

The COYOTE II banks quite easily with a minimum of adverse yaw. Lead into turns using a little rudder. Avoid steep banks until comfortable with the ship. Due to the quick turn rate, steep 360 degrees or 720 degree turns can be disorientating. Attempt these only after you are familiar with the airplane.

FLYING WITH THE DOORS OPEN OR REMOVED The S-6ES can be flown with the doors open up to and including 65 mph. The S-6ES doors should not be opened at airspeeds above 65 mph. The S-6ES can be flown with one (1) or both doors removed up to 65 mph. **A loss in L & D, climb and cruise speed is to be expected with doors open or off operations.**

SPECIAL OPERATIONAL CONSIDERATIONS

Position Ignition switch Up is for on, down for off.

The Fuel Cap May Pop Open during unusual flight manoeuvres such as abrupt negative loads. Avoid free fall 0 G's flight.

Flight Manoeuvres That Induce Negative Load may cause fuel leakage through the vent cap and momentary fuel starvation due to the negative G's on the float style carburettor. Avoid low level abrupt pull-ups followed by an abrupt dive.

WARNING Secure Any Form of Cargo and be careful of clothing articles falling into any part of the aircrafts working mechanisms. Jamming of the controls may result. Always wear the safety belt and shoulder harness to be sure these also do not interfere with the controls

Check the Carburettor during pre-flight for clamp security. After a few hours the fuel/oil mix will lubricate the rubber intake manifold. It is then possible for the carburettor to rotate into a position that may cause fuel overflow and possible fuel starvation. Remove, clean and reclamp.

Fuel Shut-Off Valve must be on for flight. Always check it. There's enough fuel retained in the system past the valve to permit a take-off followed by a deadstick landing!

SLOW to 70MPH in severe turbulence. Avoid descending at high rates of speed from high altitudes into unknown conditions. A shear layer may be present at a lower level causing turbulence. Remember, high speeds and severe turbulence may accelerate airframe fatigue and shorten your aircraft's effective service life.

AIRSPEDS:

Maximum turbulent air penetration speed is 80 mph.

Maximum flap extension speed is 65 mph.

(55 mph for S-6EC version)

Maximum door opening speed is 75 mph.

Keep All Control surface hinge points and other moving parts well oiled.