

SECTION I LIMITATIONS

1-1. POWER PLANT LIMITATIONS

(1) Engine

Lycoming IO-360-B1B

(2) ENGINE LIMITATIONS

For all operations, 2700 rpm (180 hp)

(3) FUEL

100/130 minimum grade aviation gasoline.

(4) OIL

<u>Outside air temperature</u>	<u>Grade</u>
above 15.5°C (60°F)	SAE 50
-1°C ~ 32°C (30°F ~ 90°F)	SAE 40
-18°C ~ 21°C (0°F ~ 70°F)	SAE 30
below -12°C (10°F)	SAE 20

(5) PROPELLER AND PROPELLER LIMITATIONS

McCauley B2D34C53/74E-0

Diameter, not over 74 in., not under 72.5 in.

1-2. AIR SPEED LIMITATIONS (CAS)

Vne (Never Exceed Speed) :	182 mph (158 kt)
Vno (Maximum Structural Cruising Speed):	156 mph (136 kt)
Vp (Design Maneuvering Speed) :	N or U Category 145 mph (126 kt) A Category 156 mph (136 kt)
Vfe (Flap Extend Speed 25° or 35°) :	120 mph (104 kt)
Vfe (Flap Extend Speed 15°) :	140 mph (122 kt)
The demonstrated cross-wind velocity :	15.0 knots

1-3. FLIGHT LOAD FACTOR

Normal Category		
Flap up	+3.8 ~ -1.52	Flap Down +2.0
Utility Category		
Flap Up	+4.4 ~ -1.76	Flap Down +2.0
Acrobatic Category		
Flap Up	+6.0 ~ -3.0	Flap Down +2.0

1-4. NUMBER OF CREW

MAXIMUM	
Normal Category	4
Utility Category	4
Acrobatic Category	2
MINIMUM	1

In case of 3 crew, 2 front, 1 rear.

1-5. MAXIMUM WEIGHT

Normal Category	2535 lb.
Utility Category	2425 lb.
Acrobatic Category	2072 lb.

1-6. C. G. RANGE

Normal Category		
<u>Fwd</u>	<u>Aft</u>	<u>Weight</u>
+98.19 (27.0% MAC)	+103.58 (36.0% MAC)	2535 lb.
+93.07 (18.5% MAC)	-103.58 (36.0% MAC)	2017 lb. or less
Straight line variation between points given.		
Utility Category		
<u>Fwd</u>	<u>Aft</u>	<u>Weight</u>
+97.09 (25.2% MAC)	+101.77 (33.0% MAC)	2425 lb.
+93.07 (18.5% MAC)	+101.77 (33.0% MAC)	2017 lb. or less
Straight line variation between points given.		

Aerobatic Category

<u>Fwd</u>	<u>Aft</u>	<u>Weight</u>
+93.62 (19.4% MAC)	+97.58(26.0% MAC)	2072 lb.
+93.07 (18.5% MAC)	+97.58 (26.0% MAC)	2017 lb. or less
Straight line variation between points given.		

1-7. INSTRUMENT MARKINGS

Airspeed Indicator ; (IAS)	Red Radial Yellow Arc Green Arc White Arc	178 mph (155 kt) 154 ~ 178 mph (134 ~ 155 kt) 68 ~ 154 mph (59 ~ 134 kt) 54 ~ 119 mph (47 ~ 103 kt)
Fuel Pressure Indicator ;	Pressure port is in Fuel pump outlet, Red Radials Green Arc Pressure port is in flow divider. Red Radial Green Arc	14 psi, 45 psi 14 ~ 45 psi 10 psi 0 ~ 10 psi
Oil Pressure Indicator ;	Red Radials Green Arc Yellow Arc	25psi, 90 psi 60 ~ 90 psi 26 ~ 60 psi (Idling operation)
Oil Temperature Indicator ;	Red Radial Green Arc Yellow Arc	118°C (245°F) 60 ~ 118°C (140°F ~ 245°F) 38 ~ 60°C (100°F ~ 140°F)
Tachometer ;	Red Radial Green Arc	2700 rpm 2200 ~ 2700 rpm
Manifold Air Pressure Indicator;	Red Radial Green Arc	29 in Hg 14.5 ~ 29 in Hg
Cylinder Head Temperature Indicator;	Red Radial Green Arc	260°C (500°F) 93 ~ 260°C (200°F ~ 500°F)

Suction Gauge; If TKK HA-3-1 Gyro Horizon and DA-2-1 Directional Gyro are installed,

Red Radial	3.75 in Hg, 4.25 in Hg
Green Arc	3.75 in Hg ~ 4.25 in Hg

If EDO-AIRE MODEL 5000B Gyro Horizon and MODEL 4000B Directional Gyro are installed,

Red Radial	4.0 in Hg, 5.0 in Hg
Green Arc	4.0 in Hg ~ 5.0 in Hg

If AIM 300-14 Gyro Horizon and AIM 200-5 Directional Gyro are installed

Red Radial	4.5 in Hg, 5.2 in Hg
Green Arc	4.5 in Hg ~ 5.2 in Hg

; optional equipment

1-8. MANEUVERS

(1) Normal Category

Maximum Weight	2535 lb.
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No Acrobatic maneuvers including spins are approved.

(2) Utility Category

Maximum Weight	2425 lb.
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Acrobatic maneuvers are limited to the following.

<u>Maneuvers:</u>	<u>Entry Speed (IAS):</u>
Chandelle	135 mph (117 kt)
Lazy Eight	135 mph (117 kt)
Steep Turn	135 mph (117 kt)
Stall (except whip stall)	Slow Deceleration
Spins (flap up, engine idle)	Slow Deceleration

(3) Acrobatic Category

Maximum Weight 2072 lb.
Acrobatic maneuvers are limited to the following.

<u>Maneuvers;</u>	<u>Entry Speed (IAS)</u>
Chandelle	135 mph (117 kt)
Lazy Eight	135 mph (117 kt)
Steep Turn	135 mph (117 kt)
Stall (except whip stall)	Slow Deceleration
Loop	155 mph (135 kt)
Cuban Eight	155 mph (135 kt)
Immelmann Turn	155 mph (135 kt)
Clover Leaf	130 mph (135 kt)
Aileron Roll	130 mph (113 kt)
Barrel Roll	130 mph (113 kt)
Snap Roll	100 mph (87 kt)
Wing over	120 mph (104 kt)
Hammer head stall	120 mph (104 kt)
Spins (flap up, engine idle)	Slow Deceleration

1-9. TYPE OF OPERATION

This airplane is approved for VFR, DAY and for type of operation indicated in supplementary flight manual I, II, and III of this flight manual if provided with specified equipment.

SECTION II NORMAL PROCEDURES**2-1. PRE FLIGHT CHECK****2-1-1. EXTERIOR CHECK**

Make sure the following items before the exterior check:

- (1) Check the maintenance conditions by the record**
- (2) Make sure that the master switch and the ignition switch “OFF”**
- (3) Unlock the Flight controls.**

NOTE

Do not unlock them if high winds are present.

The check should be started from the trailing edge of the inboard part of the left wing. During the exterior check, make sure that all inspection hole covers are securely attached and check all airplane surfaces for twisting, depression, loose rivets, damage to skin and other remarkable defects.

(4) Trailing Edge of L.H. Wing

- (a) Check condition of flap and aileron.
- (b) Move aileron to check for looseness.

(5) Tip and Upper and Lower Surfaces of L.H.Wing

- (a) Check general condition of wing tips, navigation light, landing and taxi light and wing loading edge. (Remove the pitot tube cover.)
- (b) Check the fuel quantity. Fuel filler cap - LOCK.
- (c) Drain water from the fuel drain valve.
- (d) Check the inlet of syphon breaker of fuel tank for obstruction. (With syphon breaker system)
Check the vent hole of fuel tank for obstruction.
(Other than above)

(6) L.H. Main Landing Gear

- (a) Check the shock strut for damage, oil leak and proper extension.
- (b) Check the brakes for damage, oil leak and sign of over-heating.
- (c) Check the wheel for damage and proper inflation. Inspect the slip mark to be aligned.
- (d) Make sure that the chock is placed properly.

(7) L.H. forward Fuselage and Engine Compartment

- (a) Check the cowling for damage. See if it is positively locked.
- (b) Inspect the ADF sense antenna (whip type) for security.

(8) Airplane Nose Section

- (a) Inspect propeller for nicks, cracks and security of installation.
- (b) Check condition of propeller spinner.
- (c) Check the air filler for obstructions.

(9) Nose Landing Gear

- (a) Check the shock strut for damage, oil leak and proper extension.
- (b) Inspect the centering mechanism of the nose wheel steering for damage and proper installation.
- (c) Check the wheel for damage and proper inflation. Inspect the slip mark to be aligned.

(10) R.H. Forward fuselage and Engine Compartment

Accomplish the following, in addition to the items prescribed in (7) L.H. Forward Fuselage;

- (a) Inspect the fuel strainer for security. Drain water from the fuel strainer.
- (b) Check the oil quantity. Oil filler cap --- CLOSED.

(11) R.H.Main Landing Gear

The same as (6) L.H. Main Landing Gear.

(12) Tip and Upper and Lower Surface of R.H. Wing

The same as (5) Tip and Upper and Lower Surface of L.H. Wing except pitot tube, landing and taxi light.
And in addition to the items above mentioned, accomplish the following.

- (a) Inspect stall warning switch for security.

(13) Trailing Edge of R.H. Wings

The same as (4) Trailing Edge of L.H. Wing.

(14) R.H.Aft Fuselage

- (a) Inspect R.H. Step and the VHF antenna for security.
- (b) Check general condition of skin and check the static pressure hole for obstruction.

(15) Empennage

- (a) Check general condition of control surface (elevators, rudder, elevator trim tabs).
- (b) Check operation of surfaces.
- (c) Check general condition of anti-collision light, tail light and VOR antenna for security.

(16) L.H. Aft Fuselage

- (a) Inspect the tail skid for security.
- (b) Check general condition of skin and check the static pressure hole for obstruction.
- (c) Check the vent holes of the fuel tanks and sump tank for obstruction. (with the syphon breaker system)
Check the vent hole of the sump tank for obstruction. (with vent hole of the sump tank)

- (d) Drain water from the sump tank drain.
- (e) Inspect the ADF loop antenna for security.
- (f) Check the lock of baggage room door.

2-1-2. INTERIOR CHECK

Accomplish the following checks immediately after boarding.

- (1) **Baggage properly SECURED.**
- (2) **The first aid kit and emergency signal
..... properly INSTALLED.**
- (3) **Check the pressure of the fire extinguisher.**
- (4) **Safety belts FASTENED .**
Check the belts and their attachments for damage.
- (5) **Check the windshield for dirtiness or damage.**
- (6) **Sliding canopy CLOSED AND LOCKED.**
- (7) **The pilot check list CARRIED.**
- (8) **Flight controls Check for freedom of movement
and proper response.**
- (9) **Check the travel, smoothness of movement and locking
mechanism of the engine control system.**
- (10) **Elevator trim tab TAKE-OFF position (NEUTRAL).**
- (11) **Rudder trim tab LEFT position.**
- (12) **All switches OFF.**
- (13) **Brakes check for travels.**

- (14) Parking brake ... SET
(Depress pedals fully and pull the parking brake knob fully.)
- (15) Alternate air COLD (push the knob fully.)
- (16) VHF switch OFF.
- (17) Flap handle 0°.
- (18) Mixture lever LEAN.
- (19) Throttle CLOSED.
- (20) Master switch ON.
- (21) Check the indicator of fuel quantity.
- (22) Pitot heater Turn it ON, and after ground crew signs to be ON. turn it OFF.
- (23) Gyro horizon and directional gyro
with cage mechanism CAGE.

Night Flight

Before conducting a night flight, accomplish the following checks in addition to the above -mentioned.

- (24) Instrument light, map light, cabin light
and compass light ON.
- (25) Navigation light, tail lightON.
- (26) Taxi lights, landing lightON.
- (27) Anti-collision light ON.

2-2. ENGINE STARTING

Before starting the engine, have a ground crew posted and check the propeller area to be sure it is clear.

- (1) Fuel shut-off valve ON
or fuel selector valveFulllest tank.
- (2) Pitch lever INCREASE. (low pitch)
- (3) Mixture lever IDLE - CUT-OFF.
- (4) Throttle lever....Push approximately scale one position.
- (5) Booster pump switchON.
- (6) Mixture lever ...FULL RICH for 1 ~ 2 seconds,
then return to IDLE position.
- (7) Ignition switchBOTH.
- (8) Starter switch.....START PUSH.
- (9) As soon as engine started, move mixture lever slowly
and smoothly to FULL RICH.
- (10) Adjust the throttle to set the engine speed
..... at 900 ~ 1000 rpm.
- (11) Check the oil pressure indicator.
(observe the rise of oil pressure)
- (12) Booster pump switchOFF.

CAUTION

If the oil pressure does not rise to 25 psi within 30 sec. after engine starting, shut down the engine and investigate the cause.

CAUTION

If engine does not start after continuous starting operation for 10 ~ 12 seconds, assume it to be over-primed, place mixture in IDLE-CUT-OFF, booster pump switch OFF and operate starter for 1 ~ 2 seconds until excess fuel is removed, then repeat above engine starting procedure.

2-3. WARM UP

Accomplish engine warm up run between 1000 and 1200 rpm until the oil temperature rises to a certain level and the oil pressure stabilized, Do not open up the throttle before the oil temperature exceed 38°C (yellow arc).

- (1) Throttle 1000 ~ 1200 rpm.
- (2) Check the engine instruments (including ammeter) for proper indication.
- (3) VHF Switch ON.
- (4) VHF sensitivity adjusting knob Adjust the volume.
- (5) Flap operation check
...Lower the flap to 15°, 25°, and 35°. Then rise it to 0°.
- (6) Idle check...Close the throttle to check the engine speed decreases between 650 and 750 rpm.
- (7) Ignition switch check
...Set the engine speed at 650 ~ 750 rpm, turn it OFF momentarily and return it to BOTH to see if engine should stop firing momentarily. Accomplish this check quickly to avoid back-fire.

2-4. TAXING

Before taxing, check and confirm the following items.

- (1) Altimeter check setting with tower.
- (2) Gyro horizon and directional gyro
with cage mechanism.....SET.
- (3) Wheel chocks REMOVED.
- (4) Parking brakeOFF (Push the knob fully).
- (5) BrakeOpen the throttle gradually to approximately 1000 rpm and roll the airplane straight - forward. As soon as the airplane rolls, check the effectiveness of the braking by using brake pressure smoothly and evenly.

2-5. ENGINE CHECK BEFORE TAKE-OFF

Before entering the runway, set the engine speed at 1400~1500 rpm, head the airplane to the wind, well clear of runway, stop the airplane with its nose wheel straightened and accomplish the following check:

- (1) Parking brake SET
- (2) Engine instruments Check for proper indication
(including ammeter).
- (3) Ignition system check...Set the engine speed at 2000 rpm, turn the ignition switch from BOTH to RIGHT and check the drop of engine speed by means of the tachometer (maximize permissible drop 173 rpm).
Then, after returning the switch to BOTH, turn it to LEFT, check the drop of engine speed and return it to BOTH again. (Drop-off difference should not exceed 50 rpm.)
- (4) Alternate air control check
....Operate the alternate air knob to check for function.
- (5) Mixture check
....Operate the mixture lever and check its functions.
- (6) Propeller governor check
....Operate the pitch lever and check its functions.
(between 2000 ~ 2200 rpm)
- (7) Idle check
....Close the throttle to check the engine speed decrease 650~750 rpm.
- (8) Maximum power check
....Push the throttle to FULL OPEN smoothly to see if the maximum engine speed reaches 2650~2700 rpm.
- (9) Acceleration and deceleration check
....Operate the throttles quickly to check the engine acceleration and deceleration functions. However, do not operate it so quickly as to cause back-fires, rough running or coughing.

2-6. CHECK BEFORE TAKE-OFF

Before take-off, check and confirm the following items.

- (1) Sliding canopy LOCKED.
- (2) Fuel shut-off valve ON
or fuel selector valve Full tank.
- (3) Fuel booster pump ON.
- (4) Elevator trim tabTAKE-OFF position (NEUTRAL).
- (5) Rudder trim tabRIGHT position.
- (6) Mixture leverFULL RICH.
- (7) Pitch leverINCREASE. (low pitch)
- (8) Flight controls
...Check for freedom of movement and proper response.
- (9) Flap handle --- Set to 15° (or 0° as necessary)
- (10) Indications of instrumentsSee if they are adequate.
- (11) Safety beltFASTENED.
- (12) Parking brakeOFF (push in parking knob fully.)

2-7. TAKE OFF

Take off in accordance with following steps.

- (1) Align the airplane with the runway, apply the brakes, maintain the engine speed at 1400~1500 rpm and check the instruments.
- (2) Release the brakes and advance the throttle gradually to accelerate the airplane.
- (3) Lift nose wheel at 60 mph (52 kt) IAS.
- (4) After lift-off, accelerate to 77 mph (67 kt) IAS
to clear of obstacle.

Note: The airspeed specified in this section are applicable to maximum weight. (2535 lb.)

2-8. CLIMB

- (1) When the airplane is safety airborne, retract the flaps and set the airspeed to the best rate of climb speed of 92mph (80 kt) IAS.
- (2) It is recommended that the climb speed is reduced by approximately 1 mph / 2000 ft. (See para. 4-3.)
- (3) Turn off the fuel booster pump.

CAUTION

Fuel booster pump ON in hot weather, when fuel pressure fluctuates over 1 psi, or when over 2 psi on indicator which scale range is from 14 psi to 45 psi.

2-9. CRUISE

Selection of cruising speed depends on weight, altitude, flight distance, weather, time etc.

The typical relationship between power and range of endurance is as follows. (For detail, see para. 4-4.)

Altitude 5000 ft, 2200 lbs, 2200 rpm. M.C. Scale 7, Fuel Reserve 45 min.				
Power	MP in.Hg	True Airspeed	Renge	Endurance
45% Power	16.9	98mph (85 kt)	753 mile	7.6 hr
50 "	18.2	106 " (92 kt)	730 "	6.9 "
55 "	19.5	113 " (98 kt)	698 "	6.2 "
60 "	20.8	119 " (103 kt)	660 "	5.6 "
65 "	22.1	124 " (108 kt)	617 "	4.9 "
70 "	23.4	128 " (111 kt)	570 "	4.4 "

In case of fuel selector valve system, during cruise, fuel should be used from the left and right tanks alternately to avoid wing-heaviness. The difference of the fuel remaining in each tank should not exceed 1/8.

CAUTION

When increasing power, first increase the rpm with pitch lever and then increase manifold pressure with throttle lever. When decreasing power, throttle back to desired manifold pressure and then change pitch lever to desired rpm.

CAUTION

In event of uneven running in cold weather, assume it to be icing of the air filter and use alternate air.

CAUTION

Fuel booster pump ON in hot weather, when fuel pressure fluctuates over 1 psi on indicator which scale range is from 0 psi to 10 psi, or when over 2 psi on indicator which scale range is from 14 psi to 45 psi.

2-10. ACROBAT

- (1) Refer to 1.8 about safety entry speed.
- (2) Before acrobatic maneuvers, fuel booster pump...ON.
- (3) In case of fuel selector valve system, turn it to "LEFT".
- (4) Do not keep inverted attitude.
- (5) Before acrobatic maneuvers, gyro horizon and directional gyro with cage mechanism.....CAGE.
- (6) Before acrobatic maneuvers, exercise well appendix D, acrobatic manual, which indicates maneuver, operations and cautions.

2-11. LETTING DOWN

- (1) Be careful not to overcool (below 100 °C (212°F)) the cylinder during letting down.
- (2) Mixture lever FULL RICH.

2-12. CHECK BEFORE LANDING

Accomplish the following checks before the airplane flies along the circuit around the airfield.

- (1) Mixture lever FULL RICH.
- (2) Fuel shut off valveON
or fuel selector valve Fulllest tank.
- (3) Pitch lever INCREASE. (low pitch)
- (4) Fuel booster pump ON.
- (5) Safety belt FASTENED.
- (6) Alternate air Use it as necessary.

2-13. LANDING

- (1) Set the flaps to 15° and maintain airspeed
at 90 mph (78 kt) IAS during base leg.
- (2) After turning for the final approach, descend with
the flaps at to 35° and maintain airspeed at 80 mph
(70 kt) IAS.
- (3) Let the main wheels touch the ground at
approximately 63 mph (55 kt) IAS.

2-14. GO-AROUND

- (1) Throttle FULL.
- (2) FlapsRetract flaps from 35° to 15° slowly.
- (3) Elevator trim tab NEUTRAL.
- (4) Rudder trim tab RIGHT.
- (5) Accelerate to 77 mph (67 kt) IAS to clear of obstacle.
- (6) When the airplane in safely airborne, retract the flaps
to 0° slowly, set the airspeed to the best rate of climb
speed of approximately 92 mph (80 kt) IAS and
adjust the trimming.

2-15. AFTER LANDING

Accomplish the following checks after landing:

- (1) Fuel booster pump OFF.
- (2) Flap handle Retract.
- (3) Elevator trim tab NEUTRAL.
- (4) Rudder trim tab LEFT.
- (5) Gyro horizon and directional gyro
with cage mechanismCAGE.

2-16. STOP

Stop the airplane and take the following procedures:

- (1) Parking brake SET.
- (2) Engine instruments
.....Confirm all of them are within limits.
- (3) Cool-off run
.....Stop the engine after cool-off run when
the cylinder head temperature is high.
- (4) Mixture lever IDLE CUT OFF (Pull it fully).
- (5) Throttle CLOSED after the propeller has stopped
completely.
- (6) Switches for electrical system
and ignition switchOFF.
- (7) Fuel shut off valve OFF
or fuel selector valveOFF.
- (8) Master switchOFF.

2-17. BEFORE LEAVING AIRPLANE

- (1) Control wheelFIXED.
- (2) After placing the wheel chocks in position
release the parking brake.

SECTION III EMERGENCY PROCEDURES

3-1. ENGINE FAILURE**3-1-1. ENGINE FAILURE DURING TAKE OFF.**

In case of engine failure during take-off run, close the throttle and apply brakes immediately.

If engine failure occurs when the remaining runway is insufficient for stopping, take the following procedure:

- (1) Throttle CLOSED.
- (2) Mixture lever IDLE CUT OFF.
- (3) Fuel shut-off valve OFF
or fuel selector valve OFF.
- (4) If time permits, turn off the ignition switch
and the master switch.
- (5) Avoiding obstacles, stop the airplane and leave it at once.

**3-1-2. WHEN SUFFICIENT LENGTH OF RUNWAY IS NOT LEFT
IN CASE OF ENGINE FAILURE AFTER LIFT-OFF.**

- (1) Maintaining the airspeed, fly straight forward and look
for a place for forced landing. Turn at low altitude should
be avoided as far as possible.
- (2) ThrottleCLOSED.
- (3) Mixture leverIDLE CUT OFF.
- (4) Fuel shut-off valve OFF.
or fuel selector valve OFF.
- (5) Ignition switch ---- OFF.
- (6) Master switch ---- OFF.
- (7) Open the canopy, if possible.
- (8) Avoiding obstacles and selecting a place as flat as
possible, make a forced landing.

3-1-3. ENGINE FAILURE DURING FLIGHT

- (1) Maintain the airspeed at 100 mph (87 kt) IAS with propeller in high pitch position.
- (2) If there is sufficient altitude and circumstances permit, re-start the engine as follows.
 - (a) Fuel shut-off valveCheck ON
or fuel selector valve Check Fullest tank.
 - (b) Master switchCheck ON.
 - (c) Ignition switchCheck BOTH.
 - (d) Pitch leverINCREASE (low pitch)
 - (e) Throttle leverPush slightly.
 - (f) Fuel booster pumpON.
 - (g) Mixture leverFULL RICH.
 - (h) Starter switchSTART PUSH. (as required)
 - (i) If icing is likely to take plane, Alternate airHOT.
- (3) If times does not permit engine re-starting, or engine fails to re-start, make a forced landing with following procedure maintaining the airspeed at 100 mph (87 kt) IAS and taking care of altitude.
 - (a) Mixture lever IDLE CUT-OFF.
 - (b) ThrottleCLOSED.
 - (c) Ignition switchOFF.
 - (d) Master switch OFF.
 - (e) Fuel shut-off valveOFF
or fuel selector valve OFF.
 - (f) Open the canopy before landing.
 - (g) Avoid obstacles and selecting a place as flat as possible, make a forced landing.

3-2. PROPELLER CONTROL SYSTEM FAILURE

If the propeller becomes uncontrollable, continue flight under reduced power keeping rpm from exceeding maximum limit.

3-3. FIRE

3-3-1. ENGINE FIRE DURING ENGINE START.

If fire occurs in exhaust or induction system, continue starting attempt.

If the stall is unsuccessful, or engine starts and fire persists, take the following procedure.

- (1) Mixture leverIDLE CUT-OFF.
- (2) Fuel shut-off valve OFF
or fuel selector valveOFF.
- (3) Ignition switch, Master switchOFF.
- (4) Get clear of aircraft and use fire extinguishers.

3-3-2. ENGINE FIRE DURING FLIGHT

- (1) Cabin heater knobPush fully.
- (2) Mixture leverIDLE CUT-OFF.
- (3) Fuel shut-off valveOFF
or fuel selector valveOFF.
- (4) Ignition switch, master switch ...OFF.
- (5) Maintain the airspeed at 100 mph (87 kt) IAS.
- (6) Open the canopy, if possible.
- (7) Avoid obstacles and selecting a places as flat as possible, make a forced landing.

3-3-3. CABIN FIRE DURING FLIGHT

- (1) Master switch OFF.
- (2) If necessary to stop the engine;
Mixture lever IDLE CUT-OFF.

Fuel shut-off valveOFF
or Fuel selector valveOFF.

Ignition switchOFF.
- (3) Use fire extinguisher.

CAUTION

After the use of fire extinguisher, open the canopy and canopy air intake as soon as possible.

- (4) When fire extinguished and if there is sufficient altitude and circumstances permits, re-start the engine following 3-1-3 (2).
- (5) If engine fails to re-start, make a forced landing following 3-1-3 (3).

3-4. BAIL OUT

: Handling the parachute shall be exercised previously.

- (1) Reduce airplane speed as much as possible
with full flaps.
- (2) CanopyOPEN.
- (3) Safety belt and shoulder harness ...UNFASTENED.
- (4) Crawl out on the wing and dive off the trailing edge head first.

This manual cannot be used for actual flight.

It is for flight simulation enjoyment with Fuji FA200-180_XP12 by Flyingtak1.

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