Approved manoeuvres Category Aerobatic:
(wingspans 17.2 m and 18 m, only without water ballast **in the wing tanks (and fin tank A)**)
All manoeuvres approved for category Utility and:
Inverted flight
Slow roll
Half roll and half loop
Half loop and half roll
Combination of approved manoeuvres see section 4.5.12
Recommended entry speeds see section 4.5.12.

2.10 **Manoeuvring load factors**

The following load factors must not be exceeded:

Airworthiness category:		Utility		Aerobatic	
at manoeuvring speed	VA	+ 5.3	-2.65	+7.0	-5.0
at max. speed	VNE	+ 4.0	-1.5	+7.0	-5.0
airbrakes extended	VNE + 3.5				

2.11 **Flight crew**

a) single seated
max. load in the front seat 110 kg 242 lbs.
min. load in the front seat see placard in cockpit and weighing report page 6.5
b) two seated
max. cockpit load is 210 kg (463 lbs.) with a max. of 105 kg (231 lbs.) in the front seat or 110 kg (242 lbs.) in the front seat and 90 kg (198 lbs.) in the rear seat.
min. cockpit load in the front seat is the min. cockpit load see a) minus 40% of the load in the rear seat. This means that 10 kg (22 lbs.) in the rear seat replaces 4 kg (8.8 lbs.) missing cockpit load in the front seat.
With these loads, the C.G. range given under 2.8 will be kept in the limits if the empty weight C.G. is in its limits. see loading chart in sect. 6.
Either the front seat or the rear seat may designated as seat of the pilot in command.
If the rear seat is to be designated it must be assured that all necessary operating items and instruments are installed and that the pilot in command has sufficient training in flying safely from the rear seat.

Caution: With lower pilot weights lead ballast must be added to the seat. Ballast put on the seat (lead ballast cushion) must be fastened at the safety belt anchorage points. Installation for removable trim ballast see sect. 7.16.1.

Note: For Australia the lower limit for the min. load in the cockpit should not exceed 66 kg (146 lbs.). A provision for removable ballast see sect. 7.16.1 is mandatory.

2.12 **Kinds of operation**

A) **All configurations**

- Flights according to VFR (daylight)
  Aerotow
  Winch- and auto-launching

B) **In addition when flying without waterballast in the wing tanks (and fin tank B)**

- Cloud flying (daylight): permitted when properly instrumented (see below).
- Simple aerobatics see sect. 4.5.12. (Category Utility)
- Aerobatics see section 4.5.12. (Category Aerobatic) if the required equipment (see below) is installed, only with 17,2 m and 18 m span.
  Note: Cloud flying is not permitted in the USA, Canada and Australia.

2.13 **Minimum equipment**

As minimum equipment only the instruments and equipment specified in the equipment list (see maintenance manual) are admissible.

Note: The actual equipment list is filed in the enclosures of the maintenance manual.

a) **Normal operation**

Airspeed indicator: Range: 0-300 km/h (0-165kts.); Speed range markings see sect. 2.3
Altimeter: Altimeter with fine range pointer, 1 turn max. 1000 m (3000 ft.)
Magnetic compass (compensated in the aircraft, only required for Canada)
Four piece symmetrical safety harness
VHF - transceiver (ready for operation)
Battery Z07 or a ballast weight of 4,3 kg (9.5 lbs.) installed in the battery box in the fin
Parachute automatic or manual type or a suitable firm back cushion approximately 8 cm (3 in.) thick for the front seat and 3 – 8 cm (1 – 3 in.) thick for the rear seat
Required placards, check lists and this Flight manual.
With optional fin waterballast tanks:
Outside air temperature gauge with probe in the fuselage nose with blue marking for temperatures below 2°C, (36°F).

b) **In addition for cloud flying**
(Not permitted in the USA, Canada and Australia)

Magnetic compass (compensated in the aircraft)
Variometer
Turn and bank indicator
Remark: Experience has shown that the installed airspeed indicator system may be used for cloud flying.

c) **In addition for aerobatics** (Category Aerobatic)

Accelerometer capable of retaining max. and min. g-values with markings red radial lines at +7 g and -5 g.