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GENERAL INFORMATION

FUEL

Fuel total capacity: 120l

Total usable fuel: 118l

NOTE:

It's not recommended to fully tank the fuel tanks. Due to fuel thermal expansion keep about 8.0 liters of free space in the tank to prevent fuel bleed through the vents in the wing tips. This should be adhered especially when cold fuel from an underground tank is tanked.

OIL

Oil maximum volume: 3,0l

Oil minimum volume: 2,5l

COOLING FLUID

Cooling fluid total volume (on engine): 1,5l

Minimum cooling fluid level in expansion reservoir: just below the cap

Optimal cooling fluid level in overflow reservoir: about 0,2l

BRAKE FLUID

Minimum brake fluid: 25mm in the reservoir



SPEEDS (kts IAS)	
Approach speed (flaps LANDING I)	59
Approach speed (flaps LANDING II)	57
V _{NE}	146
V _{NO}	113
V _A	88
V _{FE}	70
V _R	40 Grass RWY 54 Concrete RWY
V _{LOF}	51 Grass RWY 54 Concrete RWY
V _{climb}	62 w/o flaps 59 flaps t/o
V _y	62 w/o flaps
V _x	50 w/o flaps 49 flaps t/o
V _{best glide}	60 w/o flaps 58 flaps t/o

SPEED SETTINGS / FUEL CONSUMPTION						
ALT	MAP	RPM	TAS	Fuel consumption (l/h)	Endurance (h:mm)	Range (km)
0 FT	27	4400	101	19,4	6:05	1140
	27	4800	105	20,8	5:40	1100
	27	5200	107	22,3	5:17	1050
	27	5500	108	23,5	5:01	1000
	26	4400	97	17,3	6:50	1230
	26	4800	100	18,7	6:18	1180
	26	5200	103	20,2	5:50	1110
	26	5500	104	21,0	5:37	1080
	25	4400	93	15,2	7:47	1340
	25	4800	96	16,6	7:07	1270
	25	5200	99	18,1	6:31	1190
	25	5500	100	19,3	6:07	1130



SPEED SETTINGS / FUEL CONSUMPTION

ALT	MAP	RPM	TAS	Fuel consumption (l/h)	Flight time	Range
2000 FT	25	4400	98	17,8	6:37	1200
	25	4800	101	19,2	6:09	1150
	25	5200	104	20,6	5:43	1100
	25	5500	105	21,7	5:25	1050
	24	4400	94	15,8	7:27	1290
	24	4800	97	17,2	6:51	1230
	24	5200	100	18,7	6:19	1170
	24	5500	101	19,8	5:57	1110
	23	4400	90	13,9	8:31	1410
	23	4800	93	15,2	7:44	1330
	23	5200	95	16,7	7:04	1250
	23	5500	97	17,8	6:37	1190

SPEED SETTINGS / FUEL CONSUMPTION

ALT	MAP	RPM	TAS	Fuel consumption (l/h)	Flight time	Range
4000 FT	24	4400	98	18,1	6:30	1190
	24	4800	102	19,5	6:03	1140
	24	5200	104	20,9	5:39	1090
	24	5500	106	21,9	5:22	1050
	23	4400	94	16,3	7:13	1260
	23	4800	98	17,7	6:40	1210
	23	5200	101	19,1	6:11	1150
	23	5500	102	20,1	5:51	1110
	22	4400	90	14,5	8:09	1360
	22	4800	94	15,8	7:27	1300
	22	5200	97	17,2	6:51	1220
	22	5500	98	18,3	6:27	1170



PERFORMANCE	Concrete RWY (m)	Grass RWY (m)
0ft AMSL, ISA (15°C)		
Take – off run (flaps t/o)	166	233
Take – off distance (50ft, flaps t/o)	370	455
Landing run (flaps LANDING I pos.)	169	218
Landing distance (flaps LANDING I pos.)	428	477
2000ft AMSL, ISA (11°C)		
Take – off run (flaps t/o)	187	262
Take – off distance (50ft, flaps t/o)	416	512
Landing run (flaps LANDING I pos.)	179	231
Landing distance (flaps LANDING I pos.)	454	506
0ft AMSL, ISA+10°C (25°C)		
Take – off run (flaps t/o)	178	249
Take – off distance (50ft, flaps t/o)	396	487
Landing run (flaps LANDING I pos.)	175	226
Landing distance (flaps LANDING I pos.)	443	494
2000ft AMSL, ISA+10°C (21°C)		
Take – off run (flaps t/o)	200	281
Take – off distance (50ft, flaps t/o)	446	549
Landing run (flaps LANDING I pos.)	186	239
Landing distance (flaps LANDING I pos.)	470	524
0ft AMSL, ISA+20°C (35°C)		
Take – off run (flaps t/o)	190	266
Take – off distance (50ft, flaps t/o)	423	520
Landing run (flaps LANDING I pos.)	181	233
Landing distance (flaps LANDING I pos.)	458	510
2000ft AMSL, ISA+20°C (31°C)		
Take – off run (flaps t/o)	214	300
Take – off distance (50ft, flaps t/o)	477	587
Landing run (flaps LANDING I pos.)	192	248
Landing distance (flaps LANDING I pos.)	486	542

Add 4,5% on every 1kt (0,5m/s) of tailwind during landing

Add 4% on every 1kt (0,5m/s) of tailwind during take-off

Add 8% of the take-off run distance on 1% of runway inclination up the slope

Add 8% of the landing run distance on 1% of runway down the slope

Max. demonstrated: xwind component 18kt (9m/s); tailwind component 6kt (3m/s)



PROCEDURES

All procedures mentioned below are based on Pilots Operating Handbook and in any case, the original POH is authoritative.

Construction of approved POH, where base data is changed in supplements doesn't present final reading of procedures in one place. That's the reason why they're all repeated in this document.

All procedures covering activities before engine start-up may be performed with this QRH in hand, all others should be memorized and used pursuant as a part of good airmanship.

Pilot especially should remember all emergency procedures.

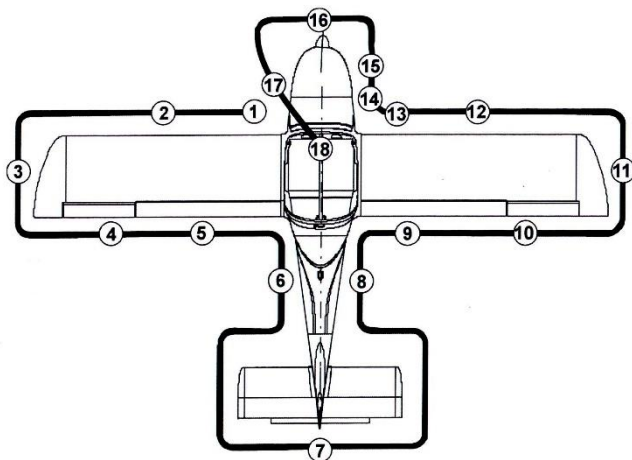
NORMAL PROCEDURES

Daily inspection

Dust covers	REMOVED
Ignitions switch	OFF
Upper engine cowling	REMOVE
Condition of engine bed	CHECKED
Condition of engine attachment	CHECKED
Condition of exhaust system	CHECKED
Condition of engine cowlings	CHECKED
Visual check of fuel and electrical system condition	PERFORMED
Cooling liquid level in expansion tank (COLD ENGINE!!)	CHECKED
Cooling liquid level in overflow bottle (0,2l or more)	CHECKED
Brake fluid level (25mm or more)	CHECKED
Oil can cap	REMOVE
Rotate the propeller in normal rotating direction	DONE
Gurgle from the open oil tank	HEARD
Oil level between 50% and MAX on bayonet	CHECKED
Oil can cap	INSTALL
Upper engine cowling	INSTALL



Preflight inspection



1. Left landing gear

Landing gear leg attachment and condition	CHECKED
Attachment of brake system hose	CHECKED
Landing gear wheel condition	CHECKED
Condition and attachment of wheel covers	CHECKED
No contamination in the draining reservoirs of the pitot-static system	CHECKED

2. Left wing

Wing surface condition	CHECKED
Fuel quantity (visual)	CHECKED
Closing of the fuel tank cap	CHECKED
Wing leading edge condition	CHECKED
Condition of stalling speed sensor	CHECKED
Landing light condition	CHECKED
Pitot tube cover	REMOVED
Pitot tube condition	CHECKED

**3. Left wing tip**

Surface condition	CHECKED
Attachment	CHECKED
Fuel tank vent cleanness	CHECKED
Condition and attachment of the position light and anti-collision beacon	CHECKED

4. Left aileron

Surface condition	CHECKED
Attachment	CHECKED
Free movement	CHECKED

5. Left wing flap

Surface condition	CHECKED
Attachment	CHECKED
Fuel tank	DRAINED

6. Rear part of the fuselage

Surface condition of top, bottom and left side	CHECKED
Condition of VHF antenna	CHECKED
Condition of transponder antenna	CHECKED

7. Tail units

Tail skid condition	CHECKED
Surface condition	CHECKED
NAV/VOR/LOC antenna condition	CHECKED
Condition of rudder and elevator attachment	CHECKED
Freedom of rudder and elevator movement	CHECKED
Condition of trim tab (including control rod)	CHECKED

8. Rear part of the fuselage

Surface condition of the right side	CHECKED
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**9. Right wing flap**

Surface condition	CHECKED
Attachment	CHECKED
Fuel tank	DRAINED

10. Right aileron

Surface condition	CHECKED
Attachment	CHECKED
Free movement	CHECKED

11. Right wing tip

Surface condition	CHECKED
Attachment	CHECKED
Fuel tank vent cleanness	CHECKED
Condition and attachment of the position light and anti-collision beacon	CHECKED

12. Right wing

Wing surface condition	CHECKED
Fuel quantity (visual)	CHECKED
Closing of the fuel tank cap	CHECKED
Wing leading edge condition	CHECKED

13. Right landing gear leg

Landing gear leg attachment and condition	CHECKED
Attachment of brake system hose	CHECKED
Landing gear wheel condition	CHECKED
Condition and attachment of wheel covers	CHECKED

**14. Front part of the fuselage – right hand side**

Tilting canopy attachment and condition	CHECKED
Condition and attachment of GPS antennas	CHECKED
Condition and clearness of air intakes	CHECKED
Condition of the nose landing gear leg and nose wheel	CHECKED
Condition of the nose wheel control rods	CHECKED

15. Engine

Daily check	PERFORMED
Clearness of air intakes	CHECKED
Oil level (as in daily check)	CHECKED
Proper closing of engine cowlings and inspection hole	CHECKED

16. Propeller

Propeller attachment	CHECKED
Blades condition	CHECKED
Hub and spinner condition	CHECKED

17. Front part of fuselage – left hand side

Condition and clearness of air intakes	CHECKED
Tilting canopy attachment and condition	CHECKED

**18. Cockpit**

All circuit breakers and USB flash drive with charts	CHECKED
Master switch	ON
Fuel level – counted by SkyView and measured	MATCH
SkyView databases validity	CHECKED
Landing light, beacon and position light	ON
All lights on	CHECKED
Landing light, beacon and position light	OFF
Canopy OPEN/CLOSE red indication on EMS	CHECKED
Flaps yellow indication on EMS	CHECKED
Trim tab function check and position indicator on EMS	CHECKED
Propeller manual pitch change	CHECKED
Electrical fuel pump	CHECKED
HOBBS counter	NOTE
All switches	OFF
Parachute rescue system protection (remove padlock if mounted and mount fast removable protection)	CHECKED
ON-OFF-ARM switch on ELT	ARM
Safety belts condition and attachment	CHECKED
Pressure in the portable fire extinguisher in green range	CHECKED
Secure mounting of the hammer	CHECKED
Presence of the loose objects in the cockpit	CHECKED
Rudder pedals adjustment (right and left pedal of both rudders must be set in the same positions and secured)	CHECKED
POH and other required documents	CHECKED



Before starting engine

Daily and preflight inspections	DONE
Mass & balance and take-off performance	CHECKED
Safety harnesses	FASTENED
Rudder pedals	FREE
Control stick	FREE
Master switch	ON
Avionics switch	ON
ATIS, clearance (if available/required)	RECEIVED
BARO on SkyView	SET
Analog altimeter	SET
Avionics switch	OFF

Starting engine

Parking brake	ON
Fuel selector	LEFT OR RIGHT
Electric fuel pump	ON
Throttle lever	IDLE
Propeller constant speed setting	5700 RPM
Choke (only on cold engine)	ON
Beacon and position lights	ON
Prop clear?	CHECKED
Ignition (max 10 sec, after that 2 minutes of cooling)	ENGAGE
Throttle lever (after starting up, do not carry sudden RPM changes, after power decrease wait for about 3 sec in order to reach constant RPM before reacceleration)	SET 2000 RPM
Oil pressure (up to 10 sec. min. pressure)	CHECK
Engine instruments	CHECK



After starting engine

Generator and auxiliary generator	ON
Voltmeter and ammeter	CHECKED
Timer 1 minute	START
Fuel pump	OFF
Avionics master	ON
Intercom	ON
(after 1 minute) Fuel selector	SWITCH
Choke	OFF
Warm up for another 1 minute and after that increase RPM to 2500. Do not exceed 3000RPM until reaching 50°C of oil temperature	DONE
COM/NAV settings	COMPLETED
Transponder	SBY
Warning and caution	CHECK
Bugs setting and flight plan filling in SkyView	COMPLETED
Take – off briefing	COMPLETED

Taxi

Clearance	RECEIVED
Parking brake	OFF
Brakes (to release parking brake)	ACTUATE
Use throttle as necessary, during taxiing apply brakes	CHECKED
Taxiing direction control by rudder pedals	CHECKED

Run-up test

Parking brake	ON
Engine instruments	ALL GREEN
Propeller constant speed setting	5700 RPM
Throttle	4000 RPM
Switch ignition gradually L, BOTH, R position and return to BOTH, RPM drop max 300, max. difference 120RPM	CHECK
Carburetor heater (drop about 50RPM)	CHECK
Propeller (set full throttle, than change propeller constant speed to 4000RPM)	CHECK



Before take-off

Run – up	AS REQUIRED
Ignition switch	BOTH ON
Choke	OFF (IN)
Carburetor heater	OFF (IN)
Propeller constant speed	5700 RPM
Canopy	CLOSED
Safety harness	FASTENED
Engine instruments	CHECKED
Trim tab	NEUTRAL
Fuel quantity on gauges	CHECKED
Fuel selector set fuller tank	CHECKED
Fuel pump	ON
Landing light	ON
Socket switch	OFF
COM/NAV settings	CHECKED
Bugs (HDG, CRS, ALT, IAS)	SET
Flight instruments	CHECKED
Wing flaps	TAKE-OFF
Controls	FREE
Parking brake	OFF
Brakes (to release parking brake)	ACTUATE
Clearance	RECEIVED

Line-up

Runway	IDENTIFIED
Transponder	ALT
Brakes	APPLY
Full throttle, 5700RPM	SET, CHECKED
Brakes	RELEASE



After take-off

Accelerate airplane	59 KIAS
Brakes	APPLY
After reaching 300ft AGL, set flaps	RETRACTED
Fuel pump	OFF
Landing light	OFF
Accelerate airplane	62 KIAS
Propeller constant speed	5500 RPM

Climb

Propeller constant speed	5500 RPM
Throttle full forward	CHECKED
Best climb speed	62 KIAS
Trim	AS NECESSARY
Engine instruments	CHECKED
Carburetor heater	AS NECESSARY
Socket switch	AS NECESSARY

Cruise

Throttle set MAP	AS NECESSARY
Throttle lever HOLD	AS NECESSARY
Propeller constant speed	AS NECESSARY
Engine instruments	CHECKED
Fuel tank switch every 30 minutes, as on PFD Messages (gauges display true fuel quantity only on ground and in level flight, wait approx. 2 minutes in level to read fuel)	MONITORING
Carburetor heater	AS NECESSARY
Altimeters and bugs	CHECK



Descent

Propeller constant speed	5500 RPM
Throttle set MAP	AS NECESSARY
Carburetor heater	ON
Trim	AS NECESSARY
Engine instruments	CHECKED
Circuit breakers	ALL IN

Approach

Throttle lever RELEASE	CHECKED
Fuel selector set fuller tank	CHECKED
Carburetor heater	ON
Fuel pump	ON
Landing light	ON
Engine instruments	CHECKED
Reduce aircraft speed	< 70 KIAS
Wing flaps	LANDING I
Trim tab	AS NECESSARY
Parking brake	CHECKED OFF
Brakes	DEPRESS
Safety harness	CHECKED
Socket switch	OFF
Bugs (HDG, CRS, ALT, IAS)	SET
Approach briefing	COMPLETED

Final – normal landing

Runway	IDENTIFIED
Propeller constant speed	5700 RPM
Carburetor heater	OFF
Maintain airspeed	57 KIAS
Touch down on main landing gear wheels	CARRY OUT
Brakes after nose landing gear wheel touch down	AS NECESSARY



Final – short landing

Runway	IDENTIFIED
Propeller constant speed	5700 RPM
Carburetor heater	OFF
Wing flaps	LANDING II
Trim tab	AS NECESSARY
Maintain approach airspeed	57 KIAS
Threshold airspeed	50 KIAS
Touch down on all three wheels	CARRY OUT
Brakes after touch down	APPLY

Go-around

Take off power	SET, CHECKED
Accelerate airplane	MIN. 58 KIAS
Wing flaps	TAKE OFF
Accelerate airplane	59 KIAS
Brakes	APPLY
After reaching 150ft AGL, set flaps	RETRACTED
Fuel pump	OFF
Landing light	OFF
Accelerate airplane	62 KIAS
Propeller constant speed	5500 RPM
Engine instruments	CHECKED

After landing

Wing flaps	RETRACTED
Fuel pump	OFF
Landing light	OFF
Transponder	SBY
Trim tab	NEUTRAL



Shut-down

Parking brake (for short parking)	ON
Socket switch	OFF
IC	OFF
Avionics master	OFF
Generator and auxiliary generator	OFF
Throttle	IDLE
Ignition	OFF
Beacon and position lights	OFF
HOBBS counter	NOTE
Master switch	AS NECESSARY

Post flight

Parking brake	OFF
Fuel selector	OFF
Ignition	OFF
Blackbox data downloaded	AS NECESSARY
Master switch	OFF
Parachute rescue system protection set (padlock for long time parking or at least fast removable protection)	CHECKED
ON-OFF-ARM switch on ELT	OFF
Visual inspection of the whole aircraft as before flight	PERFORMED
Control stick fixed with safety harness	CHECKED
Airplane interior	CLEANED
Airplane surface and propeller	WASHED
Airplane documentation	FILLED
Canopy closed and locked	CHECKED
Pitot tube cover	PLACED
Dust covers	PLACED



EMERGENCY PROCEDURES

Engine failure at take off run

Throttle lever	IDLE
Brakes	AS NECESSARY
Fuel selector	OFF
Ignition	OFF
Master switch	OFF

Engine failure at take off

Secure gliding airspeed	60 KIAS
Throttle lever	IDLE
Flaps	AS NECESSARY
Fuel selector	OFF
Ignition	OFF
Master switch	OFF
After touch down, brake	AS NECESSARY

Engine failure in flight

Secure gliding airspeed	60 KIAS
Altitude and possible landing sites	CHECK
Engine starting in flight	PERFORM
If not successful	
Emergency landing	PERFORM
If there is no landing sites at all and altitude > 650ft AGL	
Parachute rescue system	CONSIDER/USE



Engine starting in flight

Secure gliding airspeed	60 KIAS
Search for landing site and plan gliding approach to it	FOUND
Master switch	ON
Unnecessary electrical equipment	OFF
Fuel selector	LEFT or RIGHT
Choke	AS NECESSARY
Throttle	IDLE (choke on) 10% (choke off)
If propeller is rotating	
Ignition	BOTH
If propeller is not rotating	
Ignition	START
If engine start doesn't occur, increase gliding speed	108 KIAS
After propeller start rotating, ignition	BOTH
If engine doesn't start, perform emergency landing at landing site. If there is no landable area, use parachute rescue system.	

Emergency landing (without engine running)

Secure gliding airspeed	60 KIAS
Choose landing area, determine wind direction, slope direction and obstacles during approach	DONE
Safety harness	TIGHTEN UP
Notify situation using radio on last frequency or 121,5	DONE
Fuel selector	OFF
Ignition	OFF
Flaps	AS NECESSARY
Master switch (just before touch down)	OFF
After landing set ON-OFF-ARM switch on ELT	ON
If necessary remove the ELT from the airplane	DONE



Precautionary landing (with engine operating)

Choose landing area, determine wind, slope, obstacles, make passage flight with speed of 58 KIAS	DONE
Propeller constant speed	5700 RPM
Safety harness	TIGHTEN UP
Notify situation using radio on last frequency or 121,5	DONE
Flaps	AS NECESSARY
Landing	CARRY OUT

Engine fire on the ground

Fuel selector	OFF
Brakes	APPLY
Throttle lever	FULL
Hot air knob	CLOSE (IN)
Cold air knob	CLOSE (IN)
After the engine stops	
Ignition	OFF
Master switch	OFF
Generator and auxiliary generator	OFF
Airplane	LEAVE
Portable extinguisher	USE

Engine fire at take off

Fuel selector	OFF
Throttle lever	FULL
Secure gliding airspeed	MIN 58 KIAS
Hot air knob	CLOSE (IN)
Cold air knob	CLOSE (IN)
Ignition	OFF
Land directly	PERFORM
Master switch	OFF
Generator and auxiliary generator	OFF
Airplane	LEAVE
Portable extinguisher	USE



Engine fire in flight

Fuel selector	OFF
Throttle lever	FULL
Secure gliding airspeed	60 KIAS
Hot air knob	CLOSE (IN)
Cold air knob	CLOSE (IN)
Ignition	OFF
Notify situation using radio on last frequency or 121,5	DONE
Master switch (slip to extinguish the fire if you have altitude and time, when fire is extinguished you can turn the Master switch ON again)	OFF
Generator and auxiliary generator	OFF
NEVER START THE ENGINE AGAIN!!!	
Airplane	LEAVE
Portable extinguisher	USE

Fire in the cockpit

Fire source	IDENTIFY
Master switch (if source of fire is electrical equipment)	OFF
Generator and auxiliary generator	OFF
Portable extinguisher	USE
After extinguishing the fire, aerate the cockpit	DONE
Carry our Precautionary landing	DONE
<p>If a defective electrical system circuit was detected as fire source, than switch off appropriate circuit breaker and switch Master switch and generators ON</p>	

Emergency descent

Throttle lever	IDLE
Propeller constant speed	5500 RPM
Flaps	RETRACTED
Airspeed	V _{NE} 146KIAS



Emergency channel fast setting on VHF radio

Press FLOP/FLOP key in COM mode	2 SECONDS
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Gliding flight

Gliding airspeed with flaps retracted	60 KIAS
Gliding speed with flaps in take off position	58 KIAS

Landing with burst tire

Keep the wheel with burst tire above the ground as long as possible by means of ailerons or elevator (for nose wheel)
At running, hold airplane direction as long as possible

Landing with damaged landing gear

Touch down at lowest possible speed. In case of nose landing gear damage, keep the airplane as long as possible on main wheels.
Touch down at lowest possible speed. In case of main landing gear damage, keep the airplane direction at running as long as possible.
Consider turning off the engine just before landing with damage gear.

Using the rescue system

Minimum altitude to use the system: 650ft AGL!!	
Maximum speed to use the system: 140 KIAS!!	
Rescue system may be used in following (or similar) circumstances:	
<ul style="list-style-type: none"> - Collision with other aircraft - Damage of the airplane structure - Loss of control of the airplane - Engine failure over an unlandable area - Health problems of the pilot prohibiting normal landing 	
Ignition	OFF
Safety harness	TIGHTEN UP
Rescue system handle	PULL
Protect face and body with your hands	DONE
Expect impact on the ground with vertical speed approx..	1200 fpm
Leave the airplane after touch down	DONE



Unintentional spin recovery

Flaps	RETRACT
Throttle lever	IDLE
Ailerons	NEUTRAL
Rudder pedals against spin direction	FULL
Elevator push forward (at least to middle position)	DONE
After rotation stopping, rudder pedals	NEUTRAL
Recover from diving gradually pulling the elevator	DONE

Low oil pressure

Oil pressure indicator	CHECK
Throttle lever	MIN. NECESSARY
Oil temperature	MONITOR
Precautionary landing	PERFORM

Low fuel pressure

Fuel pump	ON
Fuel selector	CHECK/CHANGE

Failure of lateral control (loss of ailerons)

Possibility of control airplane by mean of the rudder	CHECKED
Throttle lever	AS NECESSARY
Emergency parachute system use	CONSIDER
Land at nearest airfield or precautionary landing	PERFORM

Failure of longitudinal control (loss of elevator)

Possibility of control airplane by mean of the trim tab	CHECKED
Throttle lever	AS NECESSARY
Emergency parachute system use	CONSIDER
Land at nearest airfield or precautionary landing	PERFORM



Failure of the trim tab control

Throttle lever	AS NECESSARY
Land at nearest airfield or precautionary landing	PERFORM

Vibrations

RPM to the mode in which vibrations are the lowest	SET
Land at nearest airfield or precautionary landing	PERFORM

Carburetor icing

Exhausting gas temperature (if rising than possible carburetor icing)	CHECKED
Carburetor heater	ON (OUT)
Throttle lever	IDLE than CRUISING AGAIN
If power haven't increased, land at nearest airfield or precautionary landing	PERFORM

Clogging of air inlet

Carburetor heater	ON (OUT)
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Canopy opening in flight

Shaking control stick	GRASP
Reduce airspeed	65 KIAS
Pull down opened canopy to reduce wake	DONE
Try to close the canopy or land at nearest airfield	PERFORM

Main or aux generator failure

Failed generator circuit breaker	PULL and PUSH
If nothing changed	
Failed generator circuit breaker	PULL
Not necessary electrical equipment for safety flight (including SV-D700 by long pressing BUTTON 1 or pulling circuit breaker, which can be turned on after backup battery of SV-D1000 will go down)	OFF



Electrical equipment failure

Failed electrical equipment	IDENTIFY
Circuit breaker	RESET (ONCE!!)

Total loss of aircraft electric power

Message "Aircraft power lost" on SkyView	OBSERVED
Circuit breaker	RESET (ONCE!!)
Turn off SV-D700 by long pressing BUTTON 1 or pulling circuit breaker, which can be turned on after backup battery of SV-D1000 will go down	DONE
Land at airfield within 30 minutes	DONE

SkyView display failure

Use indications on another display	DONE
Try to reboot display using BUTTONS 1, 2 and 5 simultaneously	DONE
If both displays are down, use backup analog instruments	DONE

ADAHRS or EMS failure

Reboot both displays using BUTTONS 1, 2 and 5 simultaneously	DONE
If ADAHRS or EMS still doesn't provide correct data, pull out both display circuit breakers, than pull them both back in	DONE
If ADAHRS still doesn't provide correct data, use backup analog instruments	DONE
If EMS still doesn't provide correct data, continue flight protecting engine with moderate setting of constant speed and throttle to avoid overspeeding and overheating of the engine	DONE
Land as soon as practicable	PERFORM



CHECKLISTS

All pilot activities on such non-complex airplane as SportStar RTC, as a part of good airmanship should be performed from memory, according to Normal/Emergency Procedures. These checklist cover only most crucial issues and should be performed AFTER all activities from proper procedures were carried out (only for double check of most important things, not as a complete instruction how to perform it).

Pilot should remember all the lists mentioned below.

Before take-off check

Ignition switch	BOTH ON
Choke	OFF (IN)
Carburetor heater	OFF (IN)
Propeller constant speed	5700 RPM
Wing flaps	TAKE-OFF
Engine and flight instruments	CHECKED
Trim tab	NEUTRAL
Fuel pump	ON
Landing light	ON
Controls	FREE
Before take-off briefing	COMPLETED

Line-up check

Runway	IDENTIFIED
Transponder	ALT

After take-off check

Flaps	RETRACTED
Propeller constant speed	5500 RPM
Fuel pump	OFF
Landing light	OFF



Approach check

Propeller constant speed	5700 RPM
Carburetor heater	ON
Wing flaps	LANDING I
Engine instruments	CHECKED
Throttle lever RELEASE	CHECKED
Fuel pump	ON
Landing light	ON
Approach briefing	COMPLETED

Final check

Runway	IDENTIFIED
Carburetor heater	OFF
Wing flaps	AS NECESSARY
Trim tab	AS NECESSARY