



FLYING WITH A CONSTANT SPEED PROPELLER

Low pitch means low angle of attack (small bite)

High pitch means high angle of attack (big bite)

MP is manifold pressure

RPM is engine revolutions

We recommend setting the low pitch stop between 5500 and 5600 rpm on the ramp:

→ It's enough power for very efficient take off.

→ In case of a system failure, the propeller will return to the low pitch stop.

If the pitch stop is setting is an excessive low pitch, the rpm to maintain the flight will be too high.

Start-up and taxiing: «full low pitch / 5750 rpm»

Run-up checks: Cycle the pitch of the propeller 3 times. *With 5750 rpm setting on the regulator, push the power lever to 4400 rpm. Change the regulator to target rpm = 4000 rpm. Wait for the engine RPM to stabilize at 4000 rpm and set the regulator back to 5750 rpm.*

- First one to check the rpm variations

- Second one to check the reverse variation of MP and RPM

- Third one to check if any oil pressure variations or any splashes of oil on the canopy or the cowling

Before take-off: select the maximum rpm possible (5750 rpm).

Continuous climb and cruising: within the MP/RPM torques of the Rotax table.

Descent: cruise speed maintained, reduction of 1 inch.Hg per 100 ft of desired sink rate.

Landing: to allow a go-around in good conditions and without over-torque, the propeller must imperatively be set to low pitch, therefore with a high regulator set point. The E-Screen back-lighting will turn green for a propeller set-point of 5500 rpm or higher.

In general:

→ Power increase: first increase RPM (E-Props regulator) then increase MP with throttle lever

→ Power reduction: first reduce MP then reduce rpm

In the event of a regulator or a governor failure, the propeller returns to low pitch, allowing flight to continue and, if necessary, to climb or perform a going around.