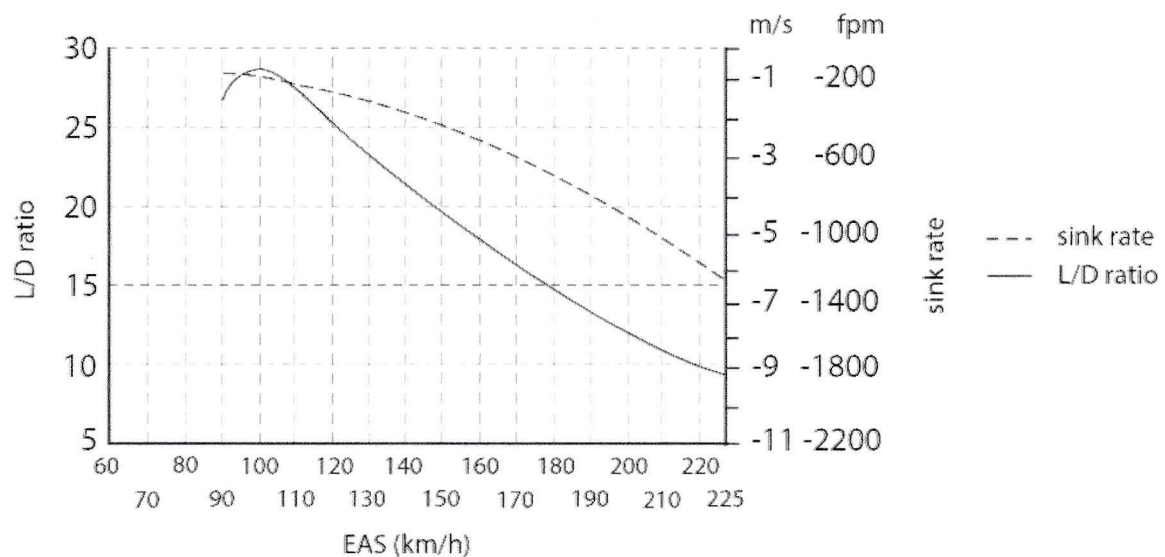


Speed polar (propeller feathered)



Landing performance

Final approach speed should always be 55 kts (102 km/h) with full flaps, regardless of the approaching with zero or full airbrakes. Landing runway length may also vary depending on the elevation, gross weight, touchdown velocity, wind direction and how aggressive the braking action is.

In following conditions: aircraft at MTOM, airport at sea level, wind calm; the landing roll measures 410 feet (125 meters). Should you be flying solo, the length shortens by another 30 feet (10 meters).

WARNING! Runway size must be in excess of 820 x 65 feet with no obstacles in 4° range off runway heading in order ensure safe flying activity. Use of shorter airstrips should be considered a major exception and is allowed for experienced pilots at their own risk only.

Crosswind takeoffs/landings

Maximum allowed crosswind speed on takeoff and landing with flaps in 2nd position is 15 kts. The runway length required is increased by 10 % for every 5 kts of crosswind component.

Airspeed limitations

	Velocity	IAS [kts (km/h)]	Remarks
VS	Stall speed Clean	40 (74)	Stall speed flap up.
VS0	Stall speed Landing configuration	34 (64)	Stall speed flaps full.
VFE	Max. velocity flaps extended	70 (130)	Do not exceed this speed with flaps extended (+9, +18 degrees).
VA	Design maneuvering speed	76 (141)	Do not make full or abrupt control move- ments above this speed.
VNE	Velocity never to be exceeded	120 (222)	Never exceed this speed in any operation. VNE is defined as TAS above 3000 ft MSL, see »Service ceiling and airspeed reduc- tions«.
VNO	Maximum safe velocity in rough air	76 (141)	Maximum speed in turbulent air.
VAE	Maximum velocity of airbrake extension	86 (160)	Do not extend spoilers above this speed.
VES	Maximum velocity for engine restart in flight	50 (90)	Applicable only for the Vario feathering propeller version! Do not restart the en- gine in flight beyond this speed.

Airspeed indicator markings

MARKING	IAS [kts (km/h)]	Definition
White band	34 - 70 (64 - 130)	Full Flap Operating Range. Lower limit is the maximum weight VS0 in landing configuration. Upper limit is maximum speed permitted with flaps extended.
Green band	40 - 76 (74 - 141)	Normal Operating Range Lower end is maximum weight VS1 at most forward C.G. with flaps retracted. Upper limit is maximum structural cruising speed.
Yellow band	76 - 120 (141 - 222)	Manoeuvre the aircraft with caution in calm air only.
Red line	120 (222)	Maximum speed for all operations
Blue line	62 (115)	Best climb rate speed (V_Y)