SECTION 2

2. LIMITATIONS

2.1.1. Aircraft and Launching Equipment

2.1.2. Other Limitations

2.1.3. Limitations Placed on Flight Crew

2.2. Maneuvering Load Factors

2.3. Aligned Indicated Markers

2.4. Gross Weight (mass)

2.5. Center of Gravity

2.6. Approved Maneuvers

2.7. Approach Maneuvers
### Table: Operating Envelope

<table>
<thead>
<tr>
<th>Condition</th>
<th>Speed Limitations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Load Less Than I/2 of Control</td>
<td>Never exceed this speed</td>
</tr>
<tr>
<td>Load 1/2 to Full of Control</td>
<td>100 mph (160 km/h)</td>
</tr>
<tr>
<td>Load Full or Greater</td>
<td>90 mph (144 km/h)</td>
</tr>
</tbody>
</table>

**NOTES:**

- Always lower leading edge flap to stall speed before landing.
- Do not exceed the stall speed in any configuration.
- Do not exceed the maximums listed in the table.
- The maximums listed in this section must be approved by the Flight Instructor and local authorities.

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**AVIATION:** The regulations and instructions in this section have been approved by the Federal Aviation Administration (FAA) and must be followed.

**Section 2:** Includes operating limitations, instrument flight rules, etc.
The airflow indicator markings and their color-codes are shown below.

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### Flight Limitations

#### 2.12. Other Limitations

- Cases on V**: Flights in icing conditions should be limited to unavoidable circumstances due to icing conditions or operating limits.

<table>
<thead>
<tr>
<th>Operation Limitations</th>
<th>MIN COCKPIT LOAD</th>
<th>MAX COCKPIT LOAD</th>
<th>MAX IN-FLIGHT</th>
<th>MAX OF EMPTY CLEDDER</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>123</td>
<td>140</td>
<td>390</td>
<td>599</td>
</tr>
<tr>
<td></td>
<td>[10]</td>
<td>[14]</td>
<td>[19]</td>
<td>[20]</td>
</tr>
</tbody>
</table>

### Pressure In Main Wheel Tire

<table>
<thead>
<tr>
<th></th>
<th>1.5</th>
<th>[34]</th>
<th>60 + 69 [Jen]</th>
</tr>
</thead>
</table>

### Other Limitations

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- 
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### Section 3

3.7.1. Detect or tranfer a failedجملة مطلوبة
3.7.2. Slap or eleven the at perimeter limit
3.7.3. Landing in high pressure

### Reference Procedures

3.3. Introduction
3.2. Canopy depilation
3.1. Building out
3.0. Split recovery
2.5. Split recovery
2.4. Boeing 46
2.3. Canopy collision
2.2. Emergency procedures
2.1. Flight Manual

**Issue: 1**

**Flight Manual**
3.2. Canopy Parachute

3.2.1. Preparing the Canopy

- Set the position of the parachute, if necessary.
- Holding both handles, push the canopy upwards and pull the handles.
- Canopy is released (with right hand)
- Canopy lock handle (with left hand)

3.2.2. Procedures

1. Pull out the canopy
2. STAYING ON
3. STAYING OFF

3.3. Canopy Jettison

3.3.1. Preparing the Canopy

- Pull out the canopy
- STAYING ON or STAYING OFF
- Release the canopy

4. SEQUENCE OF FALLING ACTION

- Pull out the canopy

5. CHECKLIST

- Check with components that may occur.
2.5 Spin recovery

2.4 Silf recovery

The Stalling Speed

The stalling speed is the minimum speed at which the airplane will stall in a given configuration.

The following parameters are considered in the determination of the stalling speed:

- Load factor
- Airspeed
- Angle of attack
- Pitch attitude
- Flight altitude

The stalling speed is the speed at which the airplane will stall if the lift coefficient reaches a critical value. This value is typically around 1.8 for most airplanes.

The stalling speed is important for flight safety as it determines the maximum speed at which an airplane can be flown without exceeding the aircraft's limits.
3.7.3. Landing in high plantation

Excuse stick pulling in such condition is prohibited.

In case of the plantation, the plantation is exposed to
the danger. Use caution.

4.2.7. Maintain the plantation.

4.5.6. Maintain the plantation.

4.8.5. Maintain the plantation.

4.3.5. Maintain the plantation.

4.7.4. Maintain the plantation.

4.3.2. Maintain the plantation.

4.5.2. Maintain the plantation.

4.2.4. Maintain the plantation.

4.3.1. Maintain the plantation.

4.5.1. Maintain the plantation.

4.2.3. Maintain the plantation.

4.1.1. Maintain the plantation.

4.1. Introduction

4.2. NORMAL PROCEDURES

4.3. DIRECT IMPACT

4.4. Pre-flight Procedures

4.5. Arrival Procedures

4.6. Equipment and Training

4.7. OTHER EQUIPMENT

SECTION 4

February, 1990

Flight Manual
1. Check the pilot's call,\n2. Release the ACP, and secure the PICs.\n3. Cease the ACP.\n4. Close the ACP.\n5. Close the ACP.\n6. Close the ACP.\n7. Close the ACP.\n8. Close the ACP.\n9. Close the ACP.\n10. Close the ACP.\n11. Close the ACP.\n12. Close the ACP.\n13. Close the ACP.\n14. Close the ACP.\n15. Close the ACP.

1. Release the ACP, and secure the PICs.
2. Release the ACP, and secure the PICs.
3. Release the ACP, and secure the PICs.
4. Release the ACP, and secure the PICs.
5. Release the ACP, and secure the PICs.
6. Release the ACP, and secure the PICs.
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11. Release the ACP, and secure the PICs.
12. Release the ACP, and secure the PICs.
13. Release the ACP, and secure the PICs.
14. Release the ACP, and secure the PICs.
15. Release the ACP, and secure the PICs.

The pilot checklist is a list of procedures to be accomplished by the crew during the flight. It should be followed strictly to ensure safety and efficiency.

1. Release the ACP, and secure the PICs.
2. Release the ACP, and secure the PICs.
3. Release the ACP, and secure the PICs.
4. Release the ACP, and secure the PICs.
5. Release the ACP, and secure the PICs.
6. Release the ACP, and secure the PICs.
7. Release the ACP, and secure the PICs.
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10. Release the ACP, and secure the PICs.
11. Release the ACP, and secure the PICs.
12. Release the ACP, and secure the PICs.
13. Release the ACP, and secure the PICs.
14. Release the ACP, and secure the PICs.
15. Release the ACP, and secure the PICs.

The pilot checklist is a list of procedures to be accomplished by the crew during the flight. It should be followed strictly to ensure safety and efficiency.
The controls are located as follows:

The controls feature is a conventional one.

### 7.3. Flight Controls

<table>
<thead>
<tr>
<th>Control</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flap lever</td>
<td>Controls flap position</td>
</tr>
<tr>
<td>Stick</td>
<td>Controls aircraft yaw</td>
</tr>
<tr>
<td>Throttle control</td>
<td>Controls aircraft thrust</td>
</tr>
</tbody>
</table>

### 7.2. Cockpit and the Environment

This section provides description and operation of the cockpit.
with a forced-air oven at 100°C for at least 2 hours. If the estimated number of the area is necessary, the area can be used for the determination of the area. If necessary, the area can be used for the determination of the area.