

NOTES:

1. Tail height and over-all length were obtained with the floatplane leveled.
2. Wing span shown with strobe lights installed.
3. Maximum height shown with flashing beacon installed.

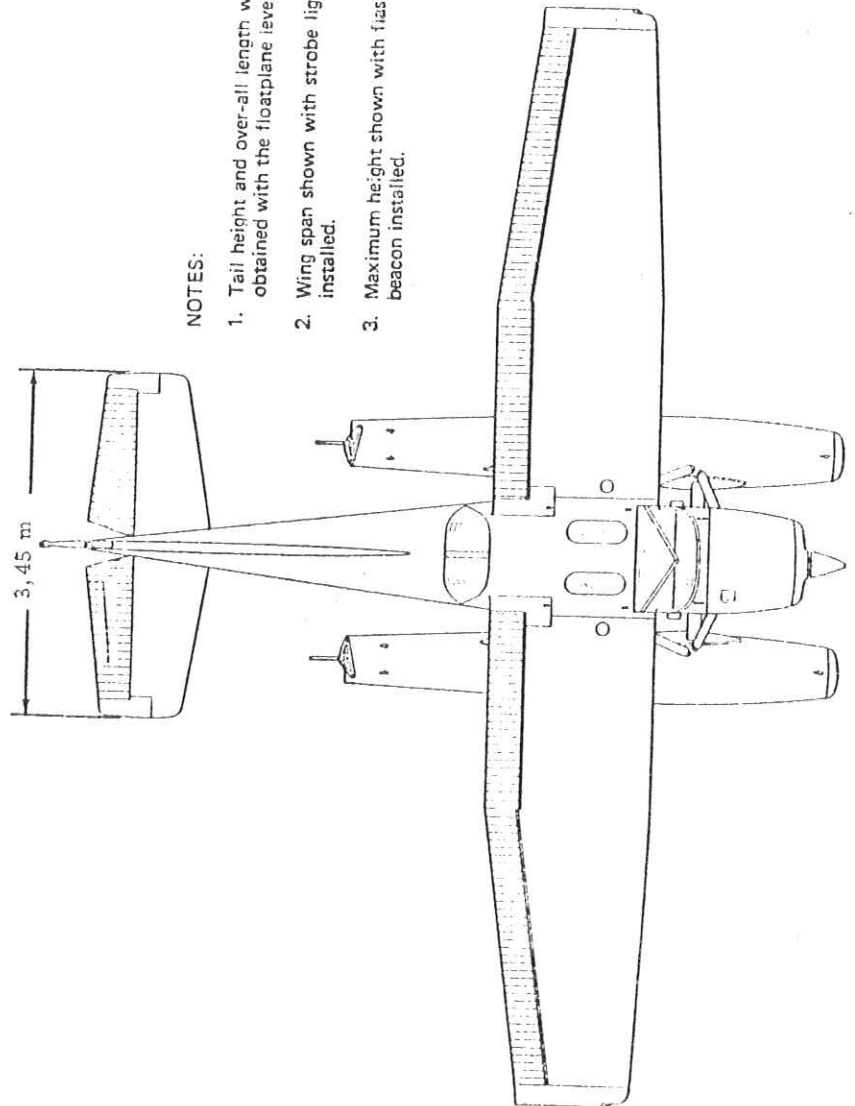


Figure 6-16, 1 (2/2)

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SECTION 2

LIMITATIONS

INDICATED AIRSPEED LIMITATIONS

	km/h	kts	MPH
VNE (Never Exceed Speed)	296	160	184
VNO (Maximum Structural Cruising Speed)	237	128	147
VFE (Maximum Speed, Flaps Extended)	158	86	98
VA (Maneuvering Speed)	179	96	110

MANEUVER LIMITS

NORMAL Category only.

Aerobatic maneuvers, including spins, are not approved.

Water rudders must be retracted for all flight operations.

Refer to Section 2 of the landplane flight manual for the other operating limitations.

MAXIMUM GROSS WEIGHT FOR TAKE-OFF AND LANDING : 1007 kg

CENTER OF GRAVITY LIMITS

Aft at 1007 kg : 1,16 m

Forward at 829 kg or less : 0,92 m

Forward at 1007 kg : 1,01 m

Straight line variation between 829 and 1007 kg

FLIGHT MANEUVERING LOAD FACTORS AT GROSS WEIGHT OF 1007 kg

Flaps Up + 3,8

- 1,52

Flaps Down + 3,0

PLACARDS

The following information is displayed in the form of composite or individual placards in addition to those specified in Section 2 of the landplane flight manual.

1. In full view of the pilot :

FLOATPLANE	
This airplane must be operated as a normal category airplane in compliance with the operating limitations as stated in the form of placards, markings, and manuals.	
MAXIMUMS	
MANEUVERING SPEED (IAS)	179 km/h - 96 kts - 110 MPH
GROSS WEIGHT	1007 kg
FLIGHT LOAD FACTOR	Flaps Up + 3.8, - 1.52
	Flaps Down + 3.0
Water Rudder : Extend for taxi ; retract for takeoff, flight, and landing.	
No acrobatic maneuvers, including spins approved. Altitude loss in a stall recovery : 200 ft - 61 m . Flight into known icing conditions prohibited. This airplane is certified for the following flight operations as of date of original airworthiness certificate :	
DAY - NIGHT - VFR - IFR	

2. On wing flap position indicator :

FLOATPLANE MAX. FLAPS - 30°

3. Near water rudder stowage hook :

WATER RUDDER ALWAYS UP EXCEPT FOR WATER TAXING

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6. W
7. M
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9. T
10. C

EME
1. I
2. N
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4. I
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6. V
7. N
8. I

Flyteknisk Notodden AS				Dokumentnavn		Skjema for tommasse og balanserapport				
Dato	01.03.2008	Utgave	02	Revisjonsstatus	00	Dokumentnummer	Kap 5-1.12		Side	1-1

1

Tommasse- og balanserapport. Veiging av luftfartøy.

Nasjonalltets- og registreringsmerke:	LN-NFW	
Fabrikant og typebetegnelser	Serienummer	Fabrikasjonsår
Reims Aviation F172N	F172-1683	1978
Tommasse tyngdepunkt-område	Understell	
Ikke oppgitt	<input type="checkbox"/> Hjul	<input type="checkbox"/> Ski X Flotterer <input type="checkbox"/> Amfibium <input type="checkbox"/> Skid
Følgende Tommasse- og balanserapport.		
Dato:	27.04.05	Utført av: Flyteknisk Notodden Tommasse 674 kg Tyngdepunkt 39,7"

Datum / Referanseplan					
Fremside av brannskottets fremre del					
Velepunter	Avlest kg/lbs	Tara kg/lbs	Netto kg/lbs	Arm cm/Inch	Moment kg/lbs
Venstre Flottørstep	244 kg	0	239 kg	57,5"	13743
Høyre Flottørstep	247 kg	0	247 kg	57,5"	14203
Fremre spreaderl	266 kg	3 kg	263 kg	8,7"	2288
Justering					
Justering					
Total			749 kg	40,37"	30234

Referanse og dato for gjeldende vedlagte utstyrliste	Dato: 15.06.2010		
Referanse			
Tommasse l kg/lbs	749 kg	Tyngdepunkt l cm/Inch	40,37" / 1,025 m

Type vekter:	Road Runner Elektroniske vekter	Dato for siste kalibrering	02.11.2009
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Årsak til veiging:
 Montert på EDO 89-2000 flotterer

Undertegnede bekrefter herved at veieresultatet og beregning av tommasse og tyngdepunkt er kontrollert og funnet tilfredsstillende.	Utførende godkjent vedlikeholdsinstitusjon: Flyteknisk Notodden AS
Sted / dato Notodden 13.06.2010	Telefon 350 12177
Navn / stilling (Underskrift) 	Sted / dato Notodden 13.06.2010 
Øyvind Vassbotten Verkstedsjef	Øyvind Vassbotten Verkstedsjef

SECTION 4

NORMAL PROCEDURES

WEIGHT AND BALANCE

The following information will enable you to operate your floatplane within the prescribed weight and center of gravity limitations.

In figuring your loading problems, be certain that you use the Licensed Empty Weight of your particular floatplane as shown on its Weight and Balance Data Sheet. This sheet, plus an Equipment List, is included with each floatplane as it leaves the factory. When the floats have been installed by anyone other than the factory, the aircraft log book (Repair and Alteration Form) must be consulted for proper weight and balance information.

The loading instructions given in the Flight Manual for the landplane should be used as a guide when figuring floatplane weight and balance problems. In conjunction with these instructions, use the Sample Problem, Loading Graph, and Center of Gravity Moment Envelope in this supplement.

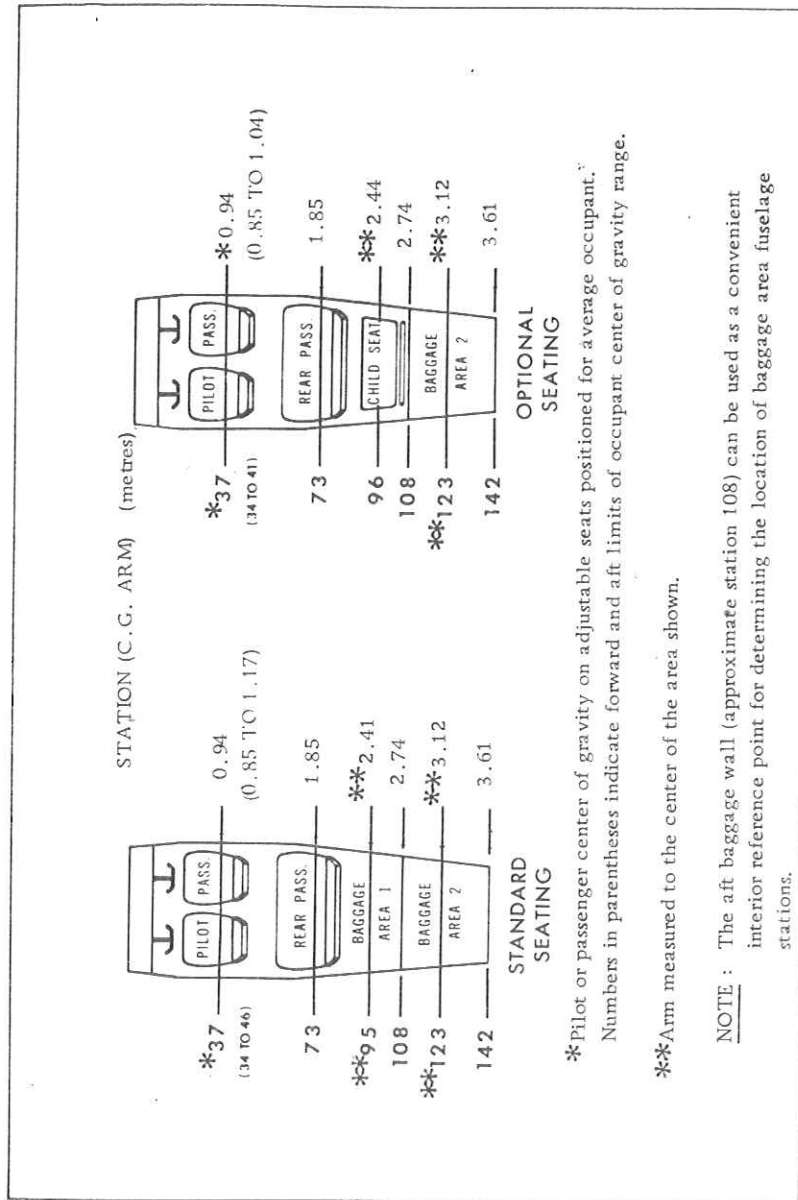


Figure 4-2

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DESIGNATION	SAMPLE AIRPLANE		YOUR AIRPLANE	
	Weight kg	Moment m. kg	Weight kg	Moment m. kg
1. Empty Weight (Includes unusable fuel and full oil). Refer to the weight and balance records of your a/c for the empty weight.	726	725	726	789
	103	126	749	768
2. Fuel (Standard - 40 US Gal - 152 l maxi at 0, 72 kg/l) Fuel (Long Range - 50 US Gal - 189 l maxi at 0, 72 kg/l)				
3. Pilot and Front Passenger	154	145		
4. Rear Passengers	24	57		
5. Baggage or Passenger on Child's Seat				
6. TOTAL WEIGHT AND MOMENT	1007	1053		
7. Locate this point (1007 and 1053) on the center of gravity moment envelope, and since this point falls within the envelope, the loading is acceptable.				

Figure 6-16.2

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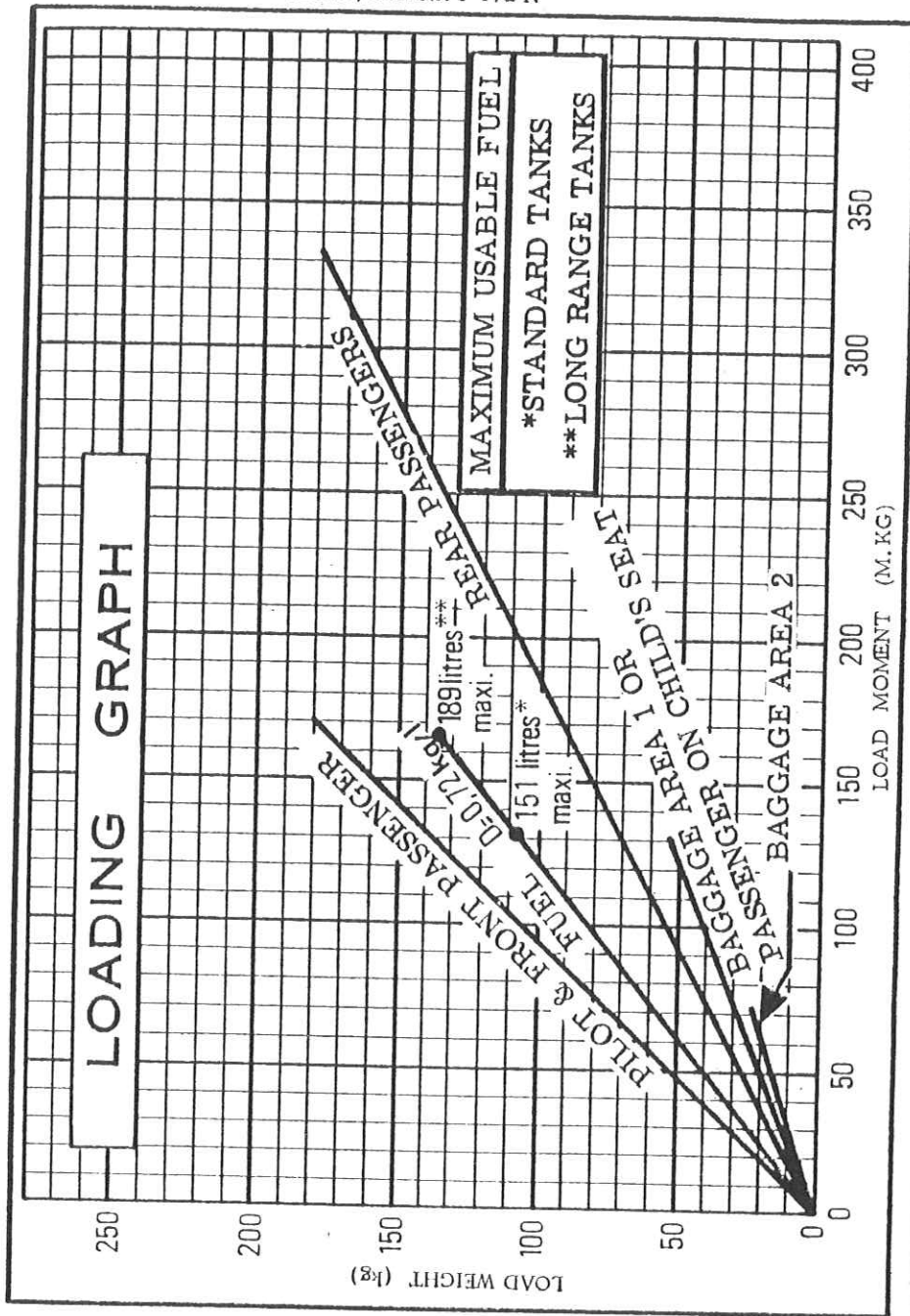


Figure 6-16,3
DGAC Approved

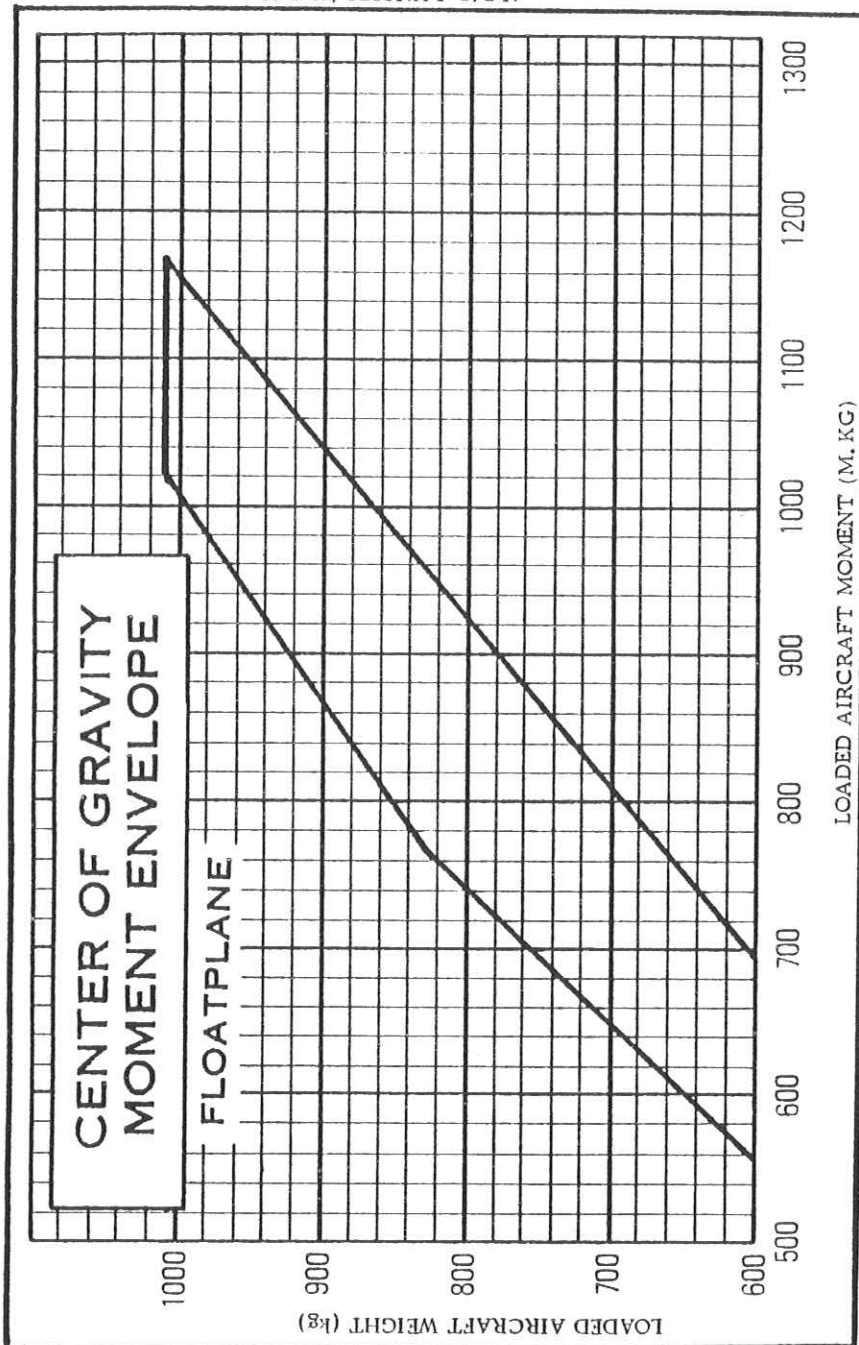


Figure 6-16.4

AMPLIFIED PROCEDURES

TAXIING

Taxi with water rudders down. It is best to limit the engine speed to 800 RPM for normal taxi because water piles up in front of the float bow at higher engine speeds. Taxiing with higher engine RPM may result in engine overheating and will not appreciably increase the taxi speed. In addition, it may lead to water spray striking the propeller tips, causing propeller tip erosion.

During all low speed taxi operations, the elevator should be positioned to keep the float bows out of the water as far as possible. Normally this requires holding the control wheel full aft.

For minimum taxi speed in close quarters, use idle RPM with full carburetor heat and a single magneto. This procedure is recommended for short periods of time only.

Although taxiing is very simple with the water rudders, it is sometimes necessary to "sail" the floatplane under high wind conditions. In addition to the normal flight controls, the wing flaps and cabin doors will aid in "sailing". Water rudders should be retracted during "sailing".

To taxi great distances, it may be advisable to taxi on the step with the water rudders retracted. Turns on the step from an upwind heading may be made with safety providing they are not too sharp and if ailerons are used to counteract any overturning tendency.

TAKEOFF

The use of 10° wing flaps throughout the takeoff run is recommended.

Start the takeoff by applying full throttle smoothly while holding the control wheel full aft. When the nose stops rising, move the control wheel forward slowly to place the floatplane on the step. Slow control movement and light control pressures produce the best results. Attempts to force the floatplane into the planing attitude will generally result in loss of speed and delay in getting on the step. The

PILOT OPERATING

Fuel sampling:

1. Place a sample prior to 10 seconds.
2. Inspect the quick drain water, rust fuel. Also each day a detected,
3. Repeat Step
4. If the air wing fuel reservoir the fuel re purged to ice or other

NOTE: The fuel reservoir firewall and Pilot's Operating one or two res

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floatplane will assume a planing attitude which permits acceleration to takeoff speed, at which time the floatplane will fly off smoothly.

Upon reaching a safe altitude and airspeed, retract the wing flaps slowly, especially when flying over glassy water because a loss of altitude is not very apparent over such a surface.

If porpoising is encountered while on the step, apply additional control wheel back pressure to correct the excessively nose-low attitude. If this does not correct the porpoising, immediately reduce power to idle and allow the floatplane to slow to taxi speed, at which the takeoff can again be initiated.

MAXIMUM PERFORMANCE TAKEOFF

To clear an obstacle after takeoff with 10° wing flaps, use an obstacle clearance indicated airspeed of 98 km/h - 53 kts - 61 MPH for maximum performance. Takeoff distances are shown in Section 5 for this technique, and on water conditions that are smooth but non-glassy. Under some adverse combinations of takeoff weight, pressure altitude, and air temperature, operation on glassy water may require significantly longer takeoff distances to accelerate to the lift-off speed, and allowance should be made for this.

If lift off is difficult due to high lake elevation or glassy water, the following procedure is recommended : with the floatplane in the planing attitude, apply full aileron to raise one float out of the water. When one float leaves the water, apply slight elevator back pressure to complete the takeoff. Care must be taken to stop the rising wing as soon as the float is clear of the water, and in crosswinds, raise only the downwind wing. With one float out of the water, the floatplane accelerates to takeoff speed almost instantaneously.

CROSSWIND TAKEOFF

For a crosswind takeoff, start the takeoff run with wing flaps up and water rudders extended for better directional control. Flaps should be extended to 10° and the water rudders retracted when the floatplane

is on the step ; the remainder of the takeoff is normal. If the floats are lifted from the water one at a time, the downwind float should be lifted first.

CLIMB

Recommended procedures for enroute climb are the same as for the landplane. For a maximum rate of climb performance refer to page 6-16.26.

NOTE

Steep climbs at low airspeeds should be a short duration for improved engine cooling.

CRUISE

True airspeed range and endurance information are shown in Section 5, pages 6-16.31 thru 6-16.34.

LANDING

Normal landings can be made power on or power off using approach indicated airspeeds of 120 to 139 km/h - 65 to 75 kts - 75 to 86 MPH with flaps up and 102 to 120 km/h - 55 to 65 kts - 63 to 75 MPH with flaps down.

GLASSY WATER LANDING

With glassy water conditions, flaps should be extended to 20° and enough power used to maintain a low rate of descent of approximately 200 ft/mn - 1,02 m/s. The floatplane should be flown onto the water at this sink rate with no flare attempted since height above glassy water is nearly impossible to judge. Power should be reduced to idle and control wheel back pressure increased upon contacting the surface. As the floatplane decelerates off the step, apply full back pressure on the control wheel. If this glassy water technique is used in conjunction with an obstacle clearance approach, allowance should be made for appreciably longer total distances than are shown in page 6-16.35 to clear a 15 m obstacle.

CROSSWIND LANDING

The wing-low slip method should be used with the upwind float contacting the surface first.

SECTION 5

PERFORMANCE

The tables appearing on the following pages will be useful in flight planning. Nevertheless, it will be advisable to plan on a safety margin concerning the fuel reserve at arrival, since the data given does not take into account the effects of wind, navigational errors, pilot technique, run-up, climb, atmospheric turbulence and other undetermined variables which may cause range to vary by 10 % or more.

AIRSPEED CORRECTION TABLE												
FLAPS UP												
IAS km/h	74	93	111	130	148	167	185	204	222	241	259	
CAS km/h	87	100	115	132	150	167	185	204	221	239	256	
IAS kts	40	50	60	70	80	90	100	110	120	130	140	
CAS kts	47	54	62	71	81	90	100	110	119	129	138	
IAS MPH	46	58	69	81	92	104	115	127	138	150	161	
CAS MPH	54	62	71	82	92	104	115	127	137	148	159	
FLAPS 10°												
IAS km/h	74	93	111	130	148	158						
CAS km/h	85	98	115	133	152	161						
IAS kts	40	50	60	70	80	85						
CAS kts	46	53	62	72	82	87						
IAS MPH	46	58	69	81	92	98						
CAS MPH	53	61	71	83	94	100						
FLAPS 30°												
IAS km/h	74	93	111	130	148	153						
CAS km/h	83	96	115	133	152	161						
IAS kts	40	50	60	70	80	85						
CAS kts	45	52	62	72	82	87						
IAS MPH	46	58	69	81	92	98						
CAS MPH	52	60	71	83	94	100						

Figure 6-16.5

STALL INDICATED AIRSPEEDS		ANGLE OF BANK				Power Off
		0°	30°	45°	50°	
MAXIMUM GROSS WEIGHT: 1007kg						
CONDITIONS						
FLAPS UP		83 km/h 45 kts 52 MPH	89 km/h 48 kts 55 MPH	100 km/h 54 kts 62 MPH	119 km/h 64 kts 74 MPH	
FLAPS 10°		78 km/h 42 kts 48 MPH	83 km/h 45 kts 52 MPH	93 km/h 50 kts 58 MPH	109 km/h 59 kts 68 MPH	
FLAPS 30°		72 km/h 39 kts 45 MPH	78 km/h 42 kts 48 MPH	85 km/h 46 kts 53 MPH	102 km/h 55 kts 63 MPH	

Figure 6-16.6

PERFORMANCES		SPECIFICATIONS	
Maximum Weight			1 007 kg
Speed			
Maximum at Sea Level			178 km/h - 96 kts - 110 MPH
Cruise, 75 % Power at 4000 ft			176 km/h - 95 kts - 109 MPH
Cruise			
Recommended Lean Mixture with fuel allowance for engine start, taxi, takeoff, climb and 45 minutes reserve at 45 % power			
75 % Power at 4000 ft - 1219 m	Range		713 km - 385 NM
40 US Gal (152 litres) Usable Fuel	Time		4, 1 hrs
75 % Power at 4000 ft - 1219 m	Range		926 km - 500 NM
50 US Gal (189 litres) Usable Fuel	Time		5, 3 hrs
Maximum Range at 10,000 ft - 3048 m	Range		806 km - 435 NM
40 US Gal (152 litres) Usable Fuel	Time		5, 3 hrs
Maximum Range at 10,000 ft - 3048 m	Range		1056 km - 570 NM
50 US Gal (189 litres) Usable Fuel	Time		6, 9 hrs
Rate of Climb at Sea Level			3, 8 m/s - 740 ft/min
Service Ceiling			4572 m - 15000 ft

Figure 6-16.7 (1/2)

Stall Speed (IAS) :	83 km/h - 45 kts - 52 MPH
Flaps Up	72 km/h - 39 kts - 45 MPH
Flaps Down	
Takeoff Performance	
Water Run	245 m
Total Distance Over 50 ft Obstacle	439 m
Landing Performance	
Water Run	158 m
Total Distance Over 50 ft Obstacle	381 m
Standard Empty Weight	705 kg
Maximum Useful Load	302 kg
Baggage	54 kg
Wing Loading	62 kg/m ²
Power Loading	8,46 kg/kW
Fuel Capacity (Total)	163 litres - 43 US Gallons
Standard Tanks	204 litres - 54 US Gallons
Long Range Tanks	6 qts - 6 litres
Oil Capacity	2,03 m
Propeller : Fixed Pitch (diameter)	O-320-H2AD
Engine : LYCOMING - 160 HP (119 kW) at 2700 t/min	

Figure 6-16.7 (2/2)

DGAC Approved

6-16.7

MAXIMUM PERFORMANCE														
TAKE OFF DISTANCE														
CONDITIONS : Flaps 10° - Full Throttle - Zero Wind.														
Maxi Weight kg	I A S		Pressure Altitude		0° C		10° C		20° C		30° C		40° C	
	Lift Off	At 15 m	ft	m	Water Run	At 15 m	Water Run	At 15 m	Water Run	At 15 m	Water Run	At 15 m	Water Run	At 15 m
1007	87	98	Sea Level	m	361	570	404	628	451	692	506	764	570	847
					421	652	472	721	533	800	602	890	684	995
	47	53	2000	1000	305	561	838	639	937	730	1053	838	1190	
				3000	914	678	989	779	1117	902	1269	1055	1454	
54	MPH	61	4000	721	1045	834	1189	974	1359	1151	1570	1378	1833	
				MPH										

Figure 6-16.8

PILOT OPERA

Fuel sampli

1. Place a prior to seconds
2. Inspect quick d water, fuel. each day detected
3. Repeat S
4. If the a wing fue reservoir the fuel purged t ice or c

NOTE: The fuel re firewall an Pilots Oper one or two

RATE OF CLIMB											MAXIMUM	
CONDITIONS											Flaps Up - Full Throttle	
Weight kg	Pressure Altitude		Climb Speed (IAS)				RATE OF CLIMB				40° C	
	ft	m	km/h	kt	MPH	0° C		20° C		ft/mn	m/s	
1007	Sea Level		119	64	74	790	4,01	725	3,68	655	3,33	
	2000	610	115	62	71	690	3,51	625	3,18	560	2,84	
	4000	1219	113	61	70	590	3,00	530	2,69	465	2,36	
	6000	1829	111	60	69	495	2,51	435	2,21	375	1,91	
	8000	2438	109	59	68	395	2,01	340	1,73	-	-	
10000	3048	106	57	66	300	1,52	245	1,24	-	-		

NOTA : Mixture Leaned for Maximum RPM During Climb.

Figure 6-16.9

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6-16.26

MAXIMUM RATE OF CLIMB												
TIME, FUEL, AND DISTANCE TO CLIMB												
CONDITIONS : Flaps Up - Full Throttle - Standard Temperature.												
Weight kg	Pressure Altitude		Tem- perature °C	Climb Speed IAS		Rate of Climb		Time mn	From Sea Level			
	ft	m		km/h	kt	ft/mn	m/s		US Gal.	Litres	NM	km
1007	Sea Level		15	119	64	740	3,76	0	0	0	0	0
	1000	305	13	117	63	695	3,53	1	0,3	1,1	2	3,7
	2000	610	11	115	62	655	3,33	3	0,7	2,6	3	5,6
	3000	914	9	115	62	610	3,10	4	1,0	3,8	5	9,3
	4000	1219	7	113	61	570	2,90	6	1,4	5,3	7	13,0
	5000	1524	5	113	61	525	2,67	8	1,7	6,4	9	16,7
	6000	1829	3	111	60	485	2,46	10	2,1	7,9	11	20,4
	7000	2134	1	109	59	440	2,24	12	2,5	9,5	14	25,9
	8000	2438	-1	109	59	400	2,03	15	3,0	11,4	16	29,6
	9000	2743	-3	107	58	355	1,80	17	3,4	12,9	20	37,1
10000	3048	-5	106	57	315	1,60	20	3,9	14,8	23	42,6	

NOTE : 1. Add 1,1 US Gal - 4,16 l of fuel for engine start, taxi and takeoff allowance.
 2. To obtain maximum rate of climb as shown in this chart, lean to maximum RPM during climb.
 3. Increase time, fuel and distance by 10 % for each 10° C above standard temperature.
 4. Distances shown are based on zero wind.

Figure 6-16.10

CONDITIONS : 1007 kg - Recommended Lean Mixture

ABOVE Cessna 182P

Pressure Altitude	RPM	20° C UNDER STANDARD TEMPERATURE						20° C UNDER STANDARD TEMPERATURE											
		% BHP			Consumption			% BHP			Consumption								
		km/h	kts	MPH	US gal/h	l/h	US gal/h	l/h	US gal/h	l/h	US gal/h	l/h							
2000	610	-	-	-	-	-	75	174	94	108	8,5	32,2	71	172	93	107	7,9	29,9	
	2600	77	170	92	106	8,6	32,6	71	170	92	8,0	30,3	67	169	91	105	7,5	28,4	
	2500	68	163	88	101	7,6	28,8	64	161	87	7,2	27,3	61	159	86	99	6,8	25,7	
	2400	61	156	84	97	6,8	25,7	57	152	82	6,5	24,6	54	148	80	92	6,2	23,5	
	2300	55	146	79	91	6,2	23,5	51	143	77	5,9	22,3	49	137	74	85	5,7	21,6	
	2200	49	135	73	84	5,7	21,6	46	132	71	5,5	20,8	43	124	67	77	5,3	20,1	
	4000	2700	-	-	-	-	-	75	176	95	109	8,4	31,8	71	176	95	109	7,9	29,9
		2600	72	170	92	106	8,1	30,7	68	169	91	7,6	28,8	64	167	90	104	7,2	27,3
		2500	65	163	88	101	7,3	27,6	61	159	86	6,8	25,7	58	158	85	98	6,5	24,6
		2400	58	154	83	96	6,5	24,6	55	150	81	6,2	23,5	52	145	78	90	5,9	22,3
2300		52	143	77	89	6,0	22,7	49	139	75	5,7	21,6	46	133	72	83	5,5	20,8	
2200		46	132	71	82	5,5	20,8	43	126	68	5,3	20,1	41	119	64	74	5,1	19,3	

Figure 6-16, 11 (1/2)
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6000	1829	2700	76	176	95	109	8,6	32,6	71	176	95	109	8,0	30,3	67	174	94	108	7,5	28,4
2600	69	169	91	105	7,7	29,1	64	167	90	104	7,2	27,3	61	163	88	101	6,8	25,7	23,5	
2200	62	161	87	100	6,9	26,1	58	158	85	98	6,5	24,6	55	152	82	94	6,2	23,5	21,6	

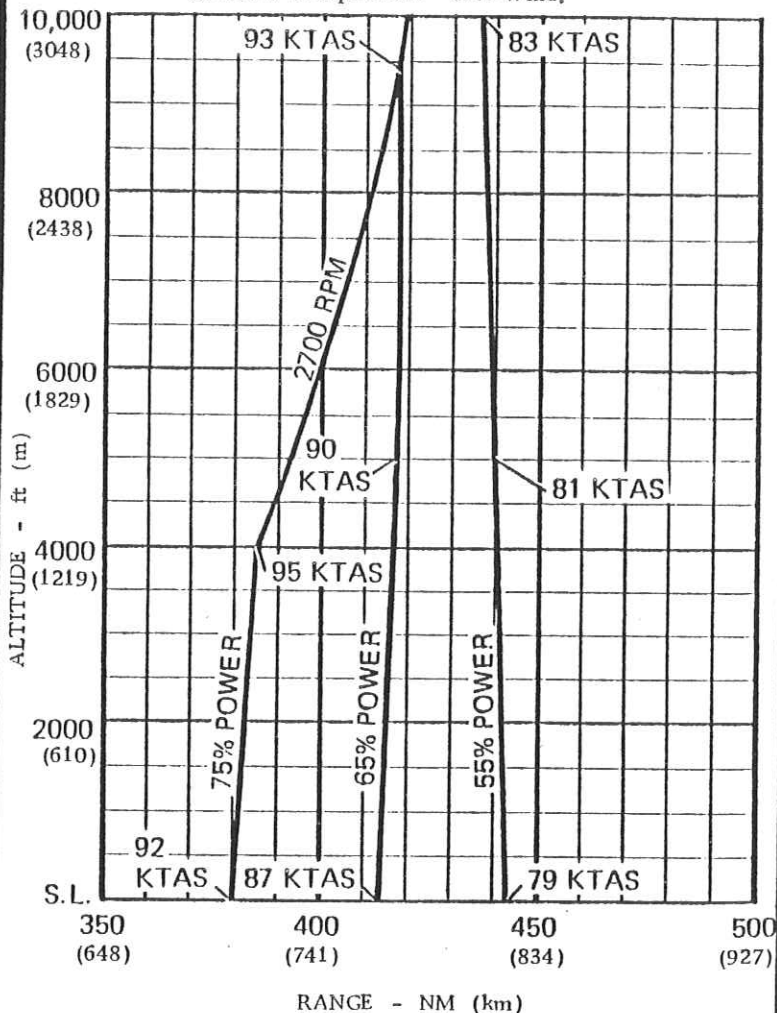
6000 1829	2700	76	176	95	109	8,6	32,6	71	176	95	109	8,0	30,3	67	174	94	108	7,5	25,4
	2600	69	169	91	105	7,7	29,1	64	167	90	104	7,2	27,3	61	163	88	101	6,8	25,7
	2500	62	161	87	100	6,9	26,1	58	158	85	98	6,5	24,6	55	152	82	94	6,2	23,5
	2400	56	150	81	93	6,3	23,8	52	146	79	91	6,0	22,7	49	141	76	87	5,7	21,6
	2300	50	139	75	86	5,8	22,0	47	133	72	83	5,5	20,8	44	128	69	79	5,3	20,1
	2700	72	176	95	109	8,1	30,7	68	174	94	108	7,6	28,8	64	170	92	106	7,2	27,3
8000 2438	2600	65	167	90	104	7,3	27,6	61	165	89	102	6,9	26,1	58	159	86	99	6,5	24,6
	2500	59	158	85	98	6,6	25,0	55	154	83	96	6,2	23,5	52	148	80	92	6,0	22,7
	2400	53	146	79	91	6,0	22,7	50	143	77	89	5,8	22,0	47	135	73	84	5,5	20,6
	2300	47	135	73	84	5,6	21,2	44	128	69	79	5,4	20,4	41	120	65	75	5,2	19,7
	2700	69	174	94	108	7,7	29,1	64	170	92	106	7,2	27,3	61	167	90	104	6,8	25,7
10000 3048	2600	62	165	89	102	6,9	26,1	58	161	87	100	6,5	24,6	55	156	84	97	6,2	25,5
	2500	56	154	83	96	6,3	23,8	53	150	81	93	6,0	22,7	49	143	77	89	5,8	22,0
	2400	50	143	77	89	5,8	22,0	47	137	74	85	5,6	21,2	44	128	69	79	5,4	20,4

Figure 6-16.11 (2/2)
 DCAC Approved

RANGE PROFILE

45 Minutes Reserve - 40 US gal - 151 litres Usable Fuel.

CONDITIONS : 1007 kg - Recommended Lean Mixture for Cruise -
 Standard Temperature - Zero Wind,



NOTES :

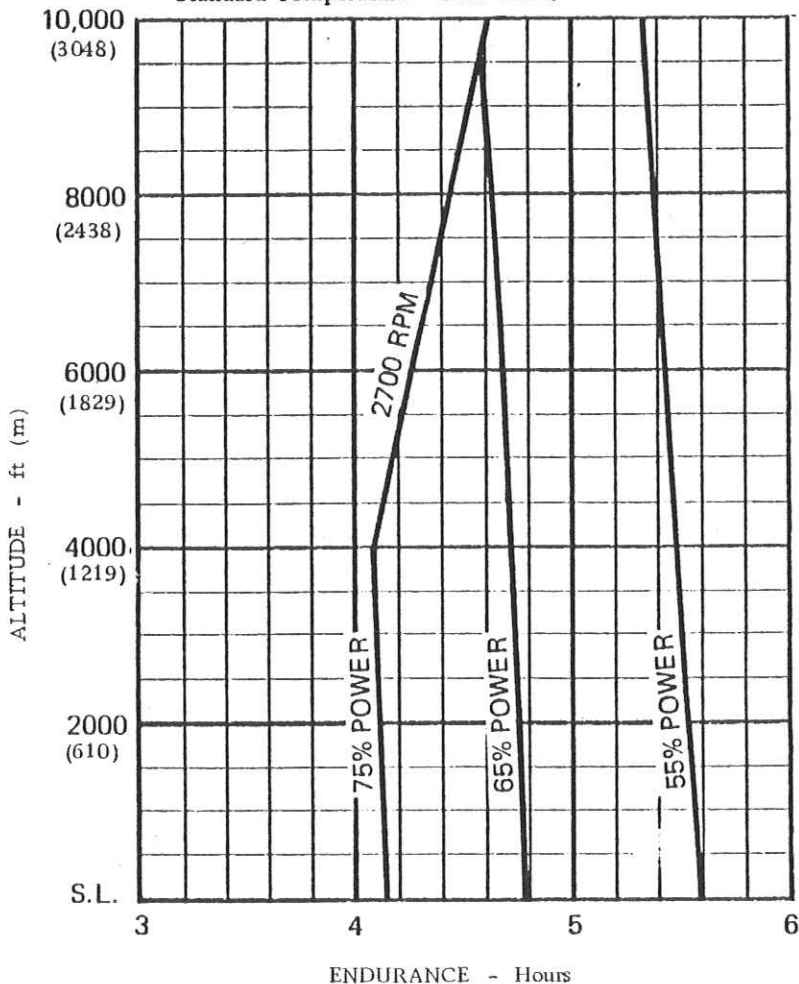
1. This chart allows for the fuel used for engine start, taxi, takeoff and climb, and the time during climb as shown in figure 6-16.10 of this supplement.
2. Reserve fuel is based on 45 minutes at 45 % BHP and is 4.1 US Gal - 16 L.

Figure 6-16.12

ENDURANCE PROFILE

45 Minutes Reserve - 40 US Gal - 151 litres Usable Fuel,

CONDITIONS : 1007 kg - Recommended Lean Mixture for Cruise -
Standard Temperature - Zero Wind,



NOTES :

1. This chart allows for the fuel used for engine start, taxi, takeoff and climb, and the time during climb as shown in figure 6-16, 10 of this supplement.
2. Reserve fuel is based on 45 minutes at 45 % BHP and is 4.1 US Gal - 16 litres.

Figure 6-16, 13

DCAC Approved

6-16, 32

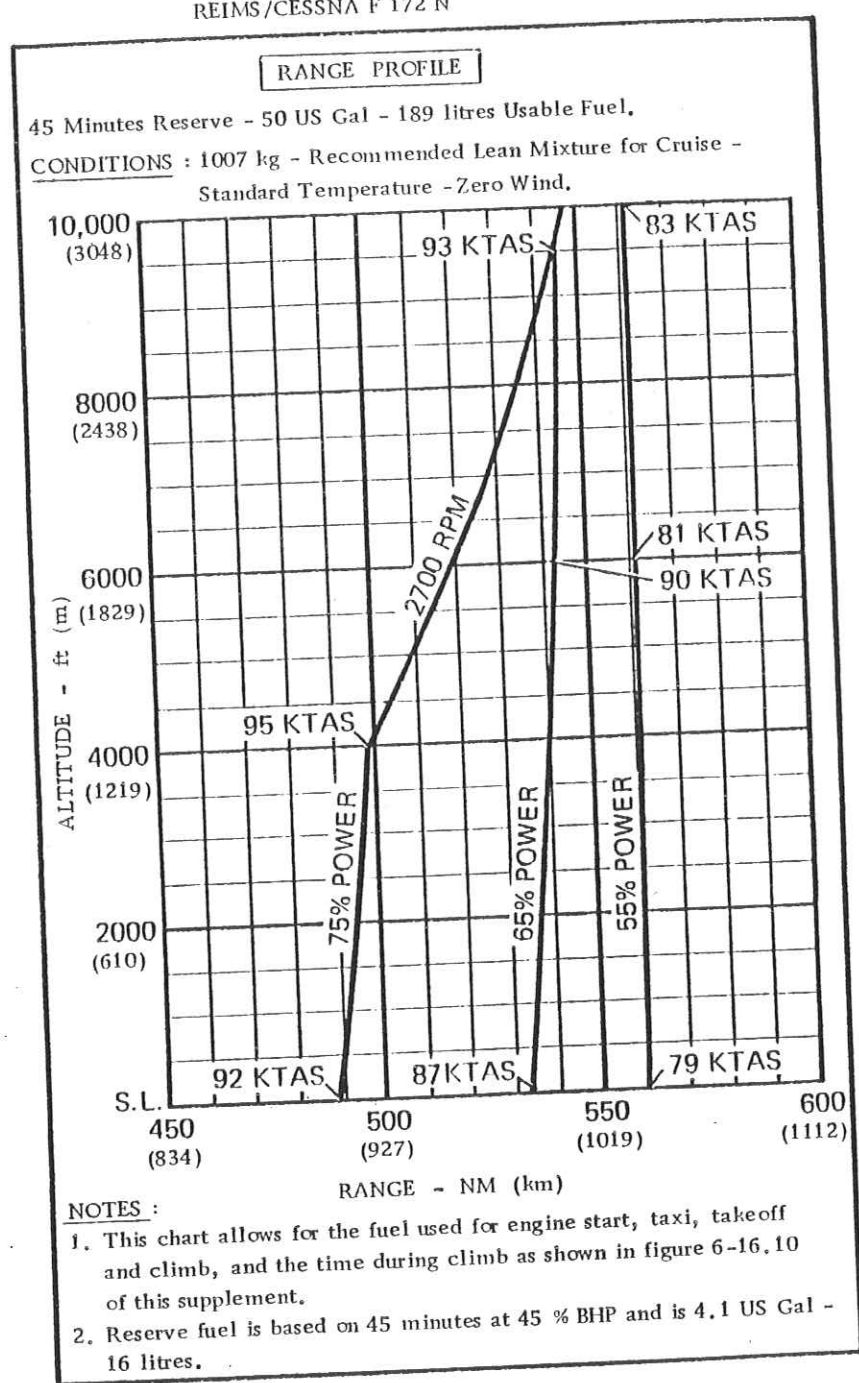
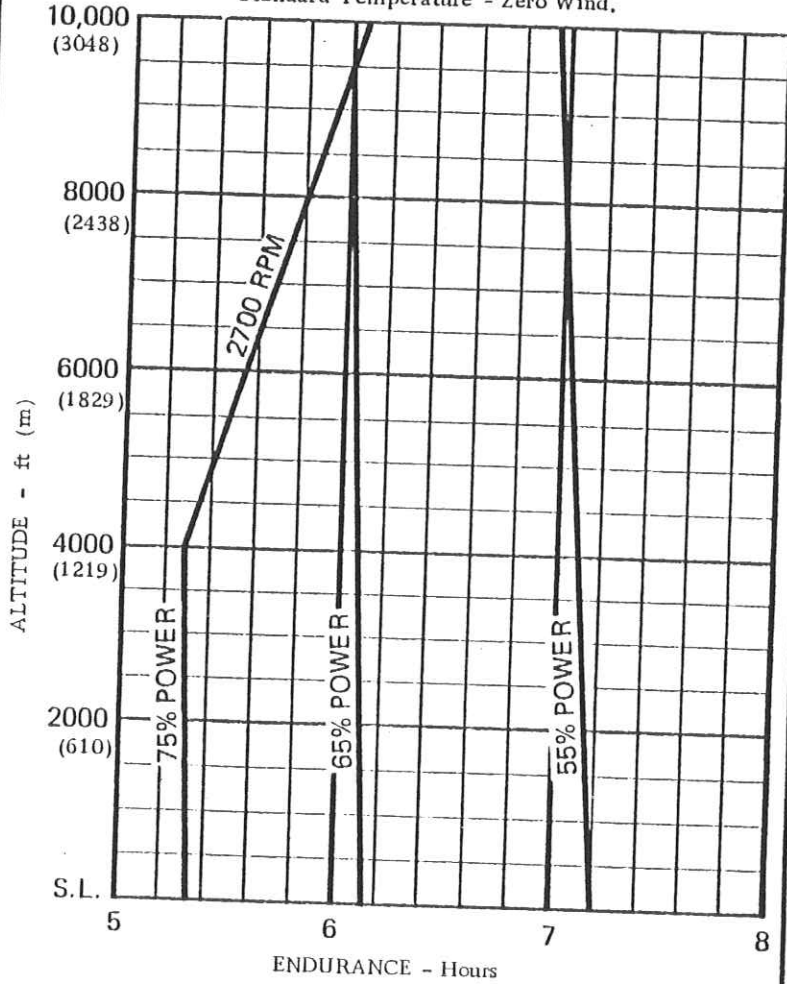


Figure 6-16. 14

ENDURANCE PROFILE

45 Minutes Reserve - 50 US Gal - 189 litres Usable Fuel.

CONDITIONS : 1007 kg - Recommended Lean Mixture for Cruise -
 Standard Temperature - Zero Wind.



NOTES :

1. This chart allows for the fuel used for engine start, taxi, takeoff and climb, and the time during climb as shown in figure 6-16.10 of this supplement.
2. Reserve fuel is based on 45 minutes at 45 % BHP and is 4, 1 US Gal - 16 litres.

Figure 6-16.15

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LANDING DISTANCE		MAXIMUM PERFORMANCE											
		CONDITIONS : Flaps 30° - Power Off - Zero Wind.											
Weight kg	LAS Speed at 15 m obst.	Pressure Altitude		0° C		10° C		20° C		30° C		40° C	
		ft	m	Water Run m	At 15 m m	Water Run m	At 15 m m	Water Run m	At 15 m m	Water Run m	At 15 m m	Water Run m	At 15 m m
1007	98 km/h	Sea Level		171	396	177	405	183	415	189	424	195	433
	53 kt	1000	305	177	405	183	415	189	424	197	434	203	443
	61 MPH	2000	610	183	415	191	425	197	436	204	447	210	456
		3000	914	191	425	197	436	204	447	212	457	218	466
		4000	1219	198	457	204	447	212	457	219	469	226	479

NOTE : 1. Refer to Section 4 of this Supplement for recommended technique if water surface is glassy.
 2. Decrease distances 10 % for each 9 knots headwind.

Speed : 121 km/h - 65 kts - 75 MPH IAS
 Propeller Windmilling
 Flaps Up - Zero Wind

Figure 6-16.16
 DGAC Approved

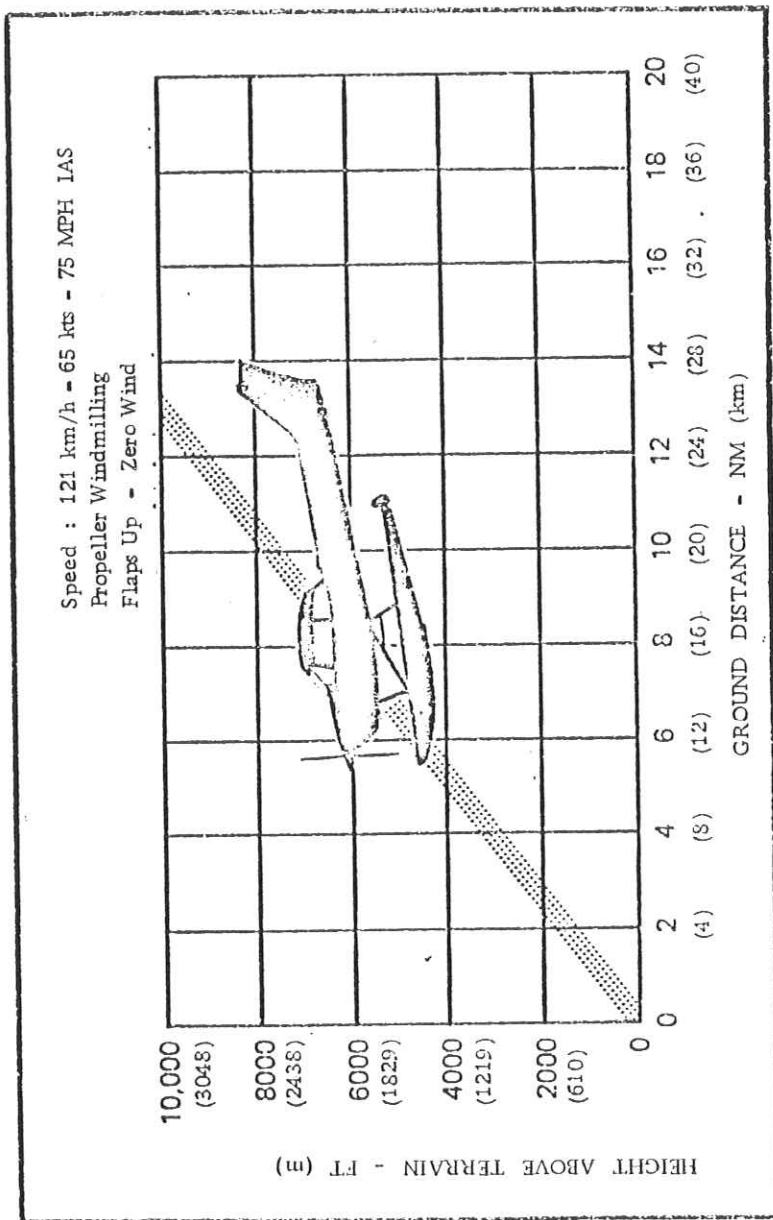


Figure 6-16.17