch propeller installed, refer to the respective flight manual supplement in CHAPTER 9 for correct power setting and handling procedure.

4.13 Approach

- Switch ON second fuel pump P2 (if installed)
- Set variable pitch propeller (if installed) to FINE
- Check wheel brake unlocked
- Maintain and trim approach speed
- Control glide angle with engine power
- If at night, turn the landing lights on. Always turn on both landing lamps in case of failure.
- If at night, and it is safe to do so, approach at 60 KIAS (110 km/h or 70 mph). The increase in rotor speed will allow a longer, flatter flare and landing.

4.14 Landing

- Align gyroplane with rudder and correct drift with lateral control input, even if this results in a side slip indication
- Maintain approach speed until approximately 5m above runway
- Initiate round out to reduce sink rate and let ground approach
- Perform final flare close to ground as speed will decay rapidly
- Let gyroplane settle on main gear with nose wheel slightly above the ground
- Hold nose wheel closely above ground and let it sit down with pedals neutral at the lowest possible ground speed
- Maintain aft control stick to reduce speed until walking speed. Wheel brake may be used to assist, if needed

CAUTION

When landing in a strong headwind do not use wheel brake to prevent gyroplane from rollback. In order to compensate for any rollback tendency, flatten rotor disc as required and increase propeller thrust, if necessary.

CAUTION

Touching down with the nose wheel pointing left or right, and with a run-on speed, will cause the wheel to 'grab' in that direction. If left uncorrected the aircraft will try to turn in that direction, possibly resulting in a roll-over. Always lower the nose at low ground speed, with the nose wheel straight.

4.15 Go-around

- Apply take-off power. Counteract yaw tendency and align gyroplane with rudder input.
- In horizontal flight, allow gyroplane to gain speed
- Climb with safe or best rate of climb speed and adjust trim

VPP: With a variable pitch propeller installed, refer to the respective flight manual supplement in CHAPTER 9 for correct power setting and handling procedure.

4.16 After Landing

- Control stick full forward to level-off rotor disc, at latest when rotor speed leaves green arc! Be prepared for reduced rotor drag!
- Use lateral control into wind to maintain rotor disc in level attitude. Adjust lateral control input as rotor speed decays
- Bring pneumatic mode selector to BRAKE position and return to wheel brake with left hand
- Apply rotor brake pressure by using AFT TRIM. Monitor pressure gauge. Adjust brake effectiveness by varying forward stick pressure
- Taxi carefully, preferably not above walking speed and mind high centre of gravity when taking turns
- Do not vacate gyroplane until engine and rotor is at a complete stop

WARNING

Mind the spinning rotor and propeller when taxiing close to obstructions or persons. A fast turning rotor is almost invisible, but may contain enough energy to kill a person.

CAUTION

Try to park the blades fore/aft of the aircraft, to avoid high stick loads in roll when taxiing. Depress the pre rotator interlock release (OVERDRIVE) button & engage the pre-rotator to wind the rotor into the desired position. The use of abrupt pedal inputs to do this during taxiing should be avoided.

NOTE

It is advisable to let the rotor spin down while the gyroplane is at a complete stop. However, in order to vacate the runway, it is possible to taxi while the rotor is spinning down. In this case, be aware of the effects of relative wind on advancing and retreating blade, compensate with lateral control input, and adjust taxi speed carefully as to avoid blade flapping.

4.17 Engine Shut-down

Throttle Idle
 Parking brake..... Set
 Engine cool-down Perform

Oil Temperature above normal range (see 2.6):

min. 2 minutes at 2000 RPM, then idle

Second fuel pump (if installed) OFF
 Avionics/Radio/Intercom/Lights (except ACL / Strobe) OFF
 Both MAG switches sequentially OFF
 ACL / Strobe (if installed) OFF
 Master switch..... OFF and key removed

NOTE

Normally the cooling down of the engine during descent and taxi will be sufficient to allow the engine to be shut off as soon as the aircraft is stopped. At increased operating temperatures make an engine cooling run of at least 2 minutes.

Always comply with the cool-down recommendations in the ROTAX engine operators manual.

4.18 Parking

- Install rotor lash bag and pitot cover
- Secure gyroplane against rolling using parking brake and chocks, if parked on a slope
- Double check to have master switched OFF and keys removed
- Install protection cover if available or appropriate

4.19 Special Procedure: Short Field Take-off

A short field take-off with high pre-rotation speed puts high loads on pre-rotator and rotor and requires a modified procedure. As a consequence, short field take-offs with high pre-rotation shall only be performed after adequate training and only when necessary.

- Perform normal take-off procedure until clutch is fully engaged
- Carefully increase engine power to maximum, which will give up to 320 R-RPM depending the aircraft loading (at light loading the aircraft may slide forwards with the wheel brakes locked)
In case of a slipping clutch (CLUTCH light), reduce power to match engine to rotor speed
- With the stick moved slightly aft (which will disengage the pre-rotator), release the wheel brake without reducing engine power
- As the aircraft accelerates, move the stick further aft to allow the rotor RPM to increase. Do not let the rpm decrease!
- Allow gyroplane to lift off and gain speed
- V_V climb with no side slip

4.20 Special Procedure: Slow Speed Sink and Recovery

- Reduce power to idle and let speed decrease by gently using aft control stick
- Maintain enough forward speed for sufficient rudder effectivity
- Rudder will regain effectivity quickly as soon as airspeed or propeller thrust is increased
- To recover, let nose drop slightly below the horizon and build-up air speed while adding power at the same time

4.21 Training Engine In-flight Shut-down and Air Restart

The engine should not be stopped in flight deliberately except as part of forced landing training under the supervision of a qualified flight instructor. If possible, allow the engine to cool down at 3000 RPM for about 30 sec before turning it off.

Make sure both magnetos are switched back ON and the master switch/starter key has been turned to OFF and back to ON to be prepared for an immediate engine start-up in case the manoeuvre has to be aborted.

NOTE

Be aware of reduced rudder effectiveness (and increased sink rate) with a stationary propeller, due to reduced airflow over the rudder surface. Be prepared to use larger pedal input and more left pedal than usual to keep gyroplane aligned.

After a restart, allow engine and oil to warm-up, if possible, before full power is applied.

4.22 Noise Abatement

A positive attitude towards residents and environmental-friendly flying supports the reputation and acceptance of aviation in general, and gyroplanes in particular. When compared to other airplanes the noise of a gyroplane is sometimes perceived as unpleasant although it meets the same or sometimes more stringent noise emission requirements. This effect can be attributed to the pusher concept where the propeller is exposed to air flow which was distorted by the fuselage. The degree of distortion, and therefore the noise emission of the propeller, is significantly lower at reduced speeds. The best practices to keep noise level low and general acceptance high are:

- Climb with the speed for best rate of climb V_Y as soon as altitude permits
- Especially in climb keep side slip to a minimum to establish a clean configuration. In addition, this guarantees the best climb performance
- For your own safety always maintain safe altitude and avoid unnecessary 'low-flying'
- When overflying populated areas, look ahead and select the least noise sensitive route
- Repetitive noise is far more irritating than a single occurrence. If you must fly over the same area more than once, vary your flight path
- Avoid blade slap. Blade slap can occur as a result of inadequate piloting technique or during aggressive manoeuvres, but will not appear in normal flight regime

NOTE

Above procedures do not apply where they would conflict with Air Traffic Control, within the traffic pattern, or when, according to pilot's judgement, they would result in an unsafe flight path.

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SECTION 5 - PERFORMANCE

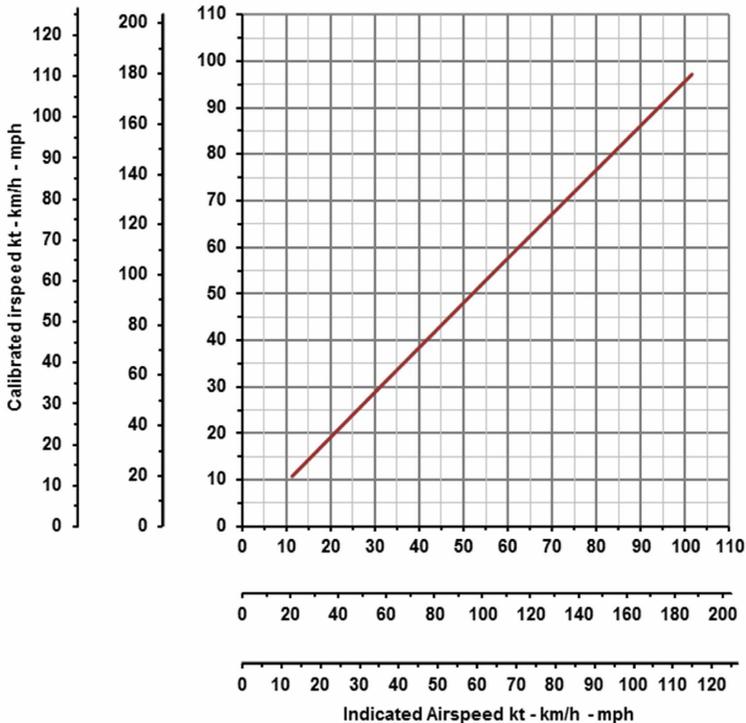
The following data were determined by flight testing and demonstrated with average piloting skills, with engine and aircraft in good condition, as well as clean main rotor and propeller. The parameters apply to standard conditions (15 °C at sea level and standard pressure) and a gross mass of 560 kg.

Note that a higher airfield elevation, increased temperature, or low air pressure will have a negative effect on performance.

5.1 Demonstrated Operating Temperature

Satisfactory engine cooling has been demonstrated at outside air temperatures up to 40 °C.

5.2 Airspeed Correction

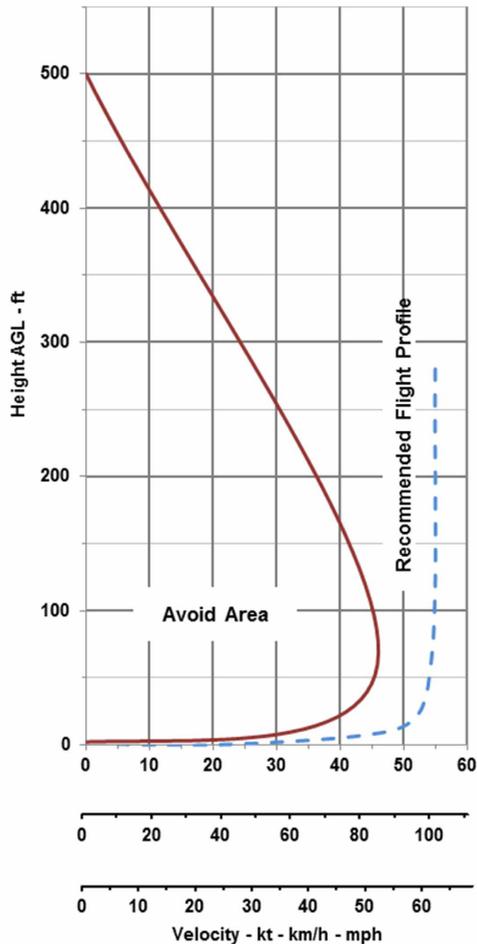


Example: Indicated airspeed of 140 km/h represents a calibrated airspeed (corrected for installation error) of 134 km/h.

5.3 Height-Velocity Diagram

The H/V diagram indicates combinations of height and speed (avoid area left side of the red graph) where a safe landing may not be possible in case of an engine failure. Therefore, operation on the left side of the red line must be avoided.

Take-offs and landings should be conducted according to the recommended flight profile, provided as blue dashed line.



5.4 Speeds

The following speeds are relevant for controllability. Safe operational speeds and limitations are provided in SECTION 2 Limitations and 4.1 Airspeeds for Safe Operation.

V_{MC} power-off	40 km/h / 25 mph / 20 KIAS
V_{MC} power on	0 km/h / mph / KIAS

V_{MC} is the minimum controllability speed. At 20 KIAS or below, engine off, rudder authority reduces, to negligible below 10 KIAS.

5.5 Rate of Climb¹

Rate of Climb 914 UL, 560 kg, V_Y , TOP, ISA, S/L	3.1 m/s
Rate of Climb 914 UL, 510 kg, V_Y , TOP, ISA, S/L	3.2 m/s
Rate of Climb 914 UL, 460 kg, V_Y , TOP, ISA, S/L	3.4 m/s
Rate of Climb 914 UL, 410 kg, V_Y , TOP, ISA, S/L	4 m/s
Rate of Climb 914 UL, 360 kg, V_Y , TOP, ISA, S/L	6 m/s
Rate of Climb 912 ULS, 500 kg, V_Y , TOP, ISA, S/L	2.5 m/s
Rate of Climb 912 ULS, 450 kg, V_Y , TOP, ISA, S/L	2.7 m/s
Rate of Climb 912 ULS, 400 kg, V_Y , TOP, ISA, S/L	3.1 m/s
Rate of Climb 912 ULS, 350 kg, V_Y , TOP, ISA, S/L	4.8 m/s

TOP: Maximum Take-Off Power

5.6 Take-off and Landing Data

Take-offs and landings have been demonstrated up to a crosswind component of 22kts (40km/h, 25mph).

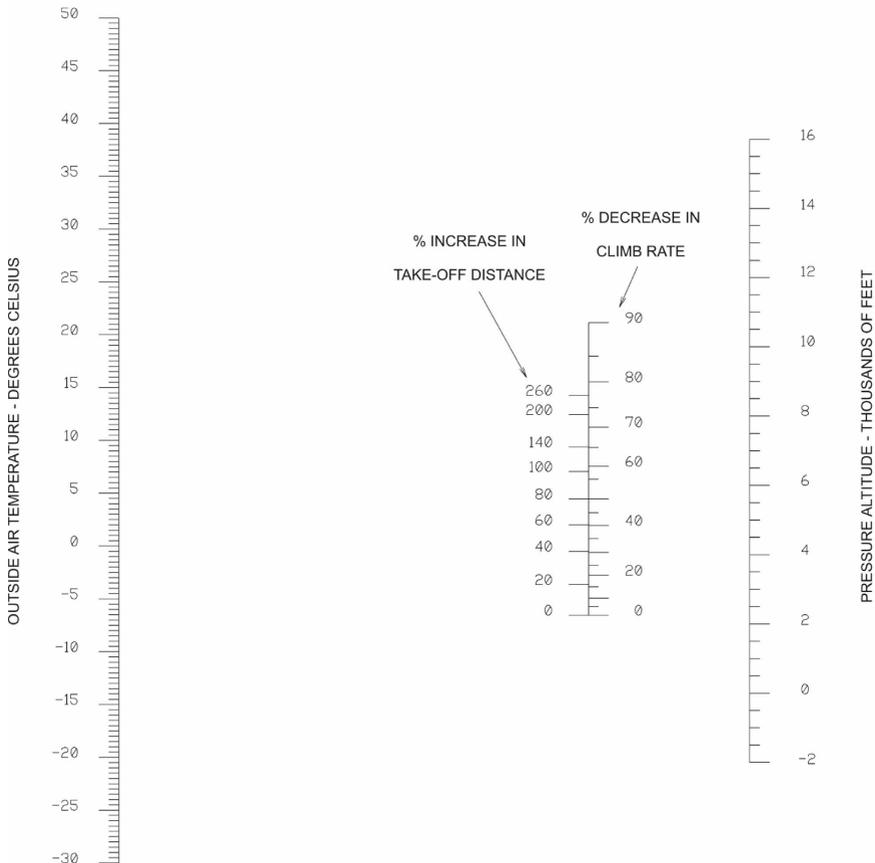
The following data is valid for operation from a dry, level, short grass surface, no wind, and pre-rotation to 300 RPM. Take-off and landing distances account for a 15m obstacle. These are demonstrated distances multiplied by a 1.3 safety factor.

Take-off roll*	80 – 120 m
Take-off distance 914 UL (560 kg, IVO Prop).....	410 m
Take-off distance 914 UL (560 kg, HTC Prop).....	637 m
Take-off distance 912 UL (500 kg, IVO Prop).....	320 m
Take-off distance 912 UL (500 kg, HTC Prop).....	442 m
Landing distance.....	150 m
Landing roll	0 – 20 m

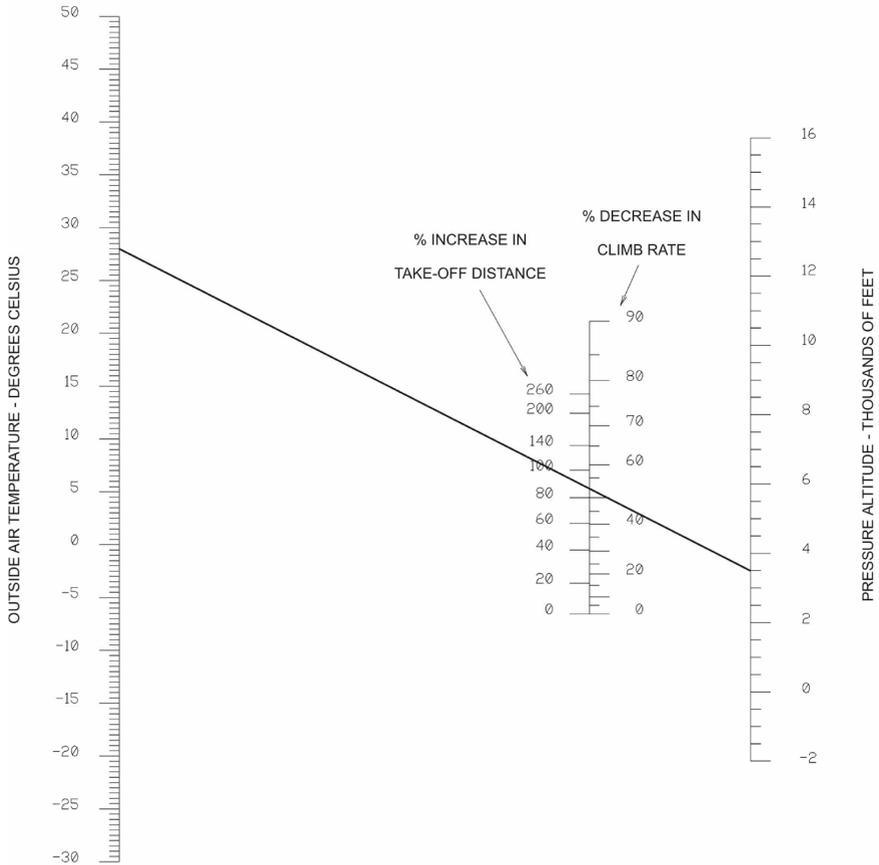
¹ Rate of Climb values were identified within noise measurement according to German regulations and may differ from the listed values depending on engine and propeller type.

5.7 Influence on Take-off Distance and Climb Rate

All flight performance figures presented in this chapter are based on standard atmospheric conditions in sea level. Depending on actual temperature and pressure altitude (elevation) factors on take-off distance and climb rate can be deduced from the following chart.



See next page for example.

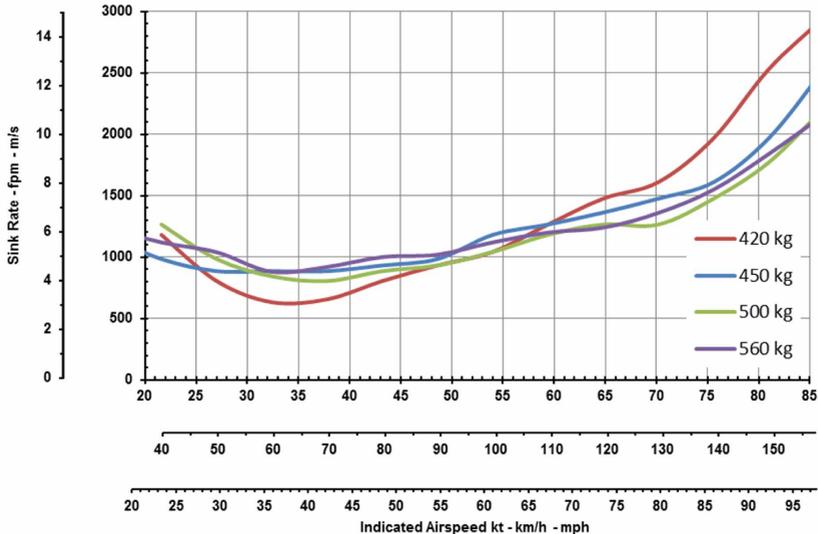


Example:

Given: Outside Air Temperature 28 °C and Pressure Altitude 3500 ft
Result: 88 % increase in take-off distance and climb rate reduced by 53 %

5.8 Sink Rate and Glide Ratio

The sink rate depending on airspeed with the engine in idle is plotted in the following diagram:



In case of an engine failure, expect a glide ratio of 1:3 which corresponds to a vertical distance of 900 m or 0.5 nautical miles for each 1000 ft.

5.9 Additional Performance Data

5.9.1 Fuel Flow

The following fuel flow figures are provided as estimates and do not constitute certified performance. Exact fuel flow will vary with environmental conditions, cleanliness of propeller and rotor, piloting technique (minimum side slip), and power setting. For additional procedures about proper power setting consult SECTION 9 for supplemental data concerning the variable pitch propeller, if installed.

Fuel flow at 65KIAS (75mph, 120 km/h).....	15 ltr/h
Fuel flow at 75KIAS (87mph, 140 km/h).....	18 ltr/h

5.10 Effect of rain and dirt

During flight test it was noted that the take-off and climb performance in rain was marginally reduced in rain. Expect up to a 5% reduction in performance.

The most noted effect of rain on take-off is the presence of rain drops over the front windscreen, leading to a partially obscured view. It is highly recommended if operating in wet conditions that the screen is kept very clean, such that rain tends to run off. If practical, wipe before take-off commences. As airspeed increases the rain runs off either side of the screen.

Dirty blades have a significant effect on performance, in both the increase of out of balance forces (stick vibration), and reduction in lift. It is not practical to define a specific performance loss versus level of insect accretion or dirt level – blades should always be cleaned prior to flight, this activity takes only a couple of minutes. Proprietary baby wipes make an excellent field cleaner for rotor blades.

Dirty blades can lead to a 20% performance loss.

5.11 Sound Exposure Level / Noise Characteristics

Compliance with noise regulations and the related measurement procedure is documented in the noise certificate.

5.12 High Altitude Operation

The reducing air density climbing to this altitude means that the engine will be prone to over revving. Throttle back, or increase propeller pitch (where a variable pitch propeller is fitted)

Rotor rpm will rise by approximately 90rpm. This will increase disc inertia, and may effect the rotor vibration. The rpm will easily rise above this value at Vne or in turns. Ensure the rpm remains within gauge limits.

Engine oil or coolant systems may be compromised by the lack of air density to remove the heat. Ensure T's and P's remain within limits.

Ensure the aircraft remains within the handbook operating temperature limits; ISA standard is approx. -13degC, the aircraft is approved to -20degC.

Ensure occupants are properly equipped for operation at this altitude – especially for the low temperature, and for the lack of oxygen.

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SECTION 6 - WEIGHT AND BALANCE

6.1 General

The gyroplane must be operated within the weight and balance limits as specified in SECTION 2 of this manual. Loading situations outside these limits can result in restricted flight control and can ultimately lead to degraded safety.

6.2 Weight and Balance Record

An initial weighing report and equipment list showing gyroplane configuration, empty weight and centre of gravity is delivered with each gyroplane. This data applies to the gyroplane as delivered from the factory. Any changes in the configuration should be performed by a qualified maintenance station and documented. After modifications and at regular intervals a new weighing report and equipment list should be issued.

6.3 Compliance with Weight and Balance

The MTOsport Model 2017 is designed in such way that compliance with weight and balance is provided, if

- the gyroplane is loaded within the individual weight limitations for each station as provided in SECTION 2 of this manual, and
- the certified maximum take-off weight, representing the total sum of pilot, passenger, baggage, fuel and current empty weight is not exceeded



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SECTION 7 - SYSTEM DESCRIPTION

7.1 Introduction

This section contains the description of the gyroplane and its standard systems and equipment. Optional equipment is described in Chapter 9 of this manual.

7.2 Airframe and Undercarriage

The load carrying structure of the gyroplane consists of an inert-gas welded stainless steel square tube framework and includes mast, forward extension, and aft extension. The main frame carries all loads induced by the crew stations, engine, rotor, undercarriage, stabilizer, and serves as installation platform for additional equipment.

The fuselage is made of carbon fibre reinforced plastic. It is mounted to the forward extension of the main frame and is not designed as a load carrying (primary) structure.

Stabilizer structure with rudder is made of carbon fibre reinforced plastic (CRP) and is bolted to the aft extension of the main frame. Attachment points for the engine installation are provided by a steel tube ring mount at the rear of the mast, which also supports the rotor at its top end.

The landing gear consists of a steerable nose wheel in a steel fork and two main wheels with hydraulic brake system. Both main wheels can be equipped with wheel spats made from GRP and are mounted to the ends of the spring spar, which is made from GRP. The spar is designed to absorb even higher than normal landing loads in case of a hard landing or crash. The spring spar is bolted to a support frame at the bottom of the mast and main frame.

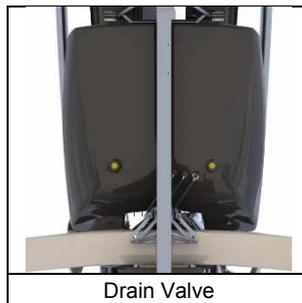
7.3 Doors, Windows and Exits

This gyroplane is designed as an open cockpit aircraft and features no doors. Two windshields from break-proof polycarbonate protect the crew against the air stream, insects, and direct rain. Access and exit is provided over the sillboard on the right hand side.

7.4 Fuel System

Two fuel tanks are located under the rear seat and have a total capacity of 94 litres. Tanks are made from PE plastic and feature a ventilation line that is routed under the aircraft body. A drain valve is available in the bottom aft area of each tank that accepts a standard drain tool with pin to open the valve.

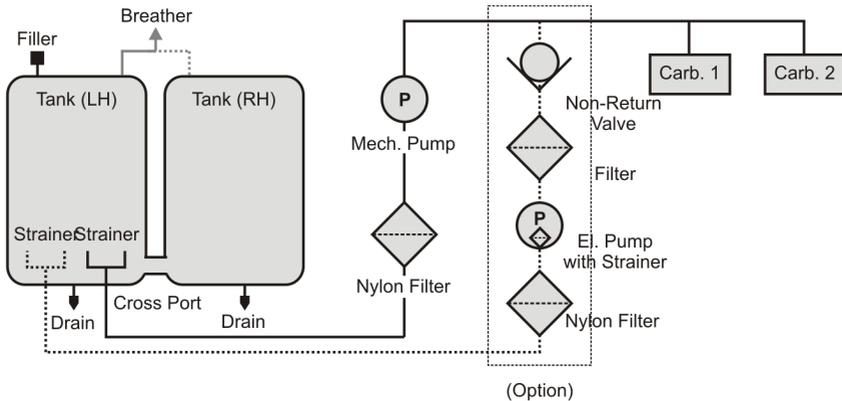
A large crossover port connects both tanks to ensure quick equalization.



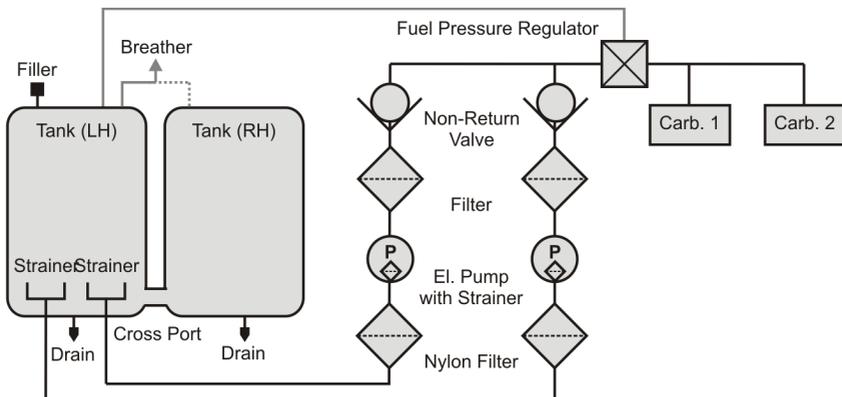
An electronic fuel level gauge with integrated and independent low fuel sensor is provided in the cockpit. The LOW FUEL warning light is triggered as soon as 7.5 litres or less of usable fuel remain in the tanks. On ground, fuel quantity can be determined by a transparent line positioned at the rear end of the tanks.

All fuel hoses are made of fabric-reinforced rubber. The fuel system versions differ with engine model, see schematics below.

Fuel system engine version ROTAX 912 ULS:



Fuel system engine version ROTAX 914 UL:



7.5 Pneumatic System

Aircraft trim, rotor brake and activation of the pre-rotator is controlled by a pneumatic system, consisting of an electrically driven air compressor with filter/dryer, a pressure gauge in the cockpit, solenoid valves, air lines, pneumatic actuators, and the respective cockpit controls.

Trim function

Trimming (pneumatic mode selector in FLIGHT) is effected by varying trim pressure in the pneumatic trim actuator which is installed in parallel with the rotor head tilt for pitch control. Aft or nose-up trimming activates the electrical compressor and increases trim pressure, causing the actuator to retract, and tilting the rotor disc aft. Forward trimming opens the pressure relief valve to reduce trim pressure and allows the rotor disc to flatten, due to the spindle head offset and the gyroplane's weight. The actual trim condition is indicated on the trim/brake pressure gauge in the centre panel of the cockpit.

Lateral/roll trim works accordingly, using a lateral pneumatic trim cylinder. Lateral trim condition is indicated by a self-dimming LED bar on the instrument panel.

Rotor brake

With the pneumatic mode selector in BRAKE position the operation of the pneumatic trim actuator is reversed so that increased pressure causes the actuator to push the rotor head up (or level) and presses two brake pads against the rotor head disc. In order to increase brake pressure, move the 4-way trim switch to aft. Note that this action will also push the control stick forward. At full brake pressure the control stick will be maintained in its full forward position. By sensitive variation of stick forward pressure, brake effectiveness can be supported or reduced in order to park the rotor fore and aft.

Activation of the pre-rotator

The pre-rotator is activated as long as the respective push button on the control stick head is depressed, provided the following pre-conditions are met:

- bar (if installed) down and locked
- pneumatic mode selector set to FLIGHT
- control stick in a forward position (controlled by a micro switch)
- trim pressure less than 3 bar

If all above conditions are met the pneumatic clutch is activated and engine torque is transmitted through a 90° gearbox and drive to the pinion which is engaged by another small pneumatic actuator into the geared ring of the rotor head. The drive pinion is sliding on a helical gear to provide automatic lock-out in case of rotor RPM overrun. In order to allow necessary changes in length the pre-rotator drive shaft features a sliding sleeve coupling.

Activation of the pre-rotator in BRAKE position

The pre-rotator can be activated in BRAKE position to park the rotor blades fore-aft for taxi. To do so, the pre-rotator switch and the OVERDRIVE push button in the cockpit panel have to be pressed simultaneously. Avoid prolonged activation of the pre-rotator with rotor brake engaged.

7.6 Power Plant

Engine

There are two engine variants available, being the ROTAX 912 ULS normally aspirated reciprocating engine and the ROTAX 914 UL turbo charged version. Both engine types are 4 cylinder, horizontally opposed, 4 stroke engines featuring

- Liquid cooled cylinder heads
- Ram air cooled cylinders
- Dry sump forced lubrication
- Dual breakerless capacitor discharge ignition
- 2 constant depression carburettors
- Hydraulic tappets
- Electric starter
- Generator (Alternator)
- Reduction gearbox with integrated shock absorber and overload clutch

The ROTAX 912 ULS engine provides a maximum take-off power of 98 horse power while the turbo charged version offers a maximum take-off power of 115 horse power. For technical details refer to the engine manufacturer's manual.

Oil system

The oil reservoir with dipstick is behind the aft seat and can be easily reached through an access door on the right hand side of the fuselage. The type of lubrication system requires a special procedure for accurate oil level checking and to prevent overfilling, which is described in SECTION 8 of this manual.

Oil temperature is measured in the oil feed line between the oil cooler and the engine. The oil in this pipe is drawn from the oil sump, where the hot oil from the engine is delivered and mixes. When the gauge indicates 50 °C then the engine oil leaving the engine will exceed that value.

When the oil temperature reaches 90 °C the thermostat will open, allowing the oil to pass through the oil cooler matrix. Having been cooled, the oil then passes the same sensor, which will now indicate a lower temperature than 90 °C – subject to the incoming oil temp and OAT.

Do not attempt to block the oil cooler to increase the oil temperature, as this could cause overheating on a hot day. The oil reaches at least 90 °C before the oil can transit through the cooler.

Engine cooling

Engine cooling is provided by ram air cooled cylinders and liquid cooled cylinder heads. Therefore, engine coolant temperature (ECT) indication in the cockpit corresponds to cylinder head temperature (CHT). The water cooling system comprises engine driven pump, radiator and an expansion tank with radiator cap and sight glass.

The radiator is mounted at the lower aft end of the engine, just before the propeller.

For the relevant checking and replenishing procedures, refer to SECTION 8 of this manual and also the engine manufacturer's manual.

7.6.1 GEN or Low Volt Indicator Light

The GEN lamp, when lit, indicates that there is no voltage being supplied from the regulator circuit to the battery. It is normally lit when the engine is stationary or at very low rpm.

The LOW VOLT lamp, when lit, indicates that the available voltage from the battery has dropped below 12V.

If both lamps are on with the engine running at more than 2,500 RPM, then it is likely that the charging circuit has failed, and that the aircraft is operating on battery power alone.

If only the LOW VOLT lamp is lit, then the aircraft voltage demand has exceeded supply, and demand must be reduced in order for the lamp to extinguish. NOTE! When lit, this lamp also indicates that the strobes, nav lights, landing lights and 12v socket (where fitted) have been turned off automatically, with automatic reconnection when the supply exceeds demand.

Required Action

ROTAX 912 ULS: If any of the indicators are permanently lit, switch off all unnecessary electrical consumers and land at the nearest airfield where maintenance can be performed. The battery is expected, if in good condition, to provide 30 minutes* of reserve power to supply the aircraft instrumentation and avionics, after which time electrical equipment may cease to function.

ROTAX 914 UL: If any of the indicators are permanently lit, switch off all unnecessary electrical consumers, it is recommended to perform a precautionary landing within 30 minutes. The battery is expected, if in good condition, to provide 30 minutes* of reserve power to supply the aircraft fuel pump, instrumentation and avionics, after which time electrical equipment may cease to function and fuel supply to the engine lost. Be prepared for an engine failure.

*depends on capacity of batteries

Further information (914 UL)

No power in the cabin indicates either the main circuit fuse has failed, or that the battery has failed and the pump protection relay has opened. In this case the P1 primary fuel pump remains powered by the regulator directly, maintaining fuel supply to the engine. The turbo control unit is not powered in this instance, and will remain in whatever position it was in when power was lost – so manifold pressure control will be lost. Take care to only use the minimum power required to land safely to prevent engine damage.

In this case the primary fuel pump will continue to run until the engine alternator stops providing electrical energy.

7.7 Propeller

A three-bladed, fixed pitch propeller with aluminium hub is used as standard version. The propeller blades are made from composite material with a foam core. As an option a variable pitch propeller is available which is described in SECTION 9 of this manual.

7.8 Rotor System (TOPP)

The two-bladed, semi-rigid, teetering rotor system comprises high-strength aluminium extruded rotor blades, a hub bar, and a common teeter hinge assembly.

The rotor blades feature an aerodynamic profile especially suitable for rotorcraft which, in combination with its relative centre of gravity, provides aerodynamic stability by eliminating negative blade pitching moments and flutter tendency. The hollow blade profile is sealed at both ends by plastic blade caps.

The aluminium rotor hub bar is pre-coned to the natural coning angle of the blades and connects the blades firmly to each side using 6 fitting bolts (9 bolts in earlier hub bars) and a clamping profile. In order to compensate for asymmetric air flow in forward flight the blades are free to teeter. The hinge assembly consists of teeter tower, teeter bolt and teeter block.

The teeter bolt runs in a long Teflon coated bushing in the teeter block (main bearing action), as well as two shorter bushings in the teeter tower (emergency bearing action). The main bearing action is supported by special grease which is applied through a grease nipple on top of the teeter block. Servicing is described in SECTION 8 of this manual.

7.9 Flight Controls

Rotor head and trim control

Pitch and roll of the gyroplane are controlled by tilting the complete rotor head by means of the control stick. Control input is transferred via torsion tube and linkage running below the seats to the base link and from there to the rotor head via two split control rods with ball ends.

The control stick head is ergonomically shaped to fit the pilot's right hand and features control buttons for radio transmission (1), a four-way trim function (2), and activation of the pre-rotator (3).

The trim control works as a classical 4-way beep switch. Pulling the beep switch back increases aft trim or nose-up tendency, while pushing the switch forward reduces back trim pressure, leading to a nose-down tendency. Move switch to the left or right for lateral/roll trim.

Because of a safety circuit, activation of the pre-rotator is only possible with the pneumatic mode selector in FLIGHT position and the control stick in a forward position. This prevents inadvertent activation of the pre-rotator during flight or in BRAKE mode.

The aft stick is held by means of 2 quick release pins and should be removed unless the seat is occupied by a qualified flight instructor.



Rudder and front wheel control

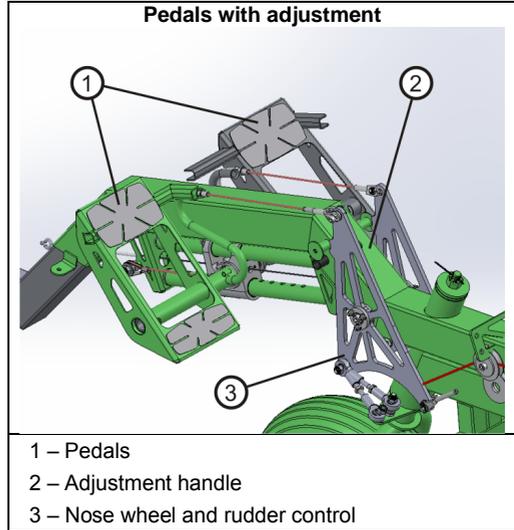
The rudder is connected to the adjustable foot pedals with two push-pull control cables with are routed through the horizontal frame, steel cables and two bell crank levers. Nose wheel steering is directly linked to pedal/rudder control input by the two bell crank levers and control rods. The pair of aft pedals is interconnected in parallel with the nose wheel control path.

Both pairs of pedals are individually adjustable to suit pilot's comfort. A shorter adjustment is achieved by pulling the handle which moves the pedals closer. Pulling the handle while pushing with both feet gently against the pedals allows longer adjustment.

In any case make sure the pedal assembly is properly locked, as indicated by a definite and positive click.

The rudder is fitted with a trim tab. This is normally biased to the left, and may be adjusted by the operator to trim the aircraft for straight flight at a desired speed, feet off the pedals.

The rudder is additionally centered by return springs mounted under the tail. These align the rudder in the straight ahead position, such that should a cable fail – or the occupants be unable to control the rudder – then the aircraft will continue to fly reasonably straight.



Throttle and brake quadrant

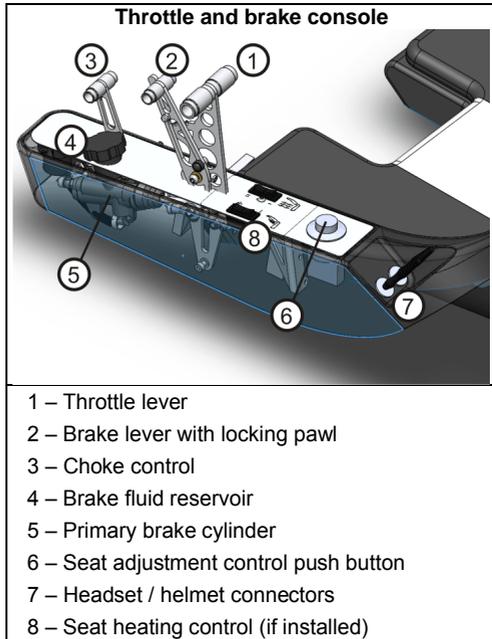
The throttle and brake quadrant with choke is located on the left side of the pilot station. Throttle control (1) is conventional with IDLE in aft (or pulled) and full throttle in most forward position. With the ROTAX 914 UL engine the boost range is entered by overcoming a small resistance to the front. The throttle lever is linked with cable controls to the carburetors. A mechanical spring applies tension to the control cables and brings the carburetors to full throttle in case of a cable break. The throttle lever has a pre-set friction brake which holds the throttle in the selected position.

Choke (3) is used start a cold engine. In order to do so, pull the choke lever fully to the rear or ON position (into the round indentation of throttle control lever) and be sure to have the throttle in idle position. After starting the engine and a short warm-up, the choke can be slowly disengaged by moving the lever into its forward or OFF position. Hold the throttle control firmly while pushing the choke to OFF as mechanical friction might move the throttle lever out of its idle position.

The hydraulic wheel brake is actuated by pulling the brake lever (2). A locking pawl mechanism allows setting for use as parking brake. In order to release the parking brake pull the brake lever a little further to let the spring-loaded locking pawl disengage, and then release wheel brake.

Do not try to disengage the locking pawl by pressing the small release lever without pulling the brake lever at the same time. Releasing the pawl using the small release lever only will lead to premature deterioration of the teeth. If the teeth are worn the function of the parking brake will be compromised!

The throttle and brake quadrant also supports the brake fluid reservoir (4) with screw cap and fluid level minimum and maximum markings, as well as the primary brake cylinder (5).



7.10 Electrical System

The 12V DC electrical system consists of an engine driven electrical generator, a battery, master switch, indicators, switches, electrical consumers, and cabling. With the ROTAX 914 UL engine an electrical power supply is vital for continued engine operation as this engine variant solely relies on electrically driven fuel pumps.

Turning the master switch to the ON position closes the battery contact and energizes the gyroplane's electrical system. The LOW VOLT warning light will illuminate briefly as a functional check. A steady indication, however, warns the pilot that the voltage of the system has dropped below a safe value. A GEN warning light is installed to indicate that the battery is not being charged.

The power consumption of individual equipment is listed in the following table:

Equipment / System	Power load
Generator	(-) 240 W
Electrical fuel pump	41 W
Digital ALT and ASI	6 W / (20 W when charging backup batt.)
Pneumatic compressor	103 W / (280 W peak)
I/O propeller (if inst.)	30 W / (140 W peak)
NAV/Pos lights (LED)	8 W
Strobe lights	46 W
Landing light (LED)	36 W
Radio ATR833 (if inst.)	7 W (receive) / 39 W (transmit)
ATC Transp. TRT800H (if inst.)	max. 10 W
Aspen (if inst.)	70 W
Garmin 695 / 795 (if inst.)	40 W
Garmin area 500 (if inst.)	5 W (charging)
Garmin G3X (if inst.)	30 W
Dynon 10 (if inst.)	48 W
FlyMap L (if inst.)	35 W
FlyMap XL (if inst.)	46 W
Heated gloves (if conn.)	30 W
Heated pants (if conn.)	50 W
Heated jacket (if conn.)	88 W
Heated soles (if conn.)	17 W
Seat heating (if inst.)	100 W
Pitot heat	19W

Seat heating (if installed)

The optional seat heat is activated by depressing the rocker switch between the seats to either (I) or (II) heat setting (with the switch centred for OFF). The heater element is self-regulating to that setting. The seat heating requires considerable energy, and should not be left on with an unnecessary high setting.

Note that the seat heating elements will only work when the LOW VOLT warning LED is OFF, being automatically disconnected when the voltage falls below the LOW VOLT relay threshold.

Fuses together with their values and application are listed below:

Fuse / Name	Value	Application
Gen. 1	5 A	Generator / Alternator (Standard)
Gen. 2	5 A	Generator 2 (if installed)
Compressor	15 A	Electric Compressor
Pump 2	5 A	Secondary Fuel Pump (if installed)
TCU	2 A	Engine Turbo Control Unit (if inst.)
Cockpit	5 A	
Avionic	10 A	
ACL	10 A	Strobes
Start	5 A	Engine Starter Relay
Taxi light	10 A	
Landing light	10 A	
Prop.	15 A	Propeller Adjustment (if inst.)
Trim.	3 A	Trim and Rotor Brake Control
Sensor	3 A	
Heater pilot	15 A	Seat Heating Front Seat (if inst.)
Heater copilot	15 A	Seat Heating Rear Seat (if inst.)
12 V plug	5 A	12 V Power Outlet
Rear cockpit	10 A	

7.11 Lighting System

The aircraft is approved for VFR operation only. Position lights, landing light and strobes and associated night equipment is available as optional equipment in order to permit night VFR flight, where approved.

At the time of writing night VFR flight in this aircraft in the UL category is not approved in Germany.

It is the operators responsibility to determine the approved flight operational limitations for the country in which it is operated, and to operate the aircraft within the limitations so defined.

If installed, refer to SECTION 9 of this manual.

7.12 Instrument Panel

Different instrument panel layouts are available. The basic instrumentation arrangements include:

- GPS Layout
- EFIS Portrait
- Night VFR

The panel layout “GPS Custom” includes all relevant instruments arranged in a way to accept most off-the-shelf moving map navigation devices in the respective format. Alternatively, the area in the centre of the panel may be used to install a map holder or attach checklists and/or maps.

Some hand held GPS units and antennas emit magnetic fields that vary with respect to time and/or levels of battery charge. These may change your compass deviations, so always cross check between the compass headings with your GPS installed and placard accordingly if required.

NOTE

Any moving map system shall be used for reference only and does not replace proper flight planning and constant oversight and awareness.

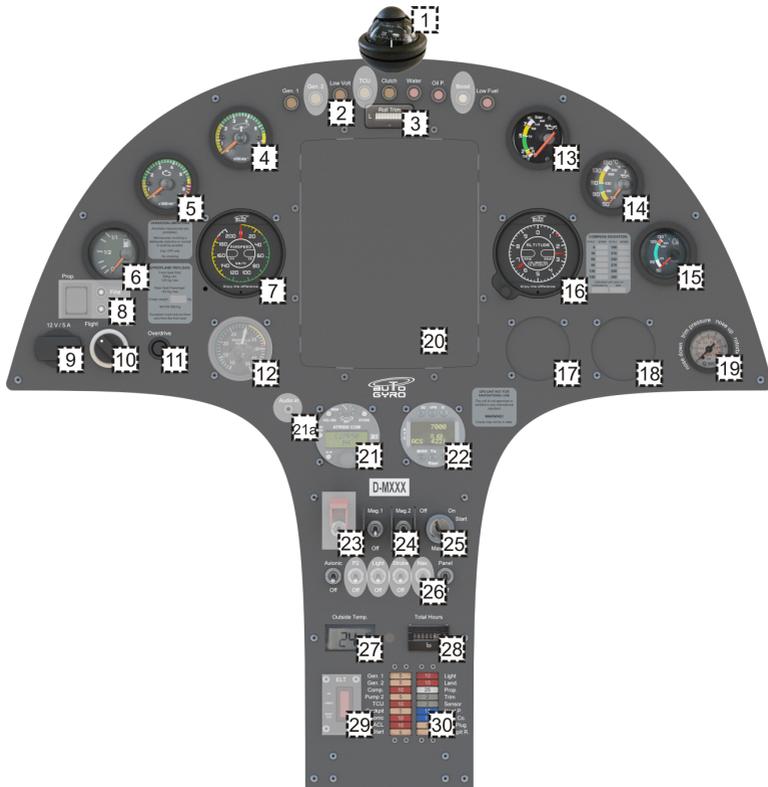
All EFIS layouts are tailored to the integrated flight and navigation suite of the respective manufacturer. In addition to navigational and moving map functions, the system provides primary flight data and engine/vehicle monitoring. It is of utmost importance to read and understand the operators’ manual and to become familiar with the system before operation. In case of a system failure, altimeter and air speed indicator are provided as back-up.

Depending on the chosen instrumentation and optional equipment, the depicted panels on the following pages may vary.

CAUTION

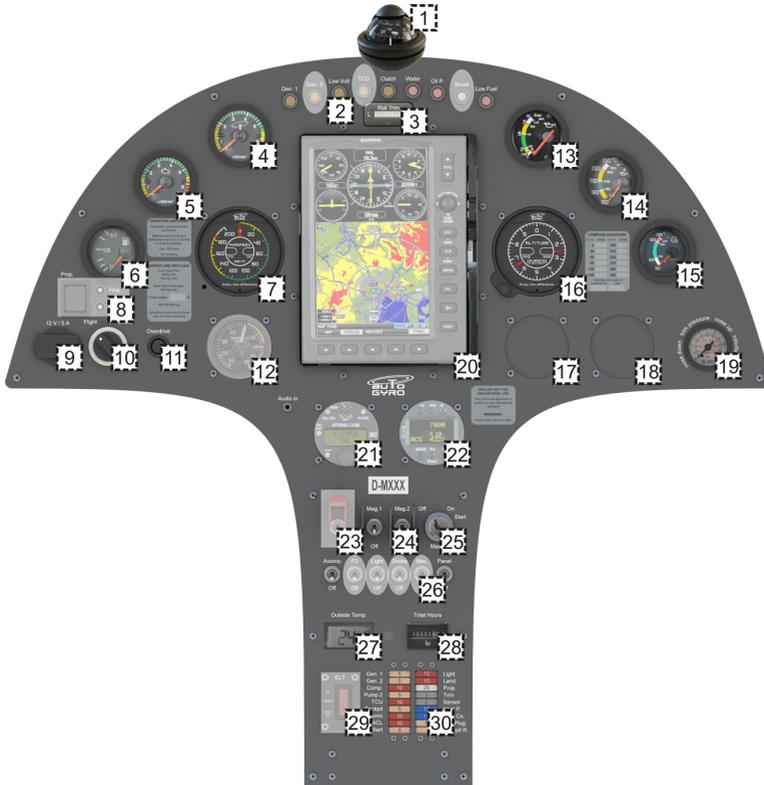
Protect instrument panel against environmental influences! Especially wet conditions could result in damage to or destruction of components.

Panel Layout – GPS Panel



- | | |
|---|---|
| 1 – Magnetic compass | 16 – Altimeter |
| 2 – Warning lights | 17 – Cut-out 57mm / 2 ¼" for optional inst. |
| 3 – Lateral/roll trim indicator | 18 – Cut-out 57mm / 2 ¼" for optional inst. |
| 4 – Rotor RPM | 19 – Trim/brake pressure gauge |
| 5 – Engine RPM | 20 – Installation provisions |
| 6 – Fuel level indicator | 21 – Radio (if installed) |
| 7 – Air speed indicator | 22 – ATC Transponder (if inst.) |
| 8 – Variable pitch propeller / VPP (if inst.) | 23 – Boost guarded switch– only R914 |
| 9 – 12V power receptacle (if installed) | 24 – MAG switches |
| 10 – Pneumatic mode selector | 25 – Master/starter switch |
| 11 – Pre-rotator overdrive | 26 – Switches (Avionics, P2, Lights, Opt.) |
| 12 – Manifold pressure gauge (if inst.) | 27 – Outside air temperature / OAT |
| 13 – Oil pressure | 28 – Hour meter |
| 14 – Oil temperature | 29 – ELT control (if inst.) |
| 15 – Cylinder head temperature | 30 – Fuses |

Panel Layout – GPS Rack for Garmin 695



- | | |
|---|---|
| 1 – Magnetic compass | 16 – Altimeter |
| 2 – Warning lights | 17 – Cut-out 57mm / 2 ¼" for optional inst. |
| 3 – Lateral/roll trim indicator | 18 – Cut-out 57mm / 2 ¼" for optional inst. |
| 4 – Rotor RPM | 19 – Trim/brake pressure gauge |
| 5 – Engine RPM | 20 – Option GPS Rack for Garmin 695 |
| 6 – Fuel level indicator | 21 – Radio (if installed) |
| 7 – Air speed indicator | 22 – ATC Transponder (if inst.) |
| 8 – Variable pitch propeller / VPP (if inst.) | 23 – Boost guarded switch– only R914 |
| 9 – 12V power receptacle (if installed) | 24 – MAG switches |
| 10 – Pneumatic mode selector | 25 – Master/starter switch |
| 11 – Pre-rotator overdrive | 26 – Switches (Avionics, P2, Lights, Opt.) |
| 12 – Manifold pressure gauge (if inst.) | 27 – Outside air temperature / OAT |
| 13 – Oil pressure | 28 – Hour meter |
| 14 – Oil temperature | 29 – ELT control (if inst.) |
| 15 – Cylinder head temperature | 30 – Fuses |

Panel Layout – GPS Rack for Garmin 795



- | | |
|---|---|
| 1 – Magnetic compass | 16 – Altimeter |
| 2 – Warning lights | 17 – Cut-out 57mm / 2 ¼" for optional inst. |
| 3 – Lateral/roll trim indicator | 18 – Cut-out 57mm / 2 ¼" for optional inst. |
| 4 – Rotor RPM | 19 – Trim/brake pressure gauge |
| 5 – Engine RPM | 20 – Option GPS Rack for Garmin 795 |
| 6 – Fuel level indicator | 21 – Radio (if installed) |
| 7 – Air speed indicator | 22 – ATC Transponder (if inst.) |
| 8 – Variable pitch propeller / VPP (if inst.) | 23 – Boost guarded switch– only R914 |
| 9 – 12V power receptacle (if installed) | 24 – MAG switches |
| 10 – Pneumatic mode selector | 25 – Master/starter switch |
| 11 – Pre-rotator overdrive | 26 – Switches (Avionics, P2, Lights, Opt.) |
| 12 – Manifold pressure gauge (if inst.) | 27 – Outside air temperature / OAT |
| 13 – Oil pressure | 28 – Hour meter |
| 14 – Oil temperature | 29 – ELT control (if inst.) |
| 15 – Cylinder head temperature | 30 – Fuses |

Panel Layout – GPS Rack for I Pad mini 1,2,3



- | | |
|---|---|
| 1 – Magnetic compass | 16 – Altimeter |
| 2 – Warning lights | 17 – Cut-out 57mm / 2 ¼” for optional inst. |
| 3 – Lateral/roll trim indicator | 18 – Cut-out 57mm / 2 ¼” for optional inst. |
| 4 – Rotor RPM | 19 – Trim/brake pressure gauge |
| 5 – Engine RPM | 20 – Option GPS Rack for I Pad mini 1,2,3 |
| 6 – Fuel level indicator | 21 – Radio (if installed) |
| 7 – Air speed indicator | 22 – ATC Transponder (if inst.) |
| 8 – Variable pitch propeller / VPP (if inst.) | 23 – Boost guarded switch– only R914 |
| 9 – 12V power receptacle (if installed) | 24 – MAG switches |
| 10 – Pneumatic mode selector | 25 – Master/starter switch |
| 11 – Pre-rotator overdrive | 26 – Switches (Avionics, P2, Lights, Opt.) |
| 12 – Manifold pressure gauge (if inst.) | 27 – Outside air temperature / OAT |
| 13 – Oil pressure | 28 – Hour meter |
| 14 – Oil temperature | 29 – ELT control (if inst.) |
| 15 – Cylinder head temperature | 30 – Fuses |

Panel Layout – GPS Rack for I Pad mini 4



- | | |
|---|---|
| 1 – Magnetic compass | 16 – Altimeter |
| 2 – Warning lights | 17 – Cut-out 57mm / 2 1/4" for optional inst. |
| 3 – Lateral/roll trim indicator | 18 – Cut-out 57mm / 2 1/4" for optional inst. |
| 4 – Rotor RPM | 19 – Trim/brake pressure gauge |
| 5 – Engine RPM | 20 – Option GPS Rack for I Pad mini 4 |
| 6 – Fuel level indicator | 21 – Radio (if installed) |
| 7 – Air speed indicator | 22 – ATC Transponder (if inst.) |
| 8 – Variable pitch propeller / VPP (if inst.) | 23 – Boost guarded switch– only R914 |
| 9 – 12V power receptacle (if installed) | 24 – MAG switches |
| 10 – Pneumatic mode selector | 25 – Master/starter switch |
| 11 – Pre-rotator overdrive | 26 – Switches (Avionics, P2, Lights, Opt.) |
| 12 – Manifold pressure gauge (if inst.) | 27 – Outside air temperature / OAT |
| 13 – Oil pressure | 28 – Hour meter |
| 14 – Oil temperature | 29 – ELT control (if inst.) |
| 15 – Cylinder head temperature | 30 – Fuses |

Panel Layout – GPS Insert for Aspen



- | | |
|---|---|
| 1 – Magnetic compass | 16 – Altimeter |
| 2 – Warning lights | 17 – Cut-out 57mm / 2 ¼” for optional inst. |
| 3 – Lateral/roll trim indicator | 18 – Cut-out 57mm / 2 ¼” for optional inst. |
| 4 – Rotor RPM | 19 – Trim/brake pressure gauge |
| 5 – Engine RPM | 20 – Option GPS Insert for Aspen |
| 6 – Fuel level indicator | 21 – Radio (if installed) |
| 7 – Air speed indicator | 22 – ATC Transponder (if inst.) |
| 8 – Variable pitch propeller / VPP (if inst.) | 23 – Boost guarded switch– only R914 |
| 9 – 12V power receptacle (if installed) | 24 – MAG switches |
| 10 – Pneumatic mode selector | 25 – Master/starter switch |
| 11 – Pre-rotator overdrive | 26 – Switches (Avionics, P2, Lights, Opt.) |
| 12 – Manifold pressure gauge (if inst.) | 27 – Outside air temperature / OAT |
| 13 – Oil pressure | 28 – Hour meter |
| 14 – Oil temperature | 29 – ELT control (if inst.) |
| 15 – Cylinder head temperature | 30 – Fuses |

Panel Layout – GPS Insert for Area 500



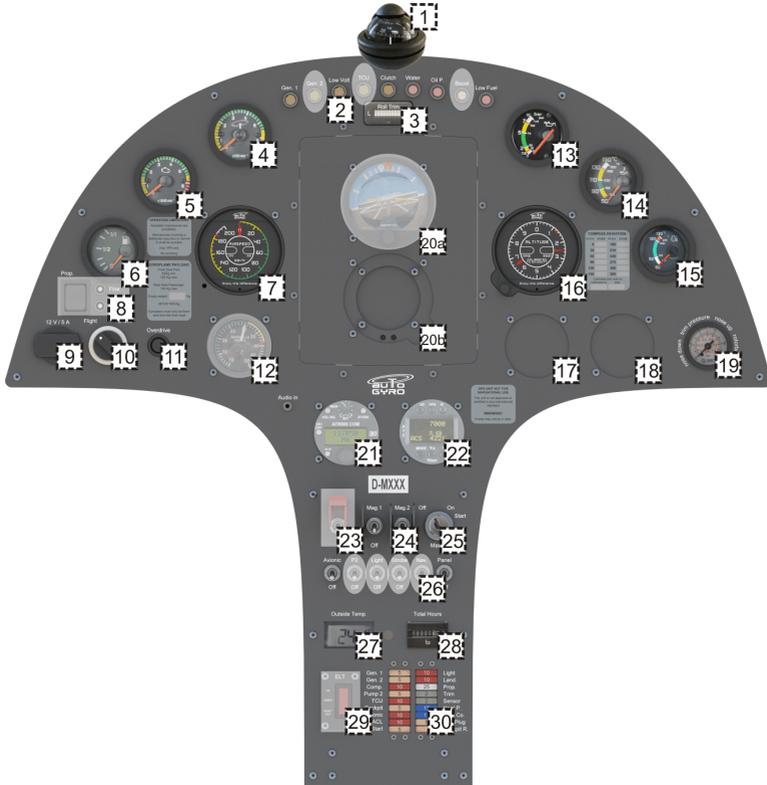
- | | |
|---|---|
| 1 – Magnetic compass | 16 – Altimeter |
| 2 – Warning lights | 17 – Cut-out 57mm / 2 1/4" for optional inst. |
| 3 – Lateral/roll trim indicator | 18 – Cut-out 57mm / 2 1/4" for optional inst. |
| 4 – Rotor RPM | 19 – Trim/brake pressure gauge |
| 5 – Engine RPM | 20 – Option GPS Insert for Area 500 |
| 6 – Fuel level indicator | 21 – Radio (if installed) |
| 7 – Air speed indicator | 22 – ATC Transponder (if inst.) |
| 8 – Variable pitch propeller / VPP (if inst.) | 23 – Boost guarded switch– only R914 |
| 9 – 12V power receptacle (if installed) | 24 – MAG switches |
| 10 – Pneumatic mode selector | 25 – Master/starter switch |
| 11 – Pre-rotator overdrive | 26 – Switches (Avionics, P2, Lights, Opt.) |
| 12 – Manifold pressure gauge (if inst.) | 27 – Outside air temperature / OAT |
| 13 – Oil pressure | 28 – Hour meter |
| 14 – Oil temperature | 29 – ELT control (if inst.) |
| 15 – Cylinder head temperature | 30 – Fuses |

Panel Layout – GPS Insert for Flymap 7"



- | | |
|---|---|
| 1 – Magnetic compass | 16 – Altimeter |
| 2 – Warning lights | 17 – Cut-out 57mm / 2 ¼" for optional inst. |
| 3 – Lateral/roll trim indicator | 18 – Cut-out 57mm / 2 ¼" for optional inst. |
| 4 – Rotor RPM | 19 – Trim/brake pressure gauge |
| 5 – Engine RPM | 20 – Option GPS Insert for Flymap 7" |
| 6 – Fuel level indicator | 21 – Radio (if installed) |
| 7 – Air speed indicator | 22 – ATC Transponder (if inst.) |
| 8 – Variable pitch propeller / VPP (if inst.) | 23 – Boost guarded switch– only R914 |
| 9 – 12V power receptacle (if installed) | 24 – MAG switches |
| 10 – Pneumatic mode selector | 25 – Master/starter switch |
| 11 – Pre-rotator overdrive | 26 – Switches (Avionics, P2, Lights, Opt.) |
| 12 – Manifold pressure gauge (if inst.) | 27 – Outside air temperature / OAT |
| 13 – Oil pressure | 28 – Hour meter |
| 14 – Oil temperature | 29 – ELT control (if inst.) |
| 15 – Cylinder head temperature | 30 – Fuses |

Panel Layout – GPS Insert basic T



- | | |
|---|---|
| 1 – Magnetic compass | 16 – Altimeter |
| 2 – Warning lights | 17 – Cut-out 57mm / 2 ¼" for optional inst. |
| 3 – Lateral/roll trim indicator | 18 – Cut-out 57mm / 2 ¼" for optional inst. |
| 4 – Rotor RPM | 19 – Trim/brake pressure gauge |
| 5 – Engine RPM | 20 – 2 x Cut-out 80mm for opt. installation |
| 6 – Fuel level indicator | 21 – Radio (if installed) |
| 7 – Air speed indicator | 22 – ATC Transponder (if inst.) |
| 8 – Variable pitch propeller / VPP (if inst.) | 23 – Boost guarded switch– only R914 |
| 9 – 12V power receptacle (if installed) | 24 – MAG switches |
| 10 – Pneumatic mode selector | 25 – Master/starter switch |
| 11 – Pre-rotator overdrive | 26 – Switches (Avionics, P2, Lights, Opt.) |
| 12 – Manifold pressure gauge (if inst.) | 27 – Outside air temperature / OAT |
| 13 – Oil pressure | 28 – Hour meter |
| 14 – Oil temperature | 29 – ELT control (if inst.) |
| 15 – Cylinder head temperature | 30 – Fuses |

Panel Layout – EFIS Insert Garmin G3X 10"



- | | |
|---|--|
| 1 – Magnetic compass | 13 – Trim/brake pressure gauge |
| 2 – Warning lights | 14 – Radio (if installed) |
| 3 – Lateral/roll trim indicator | 15 – ATC Transponder (if inst.) |
| 4 – Rotor RPM | 16 – Boost guarded switch– only R914 |
| 5 – Variable pitch propeller / VPP (if inst.) | 17 – MAG switches |
| 6 – Air speed indicator | 18 – Master/starter switch |
| 7 – 12V power receptacle (if installed) | 19 – Switches (Avionics, P2, Lights, Opt.) |
| 8 – Pneumatic mode selector | 20 – Outside air temperature / OAT |
| 9 – Pre-rotator overdrive | 21 – Hour meter |
| 10 – Option EFIS Insert Garmin G3X 10" | 22 – ELT control (if inst.) |
| 11 – Manifold pressure gauge (if inst.) | 23 – Fuses |
| 12 – Altimeter | |

Panel Layout – EFIS Insert Skyview 10"



- | | |
|---|--|
| 1 – Magnetic compass | 13 – Trim/brake pressure gauge |
| 2 – Warning lights | 14 – Radio (if installed) |
| 3 – Lateral/roll trim indicator | 15 – ATC Transponder (if inst.) |
| 4 – Rotor RPM | 16 – Boost guarded switch– only R914 |
| 5 – Variable pitch propeller / VPP (if inst.) | 17 – MAG switches |
| 6 – Air speed indicator | 18 – Master/starter switch |
| 7 – 12V power receptacle (if installed) | 19 – Switches (Avionics, P2, Lights, Opt.) |
| 8 – Pneumatic mode selector | 20 – Outside air temperature / OAT |
| 9 – Pre-rotator overdrive | 21 – Hour meter |
| 10 – Option EFIS Insert Skyview 10" | 22 – ELT control (if inst.) |
| 11 – Manifold pressure gauge (if inst.) | 23 – Fuses |
| 12 – Altimeter | |

Panel Layout – EFIS Insert Flymap 10"



- | | |
|---|--|
| 1 – Magnetic compass | 13 – Trim/brake pressure gauge |
| 2 – Warning lights | 14 – Radio (if installed) |
| 3 – Lateral/roll trim indicator | 15 – ATC Transponder (if inst.) |
| 4 – Rotor RPM | 16 – Boost guarded switch– only R914 |
| 5 – Variable pitch propeller / VPP (if inst.) | 17 – MAG switches |
| 6 – Air speed indicator | 18 – Master/starter switch |
| 7 – 12V power receptacle (if installed) | 19 – Switches (Avionics, P2, Lights, Opt.) |
| 8 – Pneumatic mode selector | 20 – Outside air temperature / OAT |
| 9 – Pre-rotator overdrive | 21 – Hour meter |
| 10 – Option EFIS Insert Flymap 10" | 22 – ELT control (if inst.) |
| 11 – Manifold pressure gauge (if inst.) | 23 – Fuses |
| 12 – Altimeter | |

7.13 Radio and Intercom (if installed)

A VHF radio may be equipped as optional equipment. Note that operation in certain airspaces may require radio communication. See manufacturer's manual for operating instructions and additional information.

Flight helmets or headsets with standard PJ connectors can be connected to sockets, installed at the throttle and brake panel and at the rear seat. Intercommunication amplifier and VOX control is provided as part of the respective radio system.

In case of ATR 833, an audio-in socket is provided in the instrument panel right beside the radio. Audio sources can be connected to the intercom system using a standard 3.5 mm audio jack.

7.14 Pitot Static

Total pressure is picked up by a pitot tube located in the nose section of the fuselage. The tube is connected to the integrated cockpit instruments by a plastic line. Static pressure is measured behind the instrument panel.

Aircraft equipped for Night-VFR have a heated pitot-tube.

7.15 Indicators and Sensors

Rotor speed is measured by a magnetic pick-up, located directly at the geared ring of the rotor head.

Comparison of rotor RPM with engine RPM governs the CLUTCH indication that informs the pilot about a slipping clutch (continuous light) or warns of an attempted take-off run with the risk of blade flapping (blinking).

- CLUTCH is on with engine speeds above 2200 RPM and rotor speed not matching while pre-rotator is depressed (slipping clutch)
- CLUTCH is blinking with engine speeds above 5000 RPM and rotor speed below 200 RPM (attempted take-off run with the risk of blade flapping)

NOTE

If the stick is pulled back more than 5degrees the pre rotator clutch will automatically disengaged. In this case the CLUTCH lamp will indicate a continuous light until the pre rotator button is released.

Outside air temperature (OAT) is measured by a thermocouple located at the fuselage belly above the nose wheel.

Other indicators and sensors have been described in the respective paragraphs. For engine related indicators and sensors see the engine manufacturer's manual.

7.16 Seats and Seatbelts

Forward and aft seat are adjustable and consist of a GRP bowl which is fastened to the frame structure. Basic upholstery consists of seat and backrest cushions with foam core and a fabric covering. As an option, an easily cleanable, water-repellent 'sports design' cover is available.

An adjustable four point harness is fitted for each seat. Make sure that the aft seat belt is buckled and tight when flying with the aft seat unoccupied.

7.17 Stowage Capacity

A storage compartment is located in the fuselage nose section below a GRP flap. The storage compartment flap is held by a bottom hinge and keylock for security in flight. If loaded, observe the weight and balance limitations.

The flap also allows convenient access to the rear of the cockpit panel pneumatic system. Ensure the compartment is locked before flight!

Luggage is also permitted to be loaded in the footwells, subject to the loading constraints placarded. It is the pilots responsibility to ensure any luggage is suitably restrained to prevent interference with the aircraft controls in flight.

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SECTION 8 - HANDLING AND SERVICING

This chapter contains guidelines for correct handling and servicing of the gyroplane, as well as manufacturer recommendations helping to keep its performance, reliability and value.

8.1 Maintenance Obligations

The owner/operator is responsible to ensure that the aircraft is kept in an airworthy condition. With respect to continuing airworthiness, manufacturer requirements and regulations from your competent aviation administration (for example annual airworthiness inspection) need to be complied with.

All airworthiness limitations, inspections and time limits are described in detail in the maintenance manual. However, for owner/operator's information the intervals for mandatory maintenance events are provided as follows:

- 25 hrs: "25 hrs inspection" (one-time / non-recurrent)
- 100 hrs / 12 months (whatever occurs first): "100 hrs inspection"
- 1500 hrs / 5 yrs: "Supplemental inspection"

For engine maintenance and overhaul, refer to the engine manufacturer's manual.

Special inspections have to be performed by an authorized and qualified maintenance centre or the manufacturer after operational incidents, which are

- Suspected hard landing
- Rotor contact with obstacle
- Propeller contact with obstacle or external impact
- Bird strike
- Lightning strike

If any of the above cases apply, mark the aircraft as 'unserviceable' and consult the manufacturer or an authorized maintenance and repair station before further operation.

Apart from these obligatory inspections and maintenance tasks, the owner/operator is entitled to perform the following preventive and in-between maintenance tasks and checks, as well as exchange of parts and minor repairs.

8.2 General

Whenever possible, park the gyroplane in a place where it is protected from direct sunlight, wind and humidity. High humidity, especially in combination with a salt-laden atmosphere will lead to corrosion and/or composite structure paint blisters. The sunlight's ultra-violet radiation and the heat impact on the GRP/CRP components may lead to a degradation of the materials integrity. The manufacturer will take no responsibility for damage or impaired safety margin due to improper treatment.

8.3 Ground Handling

Experience shows that aircraft may be exposed to much higher loads when operated on ground, than when in flight. Such loads caused by rumbling on rough terrain, or bouncing the aircraft over the hangar threshold may easily exceed the design load in peak.

Use caution when handling the gyroplane on ground. Do not push at the rudder or at the outer stabilizers. Avoid excessive swing of the rotor blades as repeated bending ultimately leads to fatigue or damage.

8.4 Cleaning

Care and regular cleaning of engine, propeller, rotor system and fuselage is the basic foundation for airworthiness and reliability. Therefore, the gyroplane should be cleaned after every last flight of the day or more often, if environmental conditions dictate.

In order to protect the gyroplane against dirt, dust, bird soil, and sunlight, the aircraft should be covered with a light plastic tarpaulin or cloth. Openings to the engine, service access port and airspeed indicator should be closed after the flight (insects, birds etc.).

Contamination can be cleaned with clean water, possibly with mild cleaning additives. To clean the rotor it is best to soak contamination with a cloth or towel, wipe with soft or micro-fibre cloth, and rinse thoroughly with water.

A clean screen aids safe flying. Clean with fresh water for removal of grit etc, without rubbing the grit into the screen surface. Then use proper plexiglass cleaning sprays such as Plexus with soft lint free cloths to polish and finish the surface inside and out. Read and follow the product instructions.

Use of RainX or other proprietary rain repellent compound will help rain drops wash away when flying in rain. Read the instructions, and ensure the compound is suitable for use on Makrolon. It is recommended to check that it does not affect the canopy by applying to a small rearwards area first and checking for any negative reaction.

A good quality polish helps protect the surface finish and reduce surface friction.

CAUTION

Do not use gasoline or solvents as cleaning agents for the windshields, as it will destroy them irreparably. Do not let windshields sun-dry after washing as they will stain permanently.

8.5 Refuelling

Have aircraft grounded before refuelling by attaching the earth (ground) lead to the engine exhaust pipe. Be aware that most airfield refuelling equipment is laid out for high flow rates. To avoid contamination, use a funnel with strainer and/or filter when refuelling from canisters.

A large diameter crossover line connects both tanks to ensure equal level.

NOTE

Do not fill to the absolute maximum in order to allow for thermal expansion of the fuel.

8.6 Checking of Engine Oil Level

Before attempting to check the engine oil level double check that both Magnetos are switched off. The oil level is measured with the aircraft in a level attitude and should be between the marks on the dipstick.

Open access door, open and remove oil reservoir cap and remove dipstick. Turn the engine over using the propeller in the correct sense of rotation until you clearly hear the oil gurgle in the tank.

Insert the cleaned dipstick fully for measurement. Fill up oil according to the engine manufacturer's specification when required. After completion make sure the dip stick is in place and the reservoir cap is back on securely.

CAUTION

Never attempt to turn the engine against its sense of rotation as this may lead to damage.

8.7 Checking of Engine Coolant Level

The aluminium expansion tank is located above the oil reservoir and can be accessed through the access door. Minimum cooling fluid level can be read from a sight glass with a cold engine.

In case no cooling fluid is visible through the sight glass a technical defect is most probable. Have engine inspected before the next flight.

8.8 Tyres and Pressures

The main wheels use Sava 4.00-8C B13 71J 6PR TT tyres and nose wheel tyre is a Tost Aero 400-8.

Main wheels	1.8 – 2.3 bar
Nose wheel	2.0 – 2.4 bar

(for operation at 560 kg use the higher pressures)

8.9 Lubrication and Greasing

Between maintenance intervals the owner/operator is entitled to do the following lubrication and greasing:

Component	Interval	Application	AutoGyro Part Number
Teeter hinge	5 hrs (recommended)	as required	88-00-00-S-30477
Pre-rotator drive coupling sleeves	as required	as required	88-00-00-S-30476

CAUTION

Any signs of wear on the teeter tower due to movement of the teeter bolt head indicate a beginning of seizure of the teeter hinge. In most cases the phenomenon is caused by insufficient greasing.

CAUTION

While lubricating teeter hinge (especially with new bush bearings and related close gap dimensions) it may be possible that only very small amounts of grease pass through the grease nipples on the rotor. In this case, do not press too hard but better remove the bolt, lubricate the outside and re-install. Use a new split pin!

8.10 Replenishing of Fluids

8.10.1 Engine oil

See engine manufacturer's manual.

8.10.2 Engine coolant

See engine manufacturer's manual.

8.11 Engine Air Filter

The air intake filters need to be replaced or cleaned according to the manufacturer's recommendation. Depending on environmental conditions, such as dust, sand, or pollution the recommended rate of maintenance should be increased as required.

8.12 Propeller

Clean regularly as contamination will noticeably decrease its efficiency, resulting in a negative effect on both aircraft performance and noise emission. Use either pure water or add mild cleaning additives. Let contamination soak, then remove with a soft cloth or micro fibre material and rinse with enough water. Check for erosion and damage, especially at the leading edge and blade tips. Check tight fit at the propeller blade root or any unusual sound when tapping the blades, in case of a variable pitch propeller. If in doubt or if damage is obvious, consult the aircraft manufacturer or a qualified maintenance station.

8.13 Battery

The aircraft is fitted with a maintenance-free gel electrolyte battery (7Ah or 13Ah) or, alternatively, a Lithium ion battery. Maintenance is therefore limited to outside soundness, correct attachment, and cleaning. Check integrity of the electrolyte battery as leaking fluid contains corrosive sulphuric acid which would lead to extensive damage when contacting the framework and attachments.

Charge the battery only with a charging device which is suitable for battery fitted.

CAUTION

The battery must never be deep discharged, as it will be damaged. If so, it might need to be replaced.

CAUTION

No overwinter survival mode (snowflake) with Ctek charger MXS3.8 for Super B batteries.

8.14 Winter Operation

The cooling system for the cylinder heads of the engine is filled with a mixture of anti-freeze and water, which gives freezing protection down to -20°C. Using a hydrometer, check protection temperature of the coolant and add anti-freeze, if necessary.

If temperatures are expected to fall below protection temperature, drain the coolant, and if required for service, refill with pure antifreeze. As anti-freeze ages, renew the coolant every two years. Read the engine manual for the manufacturer's recommendations.

CAUTION

Pure antifreeze is not as good an engine coolant as a 50/50 mix with water. Take care that engine coolant limits are not exceeded. As soon as ambient temperatures permit, drain and refill with the normal coolant mix.

During winter operations the necessary operating temperature for oil and cooling agent may not be reached. This can be compensated by taping some portion of the coolers. Monitor all engine temperatures closely after having the coolers taped and modify, if necessary.

When using heated clothing be aware of the electrical power demand in regard to the generator performance. Do not exceed the generator output value in order not to drain the battery. Low Volt conditions will be indicated by the respective warning light and nonessential consumers will be disconnected.

If flying in the winter with a frozen-over or snow covered runway, it is advisable to remove the wheel spats in order to avoid their damage and snow build up inside them. It is the pilot's responsibility to ensure that in the rear part of the spat no snow has built up, which could lead to freezing against the wheels and stopping them from turning. Always use Loctite 243 on wheel spat centre screws.

Note that operation of the aircraft on very slippery surfaces requires great care – the aircraft may slide sideways during pre-rotation, take off, or in ordinary ground handling, resulting in high potential for an accident. Use care!

Before each flight inspect all bowden cables for free and easy movement and sufficient lubrication.

8.15 Removal, Disassembly, Assembly and Installation of the Rotor

In order to transport or park the gyroplane with minimum space requirements, the rotor system can be removed and disassembled, if needed. In order to do so, a second person is needed to assist and help to prevent any damage to the gyroplane or the rotor system.

WARNING

The rotor system must be removed and disassembled for road transport. When handled incorrectly the rotor system can be damaged irreparably. If undetected this may have catastrophic consequences.

CAUTION

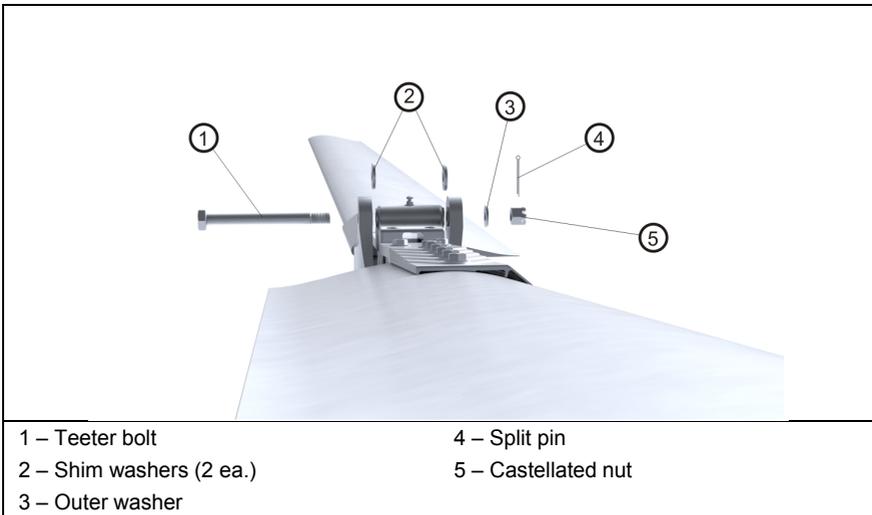
When removing or disassembling make sure to mark all parts so that each and every component of the rotor system is reassembled and installed in exactly the same way and orientation. Some rotor blades have loose washers in them which are required as balance weights. Do not remove or restrain if present!

8.15.1 Removal of the Rotor System

1. Secure the gyroplane on level ground by engaging the parking brake, adjust the rotor system lengthwise and pump up the rotor brake to its maximum.
2. Remove and discard split pin and unscrew the castellated nut (5). The rotor system has to be tilted onto the black rotor teeter stop.
3. The teeter bolt (1) has to be extracted by using only the hand, not a hammer. If needed tilt the rotor blades carefully onto the teeter stop, in order to prevent the bolt

from jamming. Make sure that the rotor stays level in the teeter axis, if not the teeter bolt will damage the Teflon coated bushes, while being pushed out.

4. A supervised second person has to hold the rotor system in flying direction.
5. Lift the rotor system carefully out of the teeter tower and be aware of the position of the shim washers (2). Their thicknesses may differ and it is essential that they are reinstalled on the correct side! They are marked with dots to identify the correct side.
6. Remove the rotor system to one side by letting it rest on your shoulder and take care not to collide with stabilizer or propeller.
7. The shim washers and the teeter block in the hub are marked on each side with either one or two engraved dots. Directly after the disassembly the shim washers need to be fixed on their respective side with cable ties.
8. The rotor system must not be placed on a dirty or grainy surface, as the blades can scratch and damage easily. The best way is to place the rotor blades centrally onto two stands, supporting the rotor at approximately 2 m distance from the hub.



Handling of the Rotor System

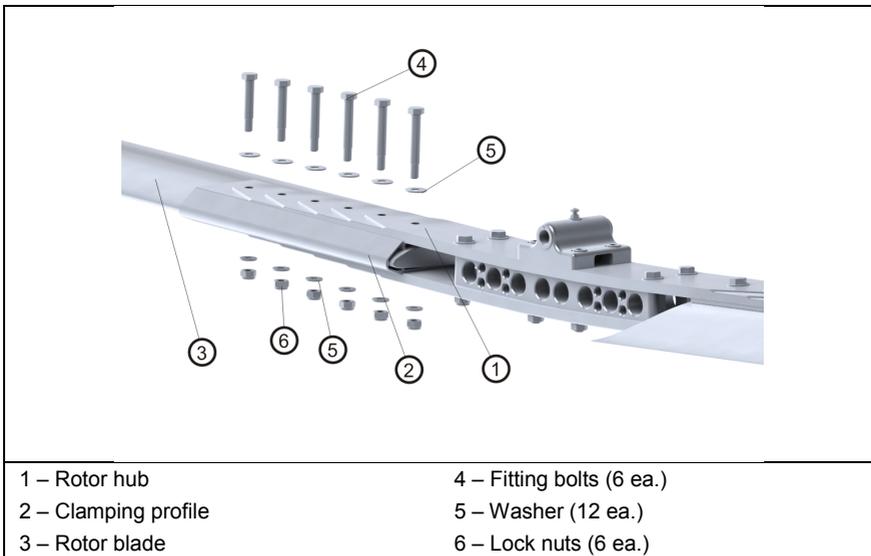
Do not lift or support the rotor system at its blade tips as the bending moment due to the weight of the hub assembly may overstress the blade roots. If possible, handle with two persons while holding approximately in the middle of each blade. When supporting the system use two stands each positioned in about 2 metres distance from the hub.

CAUTION

The assembled rotor system can be damaged irreparably if handled incorrectly. If the rotor system is lifted in a wrong way, its own weight may overstrain the material.

8.15.2 Disassembly of the Rotor System

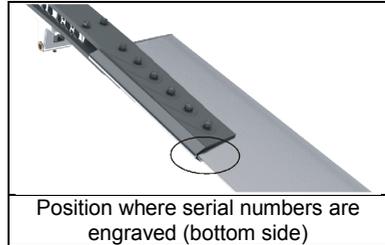
1. To disassemble the rotor system, place it upside down onto a clean surface or stands to support the rotor at approximately 2 m from the hub.
2. Loosen locknuts (6) on the first blade by counter holding the corresponding bolt head to prevent it from turning inside the blade holes.
3. Push out all fitting bolts (4) without any force, but use no more than a gentle tapping if necessary. Tilt the rotor blade up and down to support easy removal of the bolt. Note that fitting bolts have different shaft lengths.
4. Carefully pull the rotor blade out of the hub (1) in radial direction and take off the clamping profile (2).
5. Repeat step 2 to 4 on second rotor blade.
6. **Do not disassemble the rotor hub!**
7. Store and transport rotor blades, clamping profile and rotor hub only in air cushion foil or using other suitable means to prevent bending or surface damage.



8.15.3 Assembly of the Rotor System

1. The rotor blades, clamping profile and rotor hub are labelled with an engraved serial number.
2. Insert the first rotor blade carefully into the clamping profile. Make sure that all serial numbers match.
3. Fit the rotor hub side with the according serial number to clamping profile and blade. Insert fitting bolts without using force so that the bolt end is on top when the rotor system is installed. For re-identification and correct installation position the shaft length is provided in the figure above. Example: 40/12 means shaft length 40mm.

4. Position the washers and the locknut and hand-tighten all nuts.
5. Torque-tighten nuts with 15 -20 Nm from the inside to the outside, using a torque wrench. When doing so, counter-hold bolts to prevent any damage the hub and blade holes.
6. Repeat steps 2 to 5 for the second rotor blade.



8.15.4 Installation of the Rotor System

CAUTION

During installation make sure to have each and every part of the rotor system installed in exactly the same way and orientation as it was before.

1. Secure the gyroplane on level ground by engaging parking brake, adjust the rotor head or teeter tower corresponding to fore-aft and pressurize the rotor brake up to maximum.
2. Check correct matching of parts: The rotor hub and the teeter tower are marked with two dots according to the orientation for installation.
3. Lift the rotor blade with a second briefed person (one person standing aft, one person standing directly in front of the hub).
4. Approach with the rotor system from the side to the gyroplane and make sure not to collide with propeller or stabilizer. Insert the rotor system into the hub from above while standing on a ladder or the rear seat.
5. The second person can let go, as soon as it is resting centrally in the teeter tower on the teeter stops.
6. Insert teeter bolt by hand in the same orientation as it was before (bolt head should be at that side of the teeter block which is marked with one dot) while matching the shim washers with the corresponding installation positions.
7. Check direction of assembly and shim washers: rotor hub, teeter tower and shim washers are marked on each side with either one or two engraved dots.
8. If the teeter bolt cannot be inserted, tilt the rotor blade along the teeter axis with the free hand.
9. Install washer and castellated nut. Hand-tighten only and secure with a new split pin. Use split pins only once. Make sure that the teeter bolt can be turned easily by hand.

8.16 Road Transport

If road transport cannot be avoided, transport with minimum fuel, which reduces airframe loads and prevents fuel spilling through vent pipes.

Switch ELT (if installed) off for road transport to avoid false alarms!

Tie-down the fuselage using the following procedure:

- Restrain main wheels (blocks/chocks)
- Put a wooden block below the lowest point of the keel tube and lash keel tube against wooden block. The block should be dimensioned so that the main wheels are half way unloaded
- Lash down both main wheels through the lashing lugs (use rims/axles alternatively)
- Lash down nose wheel through the axle
- For container transport or shipping, use the mast tie-down kit (option)

Furthermore, it is recommended to protect the gyroplane against external exposure. Especially the rotor blades need to be packed carefully, as even the smallest damages may force the replacement of the complete system.

WARNING

The rotor system must be removed and disassembled for road transport. When handled incorrectly the rotor system can be damaged irreparably. If undetected this may have catastrophic consequences.

CAUTION

When wrapping make sure that the foil or stretch wrap does not cover the painted surface directly. Put a soft layer in between for damage protection and let plastic components breathe. Do not expose wrapped gyroplane or parts to sun radiation or heat in order to avoid paint damage.

8.17 Repairs

IMPORTANT NOTE

Repairs may only be executed by persons authorized by the manufacturer, and in strict compliance with maintenance and repair instructions.

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SECTION 9 - SUPPLEMENTS

LIST OF SUPPLEMENTS

- 9-1 Variable Pitch Propeller - IVO
- 9-2 Lights
- 9-3 GPS/Moving Map Systems
- 9-4 ELT (Emergency Locator Transmitter)
- 9-5 Instructor Cockpit

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9-1 Variable Pitch Propeller - IVO

9-1.1 General

A variable pitch propeller (VPP) manufactured by IVO is available as optional equipment to optimize the propeller efficiency, fuel consumption, and noise in all flight regimes and power settings. This is achieved by changing the propeller pitch. An adhesive stainless steel strip protects the leading edge against rain and foreign object damage.

9-1.2 Limitations

No change to standard aircraft

9-1.3 Emergency Procedures

Proceed according to generic variable pitch propeller procedure provided in SECTION 3 for the standard aircraft.

9-1.4 Normal Procedures

9-1.4.1 Set Propeller to FINE

In order to set the propeller to FINE for start-up, take-off and approach, use the following procedure:

- Press rocker in direction FINE (forward or top position), status indicator FINE flashes, engine RPM increases
- Keep rocker depressed until end position is reached (status indicator FINE steady on)

9-1.4.2 Adjust Propeller COARSE

- Adjust propeller pitch and throttle to match engine RPM and manifold pressure according to the power setting table (9-1.5)

CAUTION

When adjusting the propeller do not overtorque (i.e. too high MAP for given RPM) the engine as this may lead to overloading, reduced life time or possible damage.

NOTE

As a safety measure, the mechanical end stop in full COARSE position is chosen to allow a residual climb rate of 1 m/s in standard atmospheric conditions at sea level with maximum allowed gross mass.

9-1.4.3 Functional Check VPP

As part of the pre-flight inspection:

Brushes Within wear limits
Leading edge protection strips Intact, correct application

CAUTION

A defective or just partly detached protection strip may cause significant loss of power through propeller stall.

During run-up:

Functional check..... Perform

Engine RPM: 4000 – Adjust variable pitch propeller in direction 'COARSE' until engine RPM decreases significantly. Afterwards adjust back into 'FINE' end position (status indicator FINE steady on), RPM must increase again up to 4000 RPM.

CAUTION

Respect power plant limitations and instrument markings (see 2.6) during functional check – monitor MAP gauge!

9-1.5 Performance

ROTAX 912 ULS

Power setting	Engine RPM	MAP*	Fuel flow [ltr/h]
Max. TOP	5800	27.5	27
Max. MCP	5500	27	26
75% MCP	5000	26	20
65% MCP	4800	26	18
55% MCP	4300	24	14

ROTAX 914 UL

Power setting	Engine RPM	MAP*	Fuel flow [ltr/h]
Max. TOP	5800	39	33
Max. MCP	5500	35	26
75% MCP	5000	31	20
65% MCP	4800	29	17.5
55% MCP	4300	28	12.5

Below 5200 RPM (marked by a yellow triangle at the RPM gauge), engine must be operated within maximum continuous manifold pressure limit (green MAP range).

NOTE

Above data is valid for standard conditions at sea level. Keep in mind that engine and propeller performance is affected by altitude and temperature. For detailed information refer to the engine manufacturer's and propeller manufacturer's documentation.

9-1.6 Weight and Balance

No change to standard aircraft

9-1.7 System Description

The IVO variable pitch propeller is controlled by a spring-loaded rocker switch labelled FINE and COARSE. Propeller pitch adjustment is controlled by an electronic circuit which provides system status indication using two status indicators (orange LED). Status indication logic and corresponding system status is described in the following table:

Status Indicators (orange)	System Status Propeller Pitch Control
Both LEDs off	No pitch change, not in end position
Upper LED flashing	Propeller changing pitch to FINE
Upper LED steady on	End position FINE reached and electronic pitch change inhibit FINE activated *
Lower LED flashing	Propeller changing pitch to COARSE
Lower LED steady on	End position COARSE reached and electronic pitch change inhibit COARSE activated *
Both LEDs flashing fast**	Actuating motor does not work despite rocker switch activation. Possible defects: brushes worn out, cable break etc.

*) Electronic pitch change inhibit will be deactivated after activating pitch change in opposite direction for at least 1 second.

***) Indication can only be reset by switching the master switch temporarily to OFF and then back ON. In order to avoid pilot distraction, indication of a possible defect is re-triggered after another activation of the rocker switch.

Activation of the rocker switch closes an electrical circuit which energizes the electrical pitch control motor inside the propeller hub through brushes running on a collector ring. The electrical motor drives a mechanical gear which is connected to torsion tubes running inside the propeller blades. Actual blade feathering motion is achieved by twisting the complete blade, without having the need for a pitch change bearing.

9-1.8 Handling and Servicing

Refer to the manufacturer's documentation.

9-2 Lights

9-2.1 General

Depending on customer's configuration the gyroplane can be equipped with optional

- Landing lights
- Navigation /position lights
- Strobe lights

9-2.2 Limitations

No change to standard aircraft

9-2.3 Emergency Procedures

No change to standard aircraft

9-2.4 Normal Procedures

The lights can be switched on or off by respective switches in the centre panel, labelled

- "Light" for landing light
- "Nav" for navigation/position lights
- "Strobe" for strobe lights
- 'Land' for underbody landing light

Due to their small silhouette gyroplanes are easily overlooked, especially if approached directly from behind, such as on approach. It is therefore highly recommended that navigation and strobe lights are switched on during flight.

9-2.5 Performance

No change to standard aircraft

9-2.6 Weight and Balance

No change to standard aircraft

9-2.7 System Description

Navigation and strobe lights are installed as combined units at the left hand and right hand side of the fuselage, behind the passenger station. The landing light consists of a left and right headlight unit. Note that any conventional lights have a considerably higher power demand over those with LED technology. In case of generator or battery malfunction ("Gen" or "Low Volt" indication on) it is even more essential to switch these lights off in order to preserve electrical power.

9-2.8 Handling and Servicing

No change to standard aircraft

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9-3 GPS/Moving Map Systems

9-3.1 General

Depending on customer's configuration the gyroplane can be equipped with different GPS/Moving Map Systems as optional equipment.

NOTE

Any moving map system shall be used for reference only and does not replace proper flight planning and constant oversight and awareness.

9-3.2 through 9-3.6

No change to standard aircraft

9-3.7 System Description

Refer to the manufacturer's documentation.

9-3.8 Handling and Servicing

Refer to the manufacturer's documentation.

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9-4 ELT (Emergency Locator Transmitter)

9-4.1 General

Depending on customer's configuration or legal requirements the gyroplane can be equipped with an ELT (Emergency Locator Transmitter) as an option. The ELT sends distress signals on 406 MHz and 121.5 MHz in case of a crash or can be activated manually by means of a remote cockpit switch or at the ELT's front panel. These distress signals are received and processed by COSPAS-SARSAT satellite-based search and rescue (SAR) system and by airborne and ground stations. The system is designed to remain permanently attached to the aircraft.

9-4.2 Limitations

No change to standard aircraft.

9-4.3 Emergency Procedures

In case of the following events, manually activate the ELT by switching the remote cockpit switch to 'ON':

- Expected crash landing
- Forced landing in hostile terrain (high vegetation, trees, rugged ground)
- Ditching in hostile water (sea state, temperature, off-shore)

Consider to squawk '7700', if transponder is installed and to make an emergency call.

When on ground, inform ATC, any nearby tower or any station via 121.5 MHz or mobile phone about the emergency, if still possible.

9-4.4 Normal Procedures

During normal operation, the front panel switch of the ELT transmitter must be in 'ARM' position in order to allow automatic activation (g-sensor). In addition, the ELT can be activated by switching the remote cockpit switch to 'ON'. The red visual indicator will be on.

During road transport, shipment, when the aircraft is parked for a longer period or for maintenance operation, the front panel switch of the ELT should be switched to 'OFF' in order to avoid false alarms.

In case of accidental activation, the ELT can be reset either by switching to 'RESET/TEST' on the Remote Control Panel or switching to 'OFF' on the ELT transmitter.

9-4.5 through 9-4.6

No change to standard aircraft

9-4.7 System Description

The ELT installation consists of the following components

- ELT transmitter with visual indicator and mounting bracket
- ELT antenna
- Remote cockpit switch with visual indicator

The ELT transmitter is installed below the forward seat resp. backrest on the right hand side. The ELT transmitter is connected to the ELT antenna mounted opposite at the left hand side. A remote cockpit switch with visual indicator is provided in the instrument panel. In order to use the remote cockpit switch or to enable automatic activation, the 3-position toggle switch of the transmitter must be set to 'ARM'.

If ELT is inadvertently activated, use the 'RESET/TEST' position of the rocker switch to stop transmission and reset the unit. The red visual indicator will extinguish when unit is reset.

The ELT system sends distress signals on 406 MHz and 121.5 MHz. The 406 MHz transmission carries digital data which enable the identification of the aircraft in distress and facilitate SAR operation (type of the aircraft, number of passengers, and type of emergency). The 406 MHz message is transmitted to the COSPAS-SARSAT satellites and is downloaded to one of the 64 ground stations. The aircraft is located by Doppler effect by the LEO satellites with a precision better than 2 NM (4 km) at any point of the earth.

The 121.5 MHz frequency is no more processed by COSPAS-SARSAT system but is still used by SAR services for homing in the final stage of rescue operations.

In the event of a crash, the ELT activates automatically by means of a g-switch and transmits a sweep tone on 121.5 MHz and the 406 MHz signal.

For further information, please refer to the manufacturer's documentation Note that apart from the initial registration process, recurrent registration may apply.



Remote cockpit switch



ELT transmitter and cockpit switch

9-4.8 Handling and Servicing

The ELT transmitter contains a battery with a limited lifetime. See placard and accompanying documentation. For maintenance and testing, please contact your qualified service partner.

9-5 Instructor Cockpit

9-5.1 General

Depending on customer's configuration the gyroplane can be equipped with instructor cockpit installed behind the backrest of the forward seat. In addition to the most important warning lights and basic flight and engine instruments, the panel also features ignition/magneto switches and a 12 V power outlet for the instructor's personal handheld navigation equipment.

9-5.2 through 9-5.6

No change to standard aircraft

9-5.7 System Description

The optional instructor cockpit is installed behind the backrest of the forward seat in direct view of the flight instructor or examiner.

Airspeed, altitude, engine RPM and rotor RPM are presented as 57 mm conventional-type instruments to allow a convenient instrument scan of the most important and flight critical parameters.

In a similar arrangement as in the forward cockpit, the following warning lights are fitted

- TCU (only ROTAX 914)
- Water
- Oil P.
- Boost (only ROTAX 914)
- Low Fuel

Two guarded ignition switches allow engine shut-down from the aft seat, if required for training or safety purposes.

A 12 V power outlet in the lower left hand portion provides supply of handheld navigational equipment.



Instructor cockpit

9-5.8 Handling and Servicing

No change to standard aircraft

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SECTION 10 - SAFETY TIPS

General

This section provides miscellaneous suggestions and guidance to help the pilot operate the gyroplane more safely.

Low-G Avoidance

Never push the control stick forward to descend or to terminate a pull-up (as you would in an airplane). This may produce a low-G (near weightless) condition which can result in a situation with reduced or lost lateral roll control and significant loss of main rotor RPM. Always reduce power to initiate a descent.

Side Slip in Gyroplanes

Excessive side slip has to be avoided. Side slip can be safely performed up to the degree which is necessary for proper runway alignment for landing within crosswind limitations. Excessive side slip starts at a point where de-stabilizing effects of the fuselage balance out or even supersede the stabilizing effects of the stabilizer. Pilots being new to gyroplanes, especially those with fixed wing experience may not be aware of these physical limitations. When exceeding these limitations, be it by imitating 'professionals' or applying habits and control schemes from fixed wing aircraft, the gyroplane may enter an attitude where it is not recoverable. As the pedal control is rather sensitive and alignment is key in high-performing gyroplanes, pilots should develop a feeling for side slip and 'automatized feet' in order to maintain aerodynamic alignment and to compensate for power-induced yaw couplings by anticipation as a conditioned reflex.

A note to training facilities and flight instructors: Due to their reduced directional stability, gyroplanes require active control to enter, stabilize and neutralize side slip. Most students perceive natural discomfort in side slip. Depending on the situation, students may erroneously make a wrong control input or freeze, especially when overchallenged, stressed, or surprised by the situation. In our opinion flight training should focus on the necessity of correct alignment, the training of recovery procedures, and the development of the right reflexes. Intentional side slip training as a normal procedure is considered to be critical as there is no instrument to indicate 'safe' boundaries. An experienced pilot may tell from an imminent change in control response when limits are approached. A student, however, may unknowingly or inadvertently overshoot the limits, especially when he is overly focussed on the touch-down zone and coming in too high.

Side slip may be trained within safe boundaries. The student must be briefed

- to use gentle pedal input for initiation and stabilization
- initiate side slip at or below 50KIAS (55mph, 90km/h) and maintain air speed by using his perception of speed, respectively speed sensation (for want of a working air speed indication)
- not to rely on airspeed indication in side slip
- never to perform abrupt control stick input into the direction of motion (to chase a faulty speed indication)

It is highly advisable that the instructor remains light on the controls at all times.



Flying Low on Fuel Is Dangerous

Never intentionally allow the fuel level to become critically low. Although a gyroplane leaves much more options than a fixed wing aircraft and is easier to control during power-off than a helicopter, a forced landing into unknown terrain always poses unnecessary and unpredictable risk with danger to material, health, or life.

Do Not Push the Envelope and Remain Easy On the Controls

Avoid abrupt control inputs or accelerated manoeuvres, particularly at high speed. These produce high fatigue loads in the dynamic components and could cause a premature and catastrophic failure of a critical component.

Strobe Lights On – For Your Own and Other’s Safety

If permitted and safe to do so (considering the brightness of modern strobe system and possible effect on nearby people), turn the strobe lights (if installed) on before starting the engine and leave it on until the rotor stops turning. The strobe lights are located near the propeller and provide a warning to ground personnel. Leaving them on in flight is also advisable since the gyroplane may be difficult for other aircraft to see.

Propellers and Rotors Can Be Extremely Dangerous

Never attempt to start the engine until the area around the propeller is completely clear of any persons or objects. Do not start the engine while standing beside the aircraft as you will easily be struck by the propeller in case of a brake failure or an operating error.

Be sure ground personnel or onlookers don't walk into the propeller or main rotor. Mind the spinning rotor and propeller when taxiing close to obstructions or persons. It is advisable to maintain at least one rotor diameter distance from obstructions or persons when taxiing with spinning rotor. A fast turning rotor is almost invisible, but contains enough energy to kill a person.

Never let go of the control stick and make sure the rotor blades spin down in level/horizontal attitude until the rotor is at a complete stop. Wind or negligent behaviour on the control stick may cause the blades to flap dangerously low and hit control stops, stabilizer, or people.

Power Lines and Cables Are Deadly

Flying into wires, cables, and other objects is by far the number one cause of fatal accidents in rotary wing aircraft. Pilots must constantly be on the alert for this very real hazard.

- Watch for the towers; you will not see the wires in time
- Fly directly over the towers when crossing power lines
- Allow for the smaller, usually invisible, grounding wire(s) which are well above the larger more visible wires
- Constantly scan the higher terrain on either side of your flight path for towers
- Always maintain at least 500 feet AGL except during take-off and landing. By always flying above 500 feet AGL

Loss of Visibility Can Be Fatal

Flying a gyroplane in obscured visibility due to fog, snow, low ceiling, or even a dark night can be fatal. Gyroplanes have less inherent stability and much faster roll and pitch rates

than airplanes. Loss of the pilot's outside visual references, even for a moment, can result in disorientation, wrong control inputs, and an uncontrolled crash. This type of situation is likely to occur when a pilot attempts to fly through a partially obscured area and realizes too late that he is losing visibility. He loses control of the gyroplane when he attempts a turn to regain visibility but is unable to complete the turn without visual references.

You must take corrective action before visibility is lost! Remember, a precautionary landing in a gyroplane will always be safer than a flight with impaired or no visibility.

Overconfidence Prevails in Accidents

A personal trait most often found in pilots having serious accidents is overconfidence. High-time fixed-wing pilots converting to gyroplanes and private owners are particularly susceptible. Airplane pilots feel confident and relaxed in the air, but have not yet developed the control feel, coordination, and sensitivity demanded by a gyroplane. Private owners must depend on self-discipline, which is sometimes forgotten. When flown properly and conservatively, gyroplanes are potentially the safest aircraft built. But especially gyroplanes also allow little tolerance when flown to their limits. Gyroplanes must always be flown defensively.

Flying Low over Water is Very Hazardous

Accidents repeatedly occur while manoeuvring low over water. Many pilots do not realize their loss of depth perception when flying over water. Flying over calm glassy water is particularly dangerous, but even choppy water, with its constantly varying surface, interferes with normal depth perception and may cause a pilot to misjudge his height above the water.

MAINTAIN SAFETY ALTITUDE At ALL TIMES

Conversion Pilots Constitute High Risk When Flying Gyroplanes

There have been a number of fatal accidents involving experienced pilots who have many hours in airplanes or helicopters but with only limited experience flying gyroplanes.

The ingrained reactions and habits of an experienced airplane pilot can be deadly when flying a gyroplane. The airplane pilot may fly the gyroplane well when doing normal manoeuvres under ordinary conditions when there is time to think about the proper control response. But when required to react suddenly under unexpected circumstances, he may revert to his airplane reactions and commit a fatal error. Under those conditions, his hands and feet move purely by reaction without conscious thought. Those reactions may well be based on his greater experience, i.e., the reactions developed flying airplanes.

For example, in an airplane his reaction to an engine failure would be to immediately and considerably go forward with the stick or horn. In a gyroplane, application of inappropriate forward stick could result in a low-G situation or, if the engine failure occurred during initial climb, a reduction of rotor RPM combined with a high sink rate with the consequence of a hard landing or impact.

Airplane pilots may also underestimate pedal work. Especially in a gyroplane, pedal control is most critical as it has the highest rate response with the smallest static and dynamic damping effect of all other controls. On top of that, power-yaw coupling is much more predominant than in an airplane. Being used to the high directional stability of an airplane, a conversion pilot may neglect proper pedal work and, which is much worse, assume side slip

limits at the pedal stop. Very much like helicopters, gyroplanes cannot be flown by control position or control force, but solely by resulting attitude. That means that the pilot together with his built-in senses and programmed reflexes represents a vital part in the active control feedback loop.

Helicopter pilots, on the other hand, may underestimate the characteristics of gyroplanes and the necessity for proper training. The simplicity of design may lead them to the assumption that gyroplanes are easy to fly throughout the envelope. Even helicopter pilots that do not 'look down' on gyroplanes and take it serious may confuse throttle control (push for power) with the control sense of a collective pitch (pull for power) in a stress situation.

To develop safe gyroplane reactions, conversion pilots must practice each procedure over and over again with a competent instructor until hands and feet will always make the right move without requiring conscious thought. AND, ABOVE ALL, HE MUST NEVER ABRUPTLY PUSH THE CONTROL STICK FORWARD.

Beware of Demonstration or Initial Training Flights

A disproportionate number of fatal and non-fatal accidents occur during demonstration or Initial training flights. The accidents occur because individuals other than the pilot are allowed to manipulate the controls without being properly prepared or trained.

If a student begins to lose control of the aircraft, an experienced flight instructor can easily regain control provided the student does not make any large or abrupt control movements. If, however, the student becomes momentarily confused and makes a sudden large control input in the wrong direction, even the most experienced instructor may not be able to recover control. Instructors are usually prepared to handle the situation where the student loses control and does nothing, but they are seldom prepared for the student who loses control and does the wrong thing.

Before allowing someone to touch the controls of the aircraft, they must be thoroughly indoctrinated concerning the sensitivity of the controls in a gyroplane. They must be firmly instructed to never make a large or sudden movement with the controls. And, the pilot-in-command must be prepared to instantly grip the controls should the student start to make a wrong move.

Training Off-Field Simulated Engine Failures

Pilots: Besides any legal aspects, never train off-field simulated engine failures on your own!

Instructors: Always check an area for wires or other obstructions before simulating engine failures. Consider go-around path and the suitability for an actual engine off touch-down. Cut the throttle smoothly and keep control of engine idle RPM to avoid actual engine starvation.



APPENDIX

LIST OF APPENDICES

Operator Registration Form
Customer Feedback Form
Incident Reporting Form

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APPENDIX 1
Operator Registration Form

Use this form to register as (new) operator / owner, in order to receive safety and service related information concerning your aircraft. The information is stored in a database and is only used within AutoGyro GmbH for the above purpose.

Without proper and timely registration, the operator will not receive vital information, which may lead to unsafe flight or an un-airworthy aircraft.

Return this form to:
AutoGyro GmbH
Domierstraße 14
31137 Hildesheim or E-Mail to info@auto-gyro.com

Aircraft Type:	Serial Number (Werk-Nr.):	Registered at: (Airworthiness authority)
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Registration / Call Sign: curr./new: _____ previous:	Year of manufacture:	Engine Type:
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Airframe S/N:	Rotor System S/N:	Engine S/N:
---------------	-------------------	-------------

Airframe hours:	Rotor System hours:	Engine hours:
-----------------	---------------------	---------------

Previous Owner (if applicable) - please state name, full address, phone and E-Mail

Signature and Date

New/current Owner - please state name, full address, phone and E-Mail

E-Mail

Signature and Date

Below fields are used for AutoGyro internal processing – do not fill in!

Data entered onto database (by / when)	Acknowledgement sent (date) (by / when)	
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APPENDIX 1
Operator Registration Form



<p>Customer's feedback is important to AutoGyro's Technical Publication team.</p> <p>This manual and all information herein have been compiled with greatest care and a maximum level of clarity, safety, and user-friendliness in mind. However, we welcome any comments, questions or suggestions that help us provide a higher quality of our documentation, services, and products.</p> <p>All submitted feedback forms will be processed internally. We are committed to providing a response within ten working days of receipt.</p>		
<p>Return this form to: AutoGyro GmbH Dornierstraße 14 31137 Hildesheim or E-Mail to info@auto-gyro.com</p>		
Document	Issue/Version	Page / Chapter
Product - specify type, year of manufacturing, and serial number (if applicable)		
Other subject		
Your feedback or error reporting - use extra sheets if needed and include a suggestion for correction or remedial action, if possible		
Reported by		
E-Mail		Date
<i>Below fields are used for AutoGyro internal processing – do not fill in!</i>		
Investigation completed	Action and response	Internal reference





APPENDIX 3
Incident Reporting Form

This form is supplied to enable the owner/operator to inform (anonymously, if needed) AutoGyro GmbH of any incident, accident, or other field or service failure that they feel appropriate. The owner must also, of course, inform the relevant authorities if that is appropriate, e.g. Air Accident Investigation Branch etc.

Depending on the incident information supplied, a corrective action is investigated and, if needed, supplied back to the customer(s).

The information is stored in a database and is only used within AutoGyro GmbH for the above purpose.

Return this form to:
AutoGyro GmbH
Dornierstraße 14
31137 Hildesheim or E-Mail to info@auto-gyro.com

Aircraft Type:	Serial Number (Werk-Nr.):	Registered at: (Airworthiness authority)
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Registration / Call Sign:	Year of manufacture:	Engine Type:
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Airframe S/N:	Rotor System S/N:	Engine S/N:
---------------	-------------------	-------------

Airframe hours:	Rotor System hours:	Engine hours:
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Description of incident (be as precise as possible and use extra sheets if needed)

Incident reported by (information is only stored for further inquiry and deleted after investigation)

E-Mail

Signature and Date

Below fields are used for AutoGyro internal processing – do not fill in!

Investigation completed

Corrective action

Internal reference



REFERENCES USED

Note: the Value field may itself contain references (nested references). It is therefore important to refresh all possible references in the value column before refreshing references within the document. The easiest way is to select the entire value column and then press F9 to refresh.

Document Reference	Variable Name	Value
General		
(... two letter code)	rModelName2LC	M7
	rModelNameText	MTOsport Model 2017
	rModelNameFooter	MTOsport-Model2017
Document		
	rDocumentName	POH_M7_1.0_EN
	rDocumentRevCode	1.1
	rDocumentRevDate	10.01.2018
1.8 Technical Data		
Length	rAcLength_m	5.10
Width	rAcWidth_m	1.88
Height	rAcHeight_m	2.71
Height (mast lowered)	rAcHeightMastLow_m	2.30
Empty weight (spec)	rAcEmptyWeight_kg	285
Useful load (spec)	rAcUsefullLoad_kg	275
MTOW		see 2.7 Mass and Bal.
Fuel tank capacity		see 2.10 Fuel
Fuel tank capacity w/ aux.		see 2.10 Fuel
1.9 Rotor		
Rotor diameter	rRotorD_m	8.4
Rotor disc area	rRotorA_m	55.4
Rotor disc load	rRotorL_m	9
Rotor diameter	rRotorD1_m	8.6
Rotor disc area	rRotorA1_m	58.1
Rotor disc load	rRotorL1_m	9.6
2.2 Environmental Limit.		
Max. wind speed	rAtmCndMaxWind_kt	40
Max. demonstr. crosswind	rAtmCndDemoCW_kt	22
Max. tailwind	rAtmCndMaxTW_kt	5
Max. demonstr. oper. alt.	rAtmCndDemoALT_ft	12,000
Temperature (max.)	rAtmCndTempMx_C	+ 40

Document Reference	Variable Name	Value
Temperature (min.)	rAtmCndTempMn_C	- 20
2.4 Airspeed Limitations		
V _{NE} Never Exceed Speed	rAcAirspeedVNE_km	195
	rAcAirspeedVNE_st	120
	rAcAirspeedVNE_kt	105
V _B (Green Arc – top)	rAcAirspeedVB_km	120
	rAcAirspeedVB_st	75
	rAcAirspeedVB_kt	65
Green Arc – bottom (= V _{MIN})		see 4.1 Airspeeds
2.5 Rotor Speed Limit.		
Rotor Speed Limit	rRotorSpeedMax	610
Normal Range (max.)	rRotorSpeedNormTop	550
Maximum pre-rot. speed	rRotorSpeedPreRotMax	320
Recomm. pre-rot. speed	rRotorSpeedPreRotRec	220
Normal Range (min.)	rRotorSpeedNormBot	200
2.6 Power Plant		
Max. engine speed	rEngSpeedMax	5800
Max. cont. power	rEngSpeedMCP	5500
Min. full throttle	rEngSpeedMinWOT	5200
Recom. clutch speed	rEngSpeedClutchRec	2000
Normal Range (min.)	rEngSpeedNormBot	1650
Max. oil temperature	rEngOilTempMax_C	130
Normal Range (max.)	rEngOilTempNormTop_C	110
Normal Range (min.)	rEngOilTempNormBot_C	90
Min. oil temperature	rEngOilTempMin_C	50
Max. Coolant temp.	rEngClntTempMax_C	120
Coolant temp. warning	rEngClntTempWrn_C	120
Normal Range (min.)	rEngClntTempNormBot_C	90
Max. oil pressure	rEngOilPressMax	7

Document Reference	Variable Name	Value
Normal Range (max.)	rEngOilPressNormTop	5
Normal Range (min.)	rEngOilPressNormBot	2
Min. oil pressure+ wrn. light	rEngOilPressMin	0.8
Max. MAP (912)	rEngMapMax_912	31
Max. continuous MAP	rEngMapMCP_912	27
Max. MAP (914)	rEngMapMax_914	39
Max. continuous MAP	rEngMapMCP_914	31
2.7 Mass and Balance		
	rAcMabTowMx912_kg	500
	rAcMabTowMx914_kg	560
	rAcMabSeatFrntMx_kg	110
	rAcMabSeatFrntMn_kg	60
	rAcMabSeatRearMx_kg	110
	rAcMabNoseCompMx_kg	10
2.10 Fuel		
	rFuelMax_ltr	94
	rFuelUnu_ltr	1.2
	rFuelLowWrn_ltr	7.5
	rFuelLowWrn_min	20
4.1 Airspeeds ...		
Climb speed V_Y (lower val.)	rAcAirspeedVyLo_km	90
	rAcAirspeedVyLo_st	60
	rAcAirspeedVyLo_kt	50
Climb speed V_Y (upper val.)	rAcAirspeedVyUp_km	110
	rAcAirspeedVyUp_st	70
	rAcAirspeedVyUp_kt	60
Best ROC V_X (lower val.)	rAcAirspeedVxLo_km	80
	rAcAirspeedVxLo_st	55
	rAcAirspeedVxLo_kt	45
Best ROC V_X (upper val.)	rAcAirspeedVxUp_km	90
	rAcAirspeedVxUp_st	60
	rAcAirspeedVxUp_kt	50
Best range V_{BR}	rAcAirspeedVbr_km	110
	rAcAirspeedVbr_st	70
	rAcAirspeedVbr_kt	60

Document Reference	Variable Name	Value
Long range V_{LR}	rAcAirspeedVlr_km	130
	rAcAirspeedVlr_st	80
	rAcAirspeedVlr_kt	75
Approach V_{APPR}	rAcAirspeedVappr_km	100
	rAcAirspeedVappr_st	65
	rAcAirspeedVappr_kt	55
V_{MIN}	rAcAirspeedVmin_km	50
	rAcAirspeedVmin_st	30
	rAcAirspeedVmin_kt	27
V_{MC} Power-On	rAcAirspeedVmcPOn_km	0
	rAcAirspeedVmcPOn_st	0
	rAcAirspeedVmcPOn_kt	0
V_{MC} Power-Off	rAcAirspeedVmcPOff_km	40
	rAcAirspeedVmcPOff_st	25
	rAcAirspeedVmcPOff_kt	20
5.4 Speeds		see 4.1 Airspeeds
5.5 Rate of Climb	@ max power	
Rate of climb, 500 kg (R912)	rAcPerfRoc500kg912_mps	2.5
Rate of climb, 450 kg (R912)	rAcPerfRoc450kg912_mps	2.7
Rate of climb, 400 kg (R912)	rAcPerfRoc400kg912_mps	3.1
Rate of climb, 350 kg (R912)	rAcPerfRoc350kg912_mps	4.8
Rate of climb, 560 kg (R914)	rAcPerfRoc560kg914_mps	3.1
Rate of climb, 510 kg (R914)	rAcPerfRoc510kg914_mps	3.2
Rate of climb, 460 kg (R914)	rAcPerfRoc460kg914_mps	3.4
Rate of climb, 410 kg (R914)	rAcPerfRoc410kg914_mps	4
Rate of climb, 360 kg (R914)	rAcPerfRoc360kg914_mps	6
5.6 TO and LDG data		
Take-off roll (lower val.)	rAcPerfTOR560Lo_m	80
Take-off roll (upper val.)	rAcPerfTOR560Up_m	120
TOD, 560 kg, 914, IVO	rAcPerfTOD560kg914IVO_m	410
TOD, 560 kg, 914, HTC	rAcPerfTOD560kg914HTC_m	637
TOD, 500 kg, 912, IVO	rAcPerfTOD500kg912IVO_m	320
TOD, 500 kg, 912, HTC	rAcPerfTOD500kg912HTC_m	442
Landing distance	rAcPerfLDD560_m	150

Document Reference	Variable Name	Value
Landing roll (lower val.)	rAcPerfLDR560Lo_m	0
Landing roll (upper val.)	rAcPerfLDR560Up_m	20

F9 updates field value,
Alt-F9 shows field formula.



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