

N7029M

Handling Notes

MICHIGAN *flyers*

The Skycatcher is a modern light-sport aircraft, developed to new regulations, with unique flight and ground handling qualities. This document covers some of the important changes from the club's other aircraft.

Paperwork / Legal

- ▶ The Skycatcher is a light-sport aircraft, not covered by FAR Part 23.
- ▶ The POH is not required to be on board.
- ▶ The spiral-bound checklist must be on board the aircraft for flight operations.
- ▶ The Special Airworthiness Certificate and registration must be on board the aircraft.
- ▶ Strobe lights are the approved anti-collision lighting, and must be operative.
- ▶ The POH includes a *Kinds of Operations Equipment List* to indicate what systems are required for day/night flight.

Preflight

- ▶ Ailerons should only be tested up and neutral. Pushing down will result in a stuck position, which must be corrected with control stick.
- ▶ Flaps should be examined individually by manually pushing them down.
- ▶ The uncovered pitot tube is difficult to see. Remove the cover as the final preflight step.
- ▶ When manipulating controls, use flat hands over riveted areas (spars).
- ▶ Removing the dipstick requires a 90° turn after pulling it out partway. The plane prefers to stay at 4 qts.
- ▶ The baggage compartment is standard aluminum skin. Do not drop heavy bags onto it.

- ▶ Doors should not be slammed, but pulled to the catch, and then latched.
- ▶ Weight and balance should be confirmed in the G300.
- ▶ Note that the fuel indicators have separate ground and level flight scales.

Ground operations

- ▶ The nosewheel is free casting. All directional control is from rudder and differential braking.
- ▶ Only one person should push the aircraft into the hangar. The nosewheel can easily torque into a sharp turn when others push on the struts.
- ▶ Tow bars must be used. Pressing the tail to pivot the aircraft can damage the skin.
- ▶ Doors may be opened during taxi.
- ▶ Before takeoff, pilots should cross-check the opposite door, assuring a complete latch.
- ▶ Brakes must be tested immediately after engine start, since they are required for directional control.
- ▶ The parking brake should be used during the run-up, and for any parking.
- ▶ The carburetor is susceptible to icing, even during ground operations. Some melting may be noticed during run-up.

Flight operations

- ▶ Trim should be set slightly nose-down for takeoff.
- ▶ 10° flaps are recommended for takeoff.
- ▶ Note that it is difficult to see the difference between 10° and 0° flaps from the handle.
- ▶ Be sure that the nosewheel has straightened before applying full power.
- ▶ Power-on stalls should be no steeper than 30° nose-up.
- ▶ The landing flare should begin low, to 7-8° nose-up. The tail will strike at 15°.
- ▶ All lights (including the landing light) are low-draw LEDs, and should be left on during all phases of flight.

Emergency procedures

- ▶ Cycling the master switch will not reset the alternator control. Use the C/B reset button to re-enable alternator.
- ▶ Trim control is electric, and will not be available when the avionics switch is off.
- ▶ The secondary battery is capable of running the PFD for 10 minutes after electric failure.

Break-in period

- ▶ During the first 50 hours, the engine is lubricated with mineral oil.
- ▶ Avoid long power-off descents.
- ▶ Cruising should be done at 75% BHP (near 100% throttle at most altitudes).
- ▶ Mixture should be full rich when operating at or above 75% BHP

Other items of note

- ▶ The tape over the elevator is to keep debris out of a balanced control surface.
- ▶ The airframe is rated for +4g / -2g load at max takeoff weight — more than the club's other aircraft.
- ▶ If the plane must be parked in gusty conditions, use tie-downs and extend the flaps, to prevent them from slamming up and down.
- ▶ Seats cannot be adjusted. Rudder pedals should be adjusted prior to engine start.
- ▶ Door latches are prone to removing belt loops.
- ▶ The only air vents are mounted above the windscreen.
- ▶ The standby com frequency can be monitored simultaneously with the active frequency. It will automatically mute during transmissions on the active frequency.
- ▶ There is no VOR receiver.
- ▶ The tie-down anchors are narrow and may not fit all chains and ropes.
- ▶ Cessna is the only LSA manufacturer that also manufactures Part 23 and 25 aircraft.
- ▶ The maximum wind velocity for any operations is 22 knots. Follow published club rules.
- ▶ Full fuel is to the top filler tab circle. Filling above this point will cause overflow when expanding in heat.

V_x 57 KIAS

V_y 62 KIAS

V_{s0} 37 KIAS

V_{s1} 41 KIAS

Best glide 70 KIAS