

TABLE OF CONTENTS

SECTION 10

OPERATING TIPS

Paragraph No.		Page No.
10.1	General	10-1
10.3	Operating Tips	10-1

**SECTION 10
OPERATING TIPS**

10.1 GENERAL

This section provides operating tips of particular value in the operation of Archer II.

10.3 OPERATING TIPS

- (a) Learn to trim for takeoff so that only a very light back pressure on the control wheel is required to lift the airplane off the ground.
- (b) The best speed for takeoff is about 53 KIAS under normal conditions. Trying to pull the airplane off the ground at too low an airspeed decreases the controllability of the airplane in the event of engine failure.
- (c) Flaps may be lowered at airspeeds up to 102 KIAS. To reduce flap operating loads, it is desirable to have the airplane at a slower speed before extending the flaps. The flap step will not support weight if the flaps are in any extended position. The flaps must be placed in the "UP" position before they will lock and support weight on the step.
- (d) Before attempting to reset any circuit breaker, allow a two to five minute cooling off period.
- (e) Before starting the engine, check that all radio switches, light switches and the pitot heat switch are in the off position so as not to create an overloaded condition when the starter is engaged.
- (f) Anti-collision lights should not be operating when flying through cloud, fog or haze, since reflected light can produce spacial disorientation. Strobe lights should not be used in close proximity to the ground such as during taxiing, takeoff or landing.

- (g) The rudder pedals are suspended from a torque tube which extends across the fuselage. The pilot should become familiar with the proper positioning of his feet on the rudder pedals so as to avoid interference with the torque tube when moving the rudder pedals or operating the toe brakes.
- (h) In an effort to avoid accidents, pilots should obtain and study the safety related information made available in FAA publications such as regulations, advisory circulars, Aviation News, AIM and safety aids.
- (i) Prolonged slips or skids which result in excess of 2000 ft. of altitude loss, or other radical or extreme maneuvers which could cause uncovering of the fuel outlet must be avoided as fuel flow interruption may occur when tank being used is not full.
- (j) Hand starting of the engine is not recommended, however, should hand starting of the engine be required, only experienced personnel should attempt this procedure. The magneto selector should be placed to "LEFT" during the starting procedure to reduce the probability of "kick back." Place the ignition switch to "BOTH" position after the engine has started.

**SECTION 10
OPERATING TIPS**

10.1 GENERAL

This section provides operating tips of particular value in the operation of Archer II.

10.3 OPERATING TIPS

- (a) Learn to trim for takeoff so that only a very light back pressure on the control wheel is required to lift the airplane off the ground.
- (b) The best speed for takeoff is about 53 KIAS under normal conditions. Trying to pull the airplane off the ground at too low an airspeed decreases the controllability of the airplane in the event of engine failure.
- (c) Flaps may be lowered at airspeeds up to 102 KIAS. To reduce flap operating loads, it is desirable to have the airplane at a slower speed before extending the flaps. The flap step will not support weight if the flaps are in any extended position. The flaps must be placed in the "UP" position before they will lock and support weight on the step.
- (d) Before attempting to reset any circuit breaker, allow a two to five minute cooling off period.
- (e) Before starting the engine, check that all radio switches, light switches and the pitot heat switch are in the off position so as not to create an overloaded condition when the starter is engaged.
- (f) Anti-collision lights should not be operating when flying through cloud, fog or haze, since reflected light can produce spacial disorientation. Strobe lights should not be used in close proximity to the ground such as during taxiing, takeoff or landing.

LUFTFAHRZEUG - FLUGHANDBUCH (AFM)
MANUEL DE VOL DE L'AERONEF

für das Luftfahrzeug HB - PLY
pour l'aéronef

Die den Betrieb des Luftfahrzeuges betreffenden Unterlagen sind vom Bundesamt für Zivilluftfahrt als Luftfahrzeug-Flughandbuch genehmigt oder anerkannt. Sie bilden eine Grundlage des Lufttüchtigkeitszeugnisses und dürfen nur durch das Bundesamt für Zivilluftfahrt oder in dessen Auftrag geändert werden.

Bei Aenderungen in der Ausrüstung ist dem Bundesamt für Zivilluftfahrt unverzüglich ein Arbeitsbericht im Doppel unter Angabe von Masse und Hebelarm der ein- und ausgebauten Teile zusammen mit dem vorliegenden Flughandbuch zuzustellen.

Das Luftfahrzeug darf nur nach diesem Flughandbuch, das an Bord mitzuführen ist, betrieben werden.

Der Zulassungsbereich des Luftfahrzeuges ist im Anhang zum Lufttüchtigkeitszeugnis festgelegt.

Les documents relatifs à l'exploitation de l'aéronef sont approuvés ou reconnus par l'Office fédéral de l'aviation civile en tant que manuel de vol de l'aéronef. Ils forment une base du certificat de navigabilité et ne peuvent être modifiés que par l'Office fédéral de l'aviation civile ou sur son ordre.

Lors de changements dans l'équipement, il y a lieu d'envoyer immédiatement à l'Office fédéral de l'aviation civile, avec le présent manuel de vol, un rapport de travail en deux exemplaires, et d'indiquer la masse ainsi que le bras de levier des parties installées ou déposées.

L'aéronef ne peut être exploité que d'après le présent manuel de vol, qui doit se trouver à bord.

Le champ d'utilisation de l'aéronef est fixé dans l'annexe du certificat de navigabilité.

3003 Bern, den 22. DEZEMBER 1988
3003 Berne, le

BUNDESAMT FUER ZIVILLUFTFAHRT, Sektion Leichtluftfahrt
OFFICE FEDERAL DE L'AVIATION CIVILE, section des aéronefs légers
i.A. / p.o.

B. MEISSER

Bemerkungen / Observations

2. Anzahl Personen an Bord
Nombre de personnes à bord

2.1 Mindestflugbesatzung *
 Equipage minimal de conduite

1 P.I.L.			
3			

2.2 Höchstzulässige Anzahl
 Passagiere
 Nombre maximal de passagers

* Allfällige besondere Betriebsvorschriften bleiben vorbehalten.
 D'éventuelles prescriptions d'exploitation particulières restent réservées.

Hauptsächliche Daten des Luftfahrzeuges HB - PLY
Données principales de l'aéronef

1. Masse und Schwerpunktlage
Masse et position du centre de gravité

1.1 Höchstzulässige Abflugmasse Kat. * 1157 kg 2550 lbs
Masse maximale autorisée au décollage Cat. * 1157 kg 2550 lbs

* Andere Kategorien siehe Flughandbuch
Autres catégories voir manuel de vol

1.2 Höchstzulässige Landemasse 1157 kg 2550 lbs
Masse maximale autorisée à l'atterrissage

1.3 Leermasse
Masse à vide

In der Leermasse sind inbegriffen:
Dans la masse à vide sont compris:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Ausrüstung gemäss Ausrüstungsliste
L'équipement selon la liste d'équipement | <input checked="" type="checkbox"/> Hydraulikflüssigkeit
Le liquide hydraulique |
| <input checked="" type="checkbox"/> Nicht verwendbarer Treibstoff
Le carburant non utilisable | <input type="checkbox"/> Ballast (sofern eingebaut)
Lest (si installé) |
| <input checked="" type="checkbox"/> Nicht verwendbarer Schmierstoff
Le lubrifiant non utilisable | <input type="checkbox"/> Getriebeöl
Le lubrifiant de boîtes de transmission |
| <input checked="" type="checkbox"/> Verwendbarer Schmierstoff
Le lubrifiant utilisable | <input type="checkbox"/> |

Datum Date	Leermasse Masse à vide	Schwerpunktlage Position du centre de gravité	Leermasse-Moment Moment de la masse à vide	Zuladung Charge utile
	kg / lbs	m / in	kg / in. lbs.	kg / lbs
	REFER TO THE "WEIGHT AND BALANCE RECORD"			
	LOCATED IN SECTION 6 (PAGE 6-7)			

