

Before Engine Start

Preflight / Daily	COMPLETED
Main Switch	ON
Instrument Switch	ON
Battery Back-up Switch ...	ON
Parking Brake	ON
Papers / Map	ON BOARD
Loose objects	SECURED
Canopy	CLOSED & LOCKED
Seat Belts	FASTEN
Fuel Quantity	CHECKED / SET ON EMS
Altimeters	SET (PFD AND G5)
Weight and Balance	SET
Display	SET SPLIT (FL.INSTR / EMS)

Engine Start

Strobe Light	ON
Propeller Lever	AUTO/FORWARD (FINE)
Fuel selector	OPEN
Fuel Pump	MOMENTARILY ON
Instrument Switch	OFF
Propeller Area	CLEAR
Throttle	CLOSED OR JUST OPEN
Choke	AS NEEDED (COLD ENGINE)
Start Engine	TURN KEY
Oil Pressure	CHECK 2-7 BAR
Engine RPM	2000 RPM MAX 2500 RPM WARMING UP (OIL < 50°C)

Taxi

Instrument Switch ON
NAV Lights..... ON
GRS Safety pin..... REMOVED
Time check..... START FLIGHT TIMING
Wind direction CHECK
Radio call APPLY
Parking Brake RELEASE
Brakes CHECK

Engine Run-up

Parking brakes ON
Fuel Selector OPEN
Engine instruments CHECK, WITHIN LIMITS
Propeller switch AUTO
Ignition Check THROTTLE 4000 RPM
Test Ignition MAX. DROP 300 RPM
MAX. DIFF. 120 RPM
Engine instruments CHECK OIL & FUEL PRESS.
Throttle IDLE (1700-2000 RPM)

BEFORE TAKEOFF

Flaps	HALF
Flight Controls	FULL AND FREE
Trim	SET AFT
Propeller Switch	AUTO
Propeller Lever	FORWARD (FINE)
Display	SET FULL SCREEN
Altimeters	CHECK
Fuel Selector	OPEN
Landing Light	ON
Fuel Pump	ON
Transponder	SET TO 7000
Ignition Switch	KEY POSITION BOTH
Parking brakes	OFF

TAKEOFF/CLIMB PROCEDURE

Wind	CHECK
Throttle	MAX (> 5000 RPM)
Engine Instruments	WITHIN LIMITS
Rotate	AT 50 KTS
Climb	65 KTS
Flaps	RETRACT ABOVE 200 FT.
Climb	75 KTS
Throttle	CLIMBING POWER
Trim	ADJUST

CRUISE PROCEDURE

Fuel Pump.....	OFF
Throttle and Propeller.....	SET FOR CRUISE CHECK TABLE FOR CORRECT SETTING
Trim	ADJUST

APPROACH AND LANDING PROCEDURE

Fuel	CHECK FUEL QUANTITY
Fuel Pump	ON
Engine Instruments	CHECK
Seat belts	FASTEN
Brakes	CHECK PRESSURE
Loose objects	SECURED
Landing Light	ON
Propeller Lever	FORWARD (FINE)
Approach / downwind.....	80 KIAS
On downwind/base flaps ..	HALF (max 75 KIAS !)
Base	75 KIAS
On final flaps.....	HALF (FULL FOR STEEP APPROACH)
Final.....	70 KIAS (65 STEEP APPR)

AIRCRAFT LANDING

Flaps	RETRACT
Trim	T/O POSITION
Landing Light	OFF
Fuel pump	OFF

AIRCRAFT PARKING

- Parking Brake** AS NECESSARY
- Throttle** IDLE
- Instruments** WITHIN LIMITS
- Time check**..... STOP FLIGHT TIMING
- Lights** OFF
- Instruments Switch**..... OFF
- Ignition Switch** OFF & REMOVE KEY
- Main Switch** OFF
- Battery Back-up Switch**... OFF
- Fuel Selector** OFF
- Check All Switches** OFF
- GRS Safety pin**..... INSERT

Power setting	Engine speed (rpm)	Performance (kW) / (HP)	Torque (Nm) / (ft. lb)	Manifold pressure (in.Hg)
Take-off power	5800	73.5 / 100	121.0 / 89.24	27.5
Max. continuous power	5500	69.0 / 90	119.8 / 88.36	27
75 %	5000	51.0 / 68	97.4 / 71.84	26
65 %	4800	44.6 / 60	88.7 / 65.42	26
55 %	4300	38.0 / 50	84.3 / 62.17	24

Aircraft Limits:

V_{NE} never exceed	156 KTS
V_A manoeuvring	91 KTS
V_{fe} max flap 1	85 KTS
V_{fe} max flap 2	75 KTS
V_H max level	135 KTS
V_X best angle climb	62 KTS
V_Y best rate climb	60 KTS
V_s stall clean	43 KTS
V_{so} full flaps	35 KTS
Best glide speed	80 KTS
Max. crosswind	12 KTS
G-limits flaps up	+4 / -2
G-limits flaps down	+4 / -2
Service ceiling	19.865 FT
Empty weight	323 KG
Max baggage weight	25 KG
Max. T/O weight	600 KG
Maximum Forward CG Limit	24% MAC
Maximum AFT CG Limit	33% MAC

Engine Limits:

Speed	5800 rpm (5 min.) 5500 rpm (continuous)
Cyl. Head Temp.	90 ⁰ – 135 ⁰ C (135°C max.)
Oil Temp.	50 ⁰ C - 110 ⁰ C (130°C max.)
Exh. Gas Temp.	880°C max..
Oil Pressure	2 - 5 bar (7 bar max. cold eng.)
Fuel Pressure	0,15 – 0,4 bar

TL 2000 EMERGENCY Procedures

ENGINE FAILURE DURING T/O RUN

Throttle IDLE
Brakes APPLY
Wing Flaps RETRACT
Ignition OFF

ENGINE FAILURE AFTER TAKEOFF

Airspeed 75 KNOTS
Flaps STAGE 1 or 2
Fuel Selector OFF
Fuel pump..... OFF
Ignition Switch OFF
Canopy UNLOCK

Land straight ahead, turning only to avoid obstacles

LOSS OF ENGINE POWER IN FLIGHT

Speed 70 KIAS
Fuel pump..... ON
Check Fuel
Inflight Engine Restart .. APPLY
OR PERFORM EMERGENCY LANDING

EMERGENCY DESCENT

Airspeed MAX PERMITTED:
 V_{NE} = 156 KIAS
 V_{no} = 119 KIAS
Engine RPM MAX. 5800 RPM

TL 2000 EMERGENCY Procedures

ENGINE FIRE DURING T/O RUN

- Fuel Selector OFF
- Throttle IDLE
- Brakes APPLY AS NEEDED

When airplane is under control:

- Fuel Pump OFF
- Cabin Heating OFF
- Ignition OFF
- Parking Brake SET

Evacuate the aircraft!

ENGINE FIRE IN-FLIGHT

- Fuel Selector OFF
- Throttle FULL OPEN
- Cabin Heat PUSH OFF
- Ignition Switch OFF AFTER ENGINE STOPS
- Airspeed 65 - 137 KIAS
- Master Switch OFF
- Canopy..... UNLOCK

Perform emergency landing!

ELECTRICAL FIRE IN FLIGHT

- Main Switch..... OFF
- Other switches OFF
- Cabin Heater PUSH OFF
- Ventilation OPEN

PERFORM EMERGENCY LANDING AS SOON AS POSSIBLE

TL 2000 EMERGENCY Procedures

IN-FLIGHT ENGINE RESTART

All unnecessary electrical equipment OFF

Main Switch ON

Fuel Pump ON

Fuel Selector ON

Throttle IDLE

Start Engine TURN KEY

After engine is running

Instrument Switch ... ON

Fuel Pump OFF

Other Switches ON AS NECESSARY

EMERGENCY LANDING WITHOUT ENGINE POWER

Airspeed 70 KIAS

Locate suitable terrain without obstacles

COMM GIVE LOCATION & INTENTIONS

Seat belts TIGHTEN

Starter Key OFF

Fuel pump..... OFF

Fuel Selector OFF

Back up batt. Garmin ON

Approach WITHOUT STEEP TURNS

Flaps AS NECESSARY

Main Switch OFF BEFORE LANDING

TL 2000 EMERGENCY Procedures

ACTIVATION PARACHUTE SYSTEM

**When using the parachute rescue system,
please take into account that
the plane will be destroyed!**

Throttle IDLE
Airspeed..... SLOW AIRCRAFT IF POSSIBLE
Ignition OFF
Seat Belts..... TIGHTEN

Parachute Activation Handle... PULL FIRMLY!

With a force from 12 KG about 40 cm!

Radio..... 121.5 MAYDAY MAYDAY
REPORT POSITION
Transponder 7700

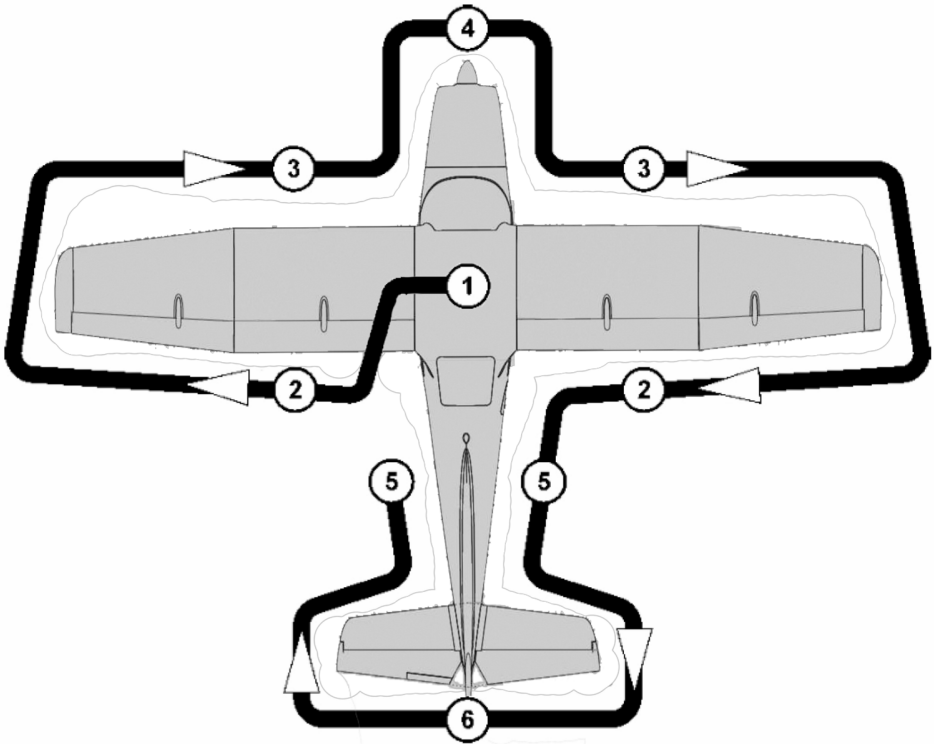
RECOVERY FROM UNINTENTIONAL SPIN

Power IDLE
Flaps RETRACT
Ailerons NEUTRAL
Rudder FULL OPPOSITE
Elevator PUSH FORWARD

**HOLD THESE INPUTS UNTIL THE ROTATION STOPS
THEN:**

Rudder NEUTRAL
Elevator PULL GENTLY TO
RECOVER FROM DIVE

Sting TL 2000 Daily Inspection



Check airworthiness aircraft

Check fuel quantity and refuel before daily inspection

- 1) Papers / Map .. On board
- Cabin All Switches off
- Key OFF, and removed
- GRS Safety pin... Installed
- Fuel Valve OFF
- Main Switch ON
- Flaps Check for proper operation
- Main Switch..... OFF
- Flight Controls.. Check for proper operation
- Trim Check for proper operation. Centred
- Bagage..... Secured
- Seatbelts Check condition and attachment
- Headsets Check condition en connection

Sting TL 2000 Daily Inspection

- 2) Flap Surface, Condition, Attachment and Clearance
Aileron Surface, Condition, Attachment and Clearance,
Free movement, Trimtab surface and attachment
Wing Tip Surface, Condition and Strobe/Nav light
Fuel Vent Clean

- 3) Wing Surface Condition, Cleanness
Leading Edge ... Surface, Condition, Cleanness
Pitot Head Condition, attachment, Cleanness
Pitot Cover..... Remove
Fuel Caps..... Installed

- 4) Nose Gear Wheel, Fairing and Leg attachment,
Condition, Check pressure of Tire
Engine Cowling Condition
Prop & Spinner Condition
Oil Quantity Check and replenish as required
Close Oil Tank
Coolant quantity Check
Fuel System Drain Gascolator

- 5) Main Landing Gear Wheel Fairing, Leg and Brake attachment,
Condition, pressure of Tire
Fuselage surface Condition, Cleanness
Static Ports Clean
Antennas Attachment

- 6) Vertical Tail Unit Condition of Surface, Attachment,
Free Movement, Rudder Stops
Horizontal Tail Unit Condition of Surface, Attachment,
Free Movement, Elevator Stop
Trim Tab Surface & Condition, Attachment
Surface, Condition, Attachment
Aft inspection cover.... Secure

- 7) After Daily Inspection... **CLEAN PROPELLER AND CANOPY!**