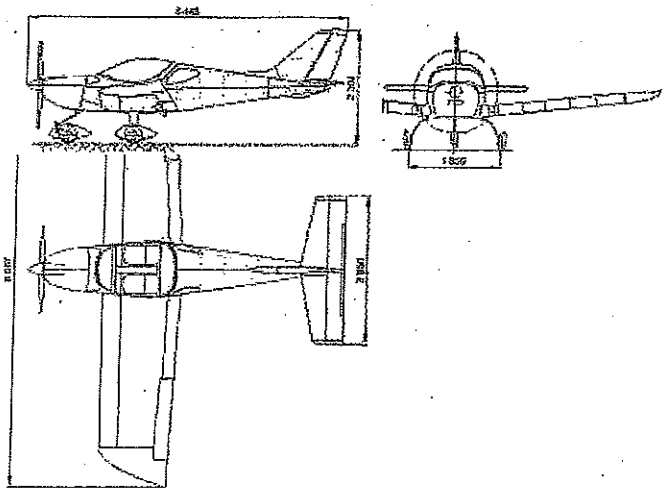
Specifications	U.S. standard	Metric
Wing span	28,8 ft	8,78 m
Lenght	21,3 ft	6,49 m
Wing area	141,6 sq.ft.	13,2m²
Wing loading	9,3 lb/sf	45,6 kg/m²
Empty weight	727,5 lb	330 kg
Gross weight	1320 kg	600 kg
Useful load	595,3 lb	270 kg
Cabin width	46,5 inch	118 cm
Fuel capacity	2x15 U.S.gal	2x57 liters
Luggage space	10,6 cu.ft	300 dm³
"G" limit load factor	+4 / -2 G	



Performance	U.S. standard	Metric
Take-off (grass)	360 ft	110 m
Take off (50" object grass)	918 ft	280 m
Climb rate	1200 fpm	6 m/s
Stall speed with flaps	30 mph	55 km/h
Stall speed w/o flaps	33 mph	61 km/h
Cruise speed (75% power - true airspeed)	125 mph	201 km/h
Never exceed speed (V_{NE})	150 mph	243 km/h
Range (75% power, no reserve)	745 nm	1200 km
Endurance (no reserve)	6 hours	
Landing ground roll (grass)	400 ft	122 m

your dealer

2.1 Introduction

Section 2 includes operating limitations, instrument markings and basic placards necessary for the safe operation of the aircraft, its engine, standard systems and standard equipment.

2.2 Airspeed

Airspeed limitations and their operational significance are shown below:

Speed		KIAS	Remarks
V_{NE}	Never exceed speed	140	Do not exceed this speed in any operation.
V_{NO}	Max. structural cruising speed	113	Do not exceed this speed except in smooth air, and then only with caution.
V_A	Maneuvering speed	86	Do not make full or abrupt control movement above this speed, because under certain conditions full control movement may overstress the aircraft.
V_{FE}	Maximum Flap Extended Speed	76	Do not exceed this speed with flaps extended.

2.3 Airspeed indicator markings

Airspeed indicator markings and their color-code significance are shown below:

Marking	IAS value or range KIAS	Significance
White arc	25-76	Flap Operating Range.
Green arc	32-113	Normal Operating Range.
Yellow arc	113-140	Maneuvers must be conducted with caution and only in smooth air.
Red line	140	Maximum speed for all operations.

5.2 Performance

5.2.1 Airspeed indicator system calibration

KIAS	KCAS
30	36
35	40
40	44
45	47
50	51
55	55
60	59
65	63
70	67
75	71
80	74
85	78
90	82
95	86
100	90
105	94
110	98
115	102
120	105
125	109
130	113
135	117
140	121

5.2.2 Stall speeds

Conditions: Max.take-off weight Engine idle run	Wing flaps pos.	KIAS	KCAS	Altitude loss at recovery [ft]
Wing level stall	0°	32	38	65
	20°	28	35	49
	30°	25	32	33
Co-ordinated turn 30° bank	0°	35	40	82
	20°	31	37	66
	30°	29	36	49

5.2.3 Take-off performance

RUNWAY SURFACE	Take-off run distance *[ft]*	Take-off distance over *50 ft* obstacle *[ft]*
PAVED	328	820
GRASS	361	918

7.4.1 Capable of supplying the engine with an adequate quantity of oil at a temperature not exceeding the maximum established by the engine manufacturer, and

7.4.2 The oil tank or radiator, or both, must be installed to withstand the applicable inertia loads and vibrations, and the oil breather (vent) must be resistant to blockage caused by icing. Oil foam from the breather shall not constitute a hazard.

7.5 *Induction System*—The engine air induction system shall be designed to minimize the potential of carburetor icing.

7.6 *Fire Prevention*—The engine, if enclosed, must be isolated from the rest of the airplane by a firewall or shroud. It must be constructed as far as practical to prevent liquid, gas, or flames, or a combination thereof, from entering the airplane. The use of any one of the following materials shall be acceptable without further testing:

7.6.1 Stainless steel, not less than 0.46 mm (0.018 in.) thick,

7.6.2 Mild steel (corrosion-protected), not less than 0.46 mm (0.018 in.) thick, or

7.6.3 Alternative materials that provide protection equivalent to 7.6.1 or 7.6.2.

8. Required Equipment

8.1 The aircraft shall be designed with the following minimum instrumentation and equipment:

8.2 *Flight and Navigation Instruments*:

8.2.1 Airspeed indicator, and

8.2.2 Altimeter.

8.3 *Powerplant Instruments*:

8.3.1 Fuel quantity indicator,

8.3.2 Tachometer (RPM),

8.3.3 Engine "kill" switch, and

8.3.4 Engine instruments as required by the engine manufacturer.

8.4 *Miscellaneous Equipment*:

8.4.1 If installed, an electrical system shall include a master switch and overload protection devices (fuses or circuit breakers).

8.4.2 The electric wiring shall be sized according to the load of each circuit.

8.4.3 The battery installation shall withstand all applicable inertia loads.

8.4.4 Battery containers shall be vented outside of the airplane (see 6.5).

8.5 *Safety Belts and Harnesses*—There must be a seat belt and harness for each occupant and adequate means to restrain the baggage.

9. Pilot Operating Handbook

9.1 Each airplane shall include a Pilot Operating Handbook (POH). The POH shall contain at least the following section headings and related information when applicable to a specific airplane and shall be listed in the order shown as follows. All flight speeds shall be presented as calibrated airspeeds (CAS) and all specifications and limitations shall be those determined from the preceding relative design criteria.

9.2 *General Information*:

9.3 *Airplane and Systems Descriptions*:

9.3.1 Engine,

9.3.2 Propeller,

9.3.3 Fuel and fuel capacity,

9.3.4 Oil, and

9.3.5 Operating weights and loading (occupants, baggage, fuel, ballast).

9.4 *Operating Limitations*:

9.4.1 Stalling speeds at maximum takeoff weight (V_S and V_{SO}),

9.4.2 Flap extended speed range (V_{SO} to V_{FE}),

9.4.3 Maximum maneuvering speed (V_A),

9.4.4 Never exceed speed (V_{NE}),

9.4.5 Crosswind and wind limitations,

9.4.6 Service ceiling,

9.4.7 Load factors, and

9.4.8 Prohibited maneuvers.

9.5 *Weight And Balance Information*:

9.5.1 Installed equipment list, and

9.5.2 Center of gravity (CG) range and determination.

9.6 *Performance*:

9.6.1 Takeoff and landing distances,

9.6.2 Rate of climb,

9.6.3 Cruise speeds,

9.6.4 RPM, and

9.6.5 Fuel consumption.

9.7 *Emergency Procedures*.

9.8 *Normal Procedures*—The following operating procedures and handling information shall be provided:

9.8.1 Preflight check,

9.8.2 Engine starting,

9.8.3 Taxiing,

9.8.4 Normal takeoff,

9.8.5 Best angle of climb speed (V_X),

9.8.6 Best rate of climb speed (V_Y),

9.8.7 Cruise,

9.8.8 Approach,

9.8.9 Normal landing,

9.8.10 Short field takeoff and landing procedures, if any,

9.8.11 Balked landing procedures, and

9.8.12 Information on stalls, spins, and any other useful pilot information.

9.9 *Aircraft Ground Handling and Servicing*:

9.9.1 Servicing fuel, oil, coolant, and

9.9.2 Towing and tie-down instructions.

9.10 *Required Placards and Markings*:

9.10.1 Airspeed indicator range markings,

9.10.2 Operating limitations on instrument panel, if applicable,

9.10.3 Passenger Warning: "This aircraft was manufactured in accordance with Light Sport Aircraft airworthiness standards and does not conform to standard category airworthiness requirements,"

9.10.4 "NO INTENTIONAL SPINS," if applicable, and

9.10.5 Miscellaneous placards and markings.

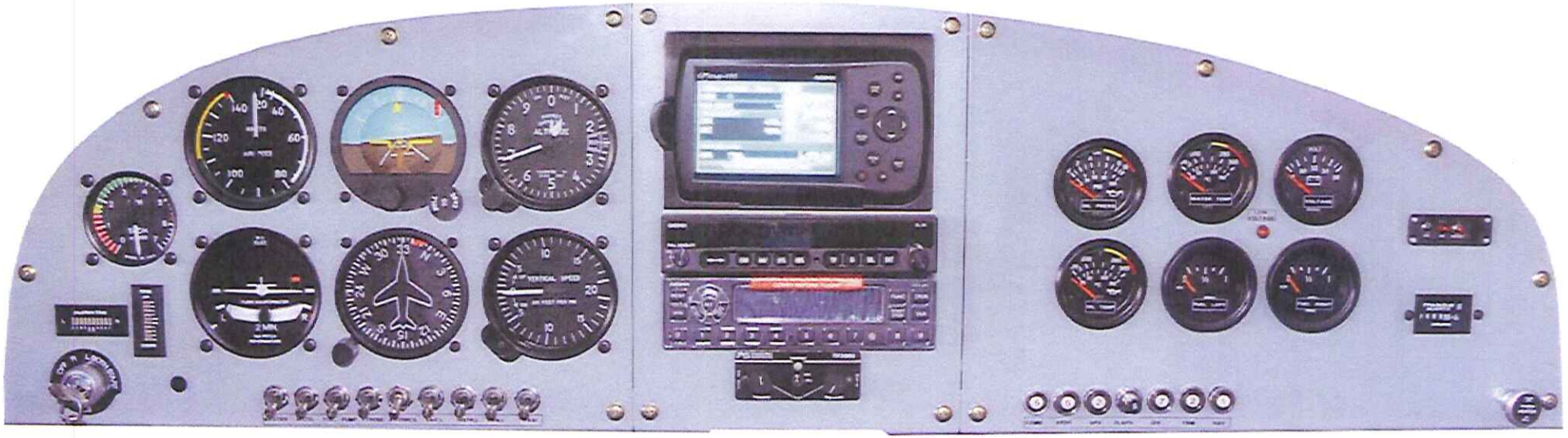
9.11 *Supplementary Information*:

9.11.1 Familiarization flight procedures, and

9.11.2 Pilot operating advisories, if any.

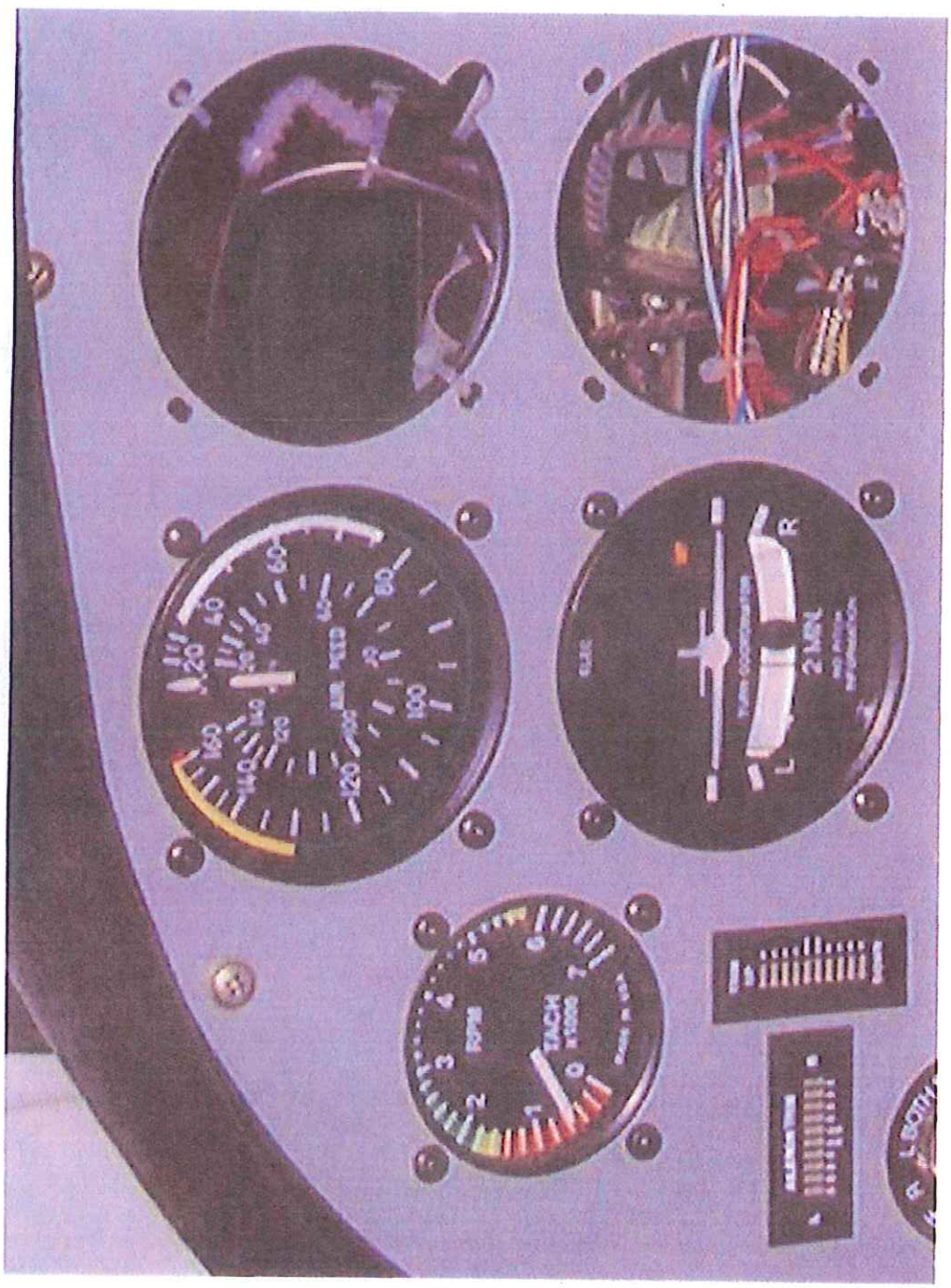
10. Keywords

10.1 fixed-wing aircraft; light sport airplane




N524SC
DAY VFR ONLY
ALTIMETER
VERTICAL SPEED
FLAPS
UP
DOWN
10°
FUEL

Oc4322 07 sc020 303.07



Czech Sport Aircraft, a.s.	**NOTIFICATION**	Czech Sport Aircraft, a.s. Na Záhonech 1177/212, 686 04 Kunovice Czech Republic office@czechsportaircraft.com
No. NOT-SC-002		Rev.: -
Date: 2010/01/19		
Page: 1 of 1		Date: -

MODEL AFFECTED:	SportCruiser / PiperSport
SUBJECT:	Change of the aircraft model name Change of the company seat address
AIRCRAFT AFFECTED:	All SportCruiser aircraft produced All PiperSport aircraft produced

DESCRIPTION:

On January 19, 2010, the SportCruiser model was renamed to the PiperSport model. Currently, design of these models is identical.

All technical publications issued for the SportCruiser model stay valid for the PiperSport model, unless stated otherwise.

The Czech Sport Aircraft, a.s. company will provide continued airworthiness support for both SportCruiser and PiperSport models.

Contacts:

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Czech Republic
www.czechsportaircraft.com
office@czechsportaircraft.com
Phone: + 420 576 514 032
Fax: + 420 576 519 394

APPROVAL:

Engineering design aspects of this Notification are Czech Sport Aircraft a.s. approved.

PUBLICATIONS AFFECTED:

SportCruiser / PiperSport publications:

- Pilot's Operating Handbook
- Maintenance and Inspection Procedures / Maintenance Manual
- Aircraft Assembly Manual
- Instructions for Continued Airworthiness
- Wiring Manual
- Illustrated Parts Catalog
- Service Bulletins
- Safety Alerts or Airworthiness Directives
- Notifications

CZECH SPORT AIRCRAFT	NOTIFICATION	Czech Sport Aircraft a.s. Roháčova 188/37 130 00 Praha 3 Czech Republic info@czechsportaircraft.cz
NO: NOT-SC-001		REV: -
DATE: 2009/04/02		DATE: -
PAGE: 1 of 1		

MODEL AFFECTED:	SPORTCRUISER
SUBJECT:	Transfer of continues airworthinness support
AIRCRAFTS AND KITS AFFECTED:	S/N 06SC001 till 09SC272 manufactured by Czech Aircraft Works a.s. S/N 09SC273 and subsequent manufactured by Czech Sport Aircraft a.s.

DESCRIPTION:

Czech Sport Aircraft a.s. declare, that it is owner of the rights for design and production of LSA Sportcruiser.

Czech Sport Aircraft a.s. declare providing of continued airwothiness support for all LSA Sportcruiser built.

Czech Sport Aircraft a.s. declare providing of spare parts for all LSA Sportcruisers built.

All Airwothiness publications issued by company Czech Aircraft Works s.r.o. are valid till they will not be change, republish or revoke by company Czech Sport Aircraft a.s.

Documents issued by Czech Aircraft Works s.r.o. as a Safety Directives has the same meaning as a Safety Alerts according to ASTM F2295.

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APPROVAL:

The engineering design aspects of this bulletin are Czech Sport Aircraft a.s. approved.

PUBLICATIONS AFFECTED:

SPORTCRUISER Maintenance and Inspection Procedures
SPORTCRUISER Aircraft Assembly Manual
SPORTCRUISER Illustrated Parts Catalog
SPORTCRUISER Safety Directives / Safety Allerts
SPORTCRUISER Service Bulletins
SPORTCRUISER Technical Bulletins
SPORTCRUISER Notifications
Continued Airworthiness Instructions

2. LIMITATIONS

CAUTION
*Airspeeds values are valid for standard **AVIATIK WA037383 pitot-static probe.***

2.1 Airspeed indicator range markings

NOTE
The stated stall speeds are valid for all flight altitudes.

Marking	IAS value or range		Significance
	knot	*mph*	
White arc	*32-75*	*37-86*	Flap Operating Range.
Green arc	*39-108*	*45-124*	Normal Operating Range.
Yellow arc	*108-138*	*124-158*	Maneuvers must be conducted with caution and only in smooth air.
Red line	*138*	*158*	Maximum speed for all operations.

2.2 Stalling speeds at maximum takeoff weight

Conditions: Weight: MTOW Engine: idle	Wing flaps pos.	IAS		CAS		Altitude loss at recovery
		knot	*mph*	*knot*	*mph*	*ft*
Wing level stall	0°	*39*	*45*	*43*	*49*	*65*
	15°	*35*	*40*	*39*	*45*	*49*
	30°	*32*	*37*	*37*	*43*	*33*
Coordinated turn 30° bank	0°	*42*	*48*	*46*	*53*	*82*
	15°	*38*	*44*	*42*	*48*	*66*
	30°	*35*	*40*	*39*	*45*	*49*

2.3 Flap extended speed range - V_{S0} to V_{FE}

Flap operating range *(IAS)*:

32 - 75 [knot] (37 - 86 [mph])

2.4 Maneuvering speed - V_A

Maneuvering speed *(IAS) at 1,320 [lb]*:

88 [knot] (101 [mph])

Maneuvering speed *(IAS) at 900 [lb]*:

70 [knot] (80 [mph])

2.5 Maximum structural cruising speed – V_{NO}

Maximum structural cruising speed *(IAS)*:

108 [knot] (124 [mph])

2.6 Never exceed speed - V_{NE}

Never exceed speed *(IAS)*:

138 [knot] (158 [mph])

2.7 Service ceiling

Service ceiling ..... *10,000 [ft]*

2.8 Load factors

Maximum positive limit load factor..... *+ 4 g*

Maximum negative limit load factor..... *- 2 g*

2.9 Approved maneuvers

The PiperSport is approved for normal and below listed maneuvers:

- Steep turns not exceeding *60°* bank
- Lazy eights
- Chandelles
- Stalls (except whip stalls)

5. PERFORMANCE

The presented data has been computed from actual flight tests with the aircraft and engine in good conditions and using average piloting techniques.
If not stated otherwise, the performance stated in this section is valid for maximum take-off weight *(600 [kg]/1,320 [lb])* and under ISA conditions.

The performance shown in this section is valid for aircraft fitted with given ***ROTAX 912 ULS*** *98.6 [hp] (73.5 [kW])* engine and ***WOODCOMP KLASSIC 170/3/R*** three composite blades ground adjustable propeller as delivered.

CAUTION
*Airspeeds values are valid for standard **AVIATIK WA037383 pitot-static probe.***

5.6 Airspeed indicator system calibration

IAS	CAS
knot	
30	35
35	39
40	44
45	48
50	53
55	57
60	62
65	66
70	71
75	75
80	79
85	84
90	88
95	93
100	97
105	102
110	106
115	111
120	115
125	120
130	124
135	129
140	133

IAS	CAS
mph	
35	41
40	45
45	49
50	54
55	58
60	63
65	67
70	72
75	76
80	81
85	85
90	89
95	94
100	98
105	103
110	107
115	112
120	116
125	121
130	125
135	130
140	134
145	139
150	143
155	148
160	152