

#### 4.11 CLIMB

- Throttle – FULL  
5,800 RPM Max 5 minutes  
5,500 RPM Max Continuous
- Airspeed –  
Best Rate 75 KIAS  
Flaps – UP  
Best Angle 60 KIAS  
Flaps – HALF  
Cruise-Climb 85 KIAS  
Flaps – UP
- Engine Gauges – CHECK
- Trim – AS REQUIRED

#### 4.12 CRUISE

- Flaps – CHECK – UP
- Throttle – SET RPM to cruise power (5,500 RPM Max)
- Trim – AS REQUIRED
- Engine Gauges – CHECK

Refer to 7.2.1 regarding fuel consumption while in ECO mode or POWER mode.

#### 4.13 DESCENT & APPROACH

- Throttle – REDUCE
- Flight Instruments – ADJUST
- Airspeed – AS DESIRED
- Engine Gauges – MONITOR
- Flaps – UP (above 82 KIAS )  
AS DESIRED (below 82 KIAS)

The descent should be made with enough power to maintain cylinder head and oil temperatures in the green. If possible, avoid windmilling the engine with the propeller by reducing airspeed or increasing power.

When planning a descent from cruise altitude to the airport traffic pattern, use time to destination to calculate a realistic and comfortable rate (500 ft/minute).

When available, use the vertical navigation (VNAV) function of the EFIS to perform a stable descent if terrain, airspace, and/or weather permit.

#### 4.14 LANDING

- Seat Belt – Pilot and Passenger – FASTENED & SNUG
- Brakes – CHECK firm then release
- Lane A & B (or Ignition Switches) – BOTH ON
- Fuel Pump Switches (912 iS Only) – BOTH ON
- Lights – ON STEADY
- Flaps – AS DESIRED (below 82 KIAS)
- Airspeed – 55-60 KIAS
- Trim – AS REQUIRED
- Throttle – AS DESIRED to control rate of descent
- Touchdown – MAIN WHEELS FIRST
- After Touch Down –
  - Stabilator Control – Increase to FULL AFT as speed decreases
  - Brake as Required

The best technique for use on soft or rough fields is to fly the landing approach at minimum speed carrying power into the landing flare and using an extreme nose high landing attitude so as to touch down with minimum airspeed.

When landing under gusty and or crosswind conditions do not use flaps.

During gusty wind conditions, fly the landing approach at approximately 5 kts above normal and touch down with the nose slightly lower than for a normal landing.

Crosswind approaches can best be accomplished by using the wing down top rudder method touching first on the down wing side main wheel, followed by the other main wheel, and finally lowering the nose wheel all the while keeping the stick into the wind.

#### 4.15 LANDING (Obstacle)

Use normal landing procedures and in addition:

- Flaps – FULL DOWN
- Airspeed – 55 KIAS
- Throttle – AS REQUIRED to control rate of descent
- Slip aircraft as necessary to increase rate of descent

#### **WARNING**

**A relatively high rate of descent is possible in this configuration when at full gross weight and the throttle closed.**

**If airspeed is allowed to decrease below 55 KIAS, level off can only be assured with an application of power.**

#### 4.16 LANDING (Balked)

Use normal landing procedures and in addition at the time of going around:

- Throttle – FULL OPEN
- Flaps – HALF
- Airspeed –  
Best Angle – 60 KIAS  
Flaps – HALF until clear of obstacle, then  
Best Rate – 75 KIAS  
Flaps – UP

#### 4.17 SHUTDOWN

##### Normal Shutdown

- NAV & Land Light Switches – OFF
- Avionics Switch – OFF
- ELT – CHECK OFF

If the following three steps are completed in the order shown the engine will shut down at as low RPM as possible and reduce wear in the gearbox.

- Throttle – 2000 RPM  
Note: Turning off Lane A & B should be done in quick succession. While turning off ignitions, reduce throttle to idle.
- Lane A & B (or Ignition Switches) – BOTH OFF
- Fuel Pump Switches (912 iS Only) – BOTH OFF
- Master Switch – OFF
- Control Locks (seatbelt connected around stick and tow bar installed as a rudder lock), Chocks, & Tie-Downs – As needed

##### NOTE

If high winds are anticipated, the aircraft should be hangared. If the aircraft must be left out, park into the wind and use additional tie-down ropes for security. Place the flaps in the full up position and secure the control stick full aft with the lap belt.

##### Cold Weather Shutdown

Post-Flight Rotax 912ULS:

- Fuel Pump - ON
- Fuel Sample - CHECK until no more water or fuel/water mixture is present.
- Fuel Pump – OFF

Post-Flight Rotax 912iS:

- Let fuel settle to allow water to come out of solution.
- Fuel Sample - CHECK until no more water or fuel/water mixture is present.