

Aircraft Operating Instructions



BRISTELL UL HD

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BRISTELL UL



Aircraft Operating Instructions

BRISTELL UL HD

Registration: OM-M712

Serial Number: 037/2012

**This airplane must be operated in compliance with
information and limitations contained in herein.
This AOI must be available on board of the airplane.**

Aircraft Operating Instructions

SECTION 0

0. TECHNICAL INFORMATION

0.1 Record of revisions

0.2 List of effective pages

0.3 Table of contents

Aircraft Operating Instructions

0.1 Record of revisions

Any revision of the present manual (except actual weighing data, cockpit description and list of instruments and avionics) must be recorded in the following table.

Revision No.	Affected Section	Affected Pages	Date of Issue	Approved by	Date of approval	Date inserted	Sign.
1	ALL	ALL, Initial	11/2010	Milan Bristela	11/2010	11/2010	

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0.2 List of effective pages

Section	Page	Date of Issue	Section	Page	Date of Issue
0	0-1	11/2010	3	3-1	11/2010
	0-2	11/2010		3-2	11/2010
	0-3	11/2010		3-3	11/2010
	0-4	11/2010		3-4	11/2010
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	2-6	11/2010		4-6	11/2010
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	6-9	11/2010		9-3	11/2010
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Revision: 1.0

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Aircraft Operating Instructions

SECTION 1

1. GENERAL INFORMATION

1.1 Introduction

1.2 Warnings, cautions and notes

1.3 Descriptive data

1.3.1 Aircraft description

1.3.2 Powerplant

1.3.3 Aircraft dimensions

1.3.4 Aircraft layout

1.4 Definitions and abbreviations

Aircraft Operating Instructions

1.1 Introduction

BRISTELL UL is an aircraft built in BRM AERO s.r.o., Uherske Hradiste, Czech Republic, based on czech LAA UL 2 Standards, CS-VLA Standards and FAA Light Sport Aircraft (LSA) category according to ASTM Standards F2245, F2279 and F 2295.

This Aircraft Operating Instruction has been prepared to provide pilots with information for the safe and efficient operation of BRISTELL UL aircraft. It also contains supplemental data supplied by the Aircraft Flight Training Supplement.

1.2 Warnings, cautions and notes

The following definitions apply to warnings, cautions and notes in the Pilot Operating Handbook.

WARNING

Means that the non-observation of the corresponding procedure leads to an immediate or important degradation of the flight safety i.e. to injury or death of persons.

CAUTION

Means that the non-observation of the corresponding procedure leads to a minor or possible long term degradation of the flight safety.

NOTE

Draws attention to any special item not directly related to safety, but which is important or unusual.

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1.3 Descriptive data

1.3.1 Aircraft description

BRISTELL UL is airplane intended especially for recreational and cross-country flying, non-aerobatics operation and basic training.

BRISTELL UL is a single-engine, all metal, low-wing monoplane of semi-monocoque construction with two side-by-side seats. The airplane is equipped with a fixed tricycle undercarriage with steerable nose wheel.

1.3.2 Powerplant

The standard powerplant is composed of UL POWER 350i, 118 Hp 4-cylinder, 4-stroke engine and Whirl Wind ground adjustable two blade propeller.

1.3.3 Aircraft dimensions

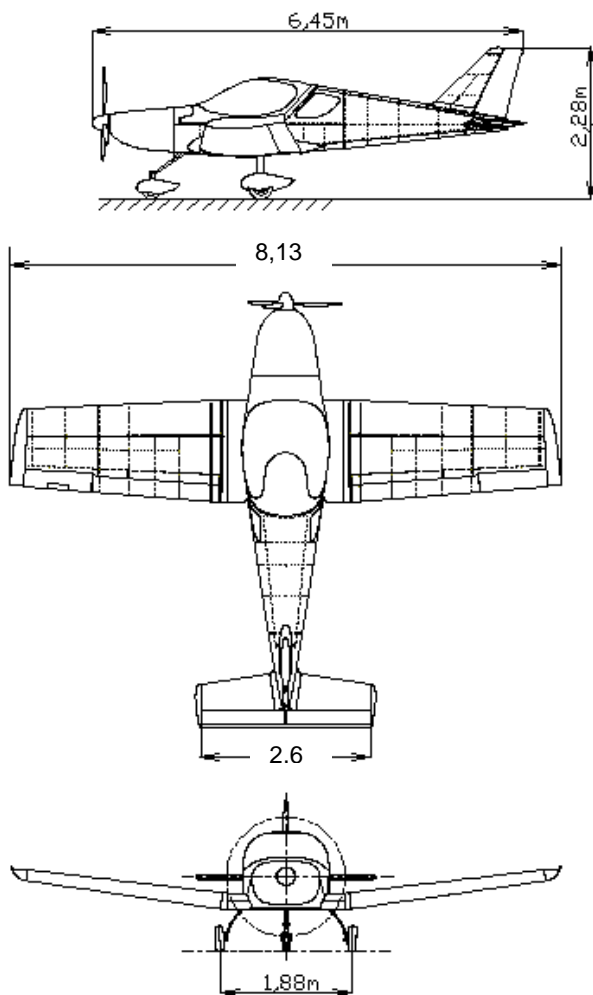
Wing span.....8,13 m
Length.....6,45 m
Height2.28 m
Wing area 10,5 sq m
Wing loading.....45,06 kg/sq m
Cockpit width 1,3 m

Deflection:

Rudder deflections.....30° to each side
Elevator deflections+ 30°/- 15°
Aileron deflections+ 24°/-13°
Flap deflections.....0°, 11°, 21°and 31°
Aileron trim deflections+ 15°/- 20°
Elevator trim deflections+ 10°/- 25°

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1.3.4 Aircraft layout



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1.4 Definitions and abbreviations

ATC	Air Traffic Control
ASI	Airspeed Indicator
BEACON	anti-collision beacon
CAS	Calibrated Airspeed
COMM	communication transmitter
EFIS	Electronic Flight Instrument System
ELT	Emergency Locator Transmitter
EMS	Engine Monitoring System
°F	temperature in degree of Fahrenheit
ft	foot / feet
ft/min	feet per minute
GPS	Global Positioning System
hp	power unit
IAS	Indicated Airspeed
IC	Intercom
IFR	Instrument Flight Rules
in	inch
ISA	International Standard Atmosphere
knot	NM per hour
lb	pound
MAC	Mean Aerodynamic Chord
max.	maximum
min.	minimum or minute
mph	statute miles per hour
NM	Nautical Mile

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OFF	system is switched off or control element is in off-position
ON	system is switched on or control element is in on-position
OAT	Outside Air Temperature
POH	Pilot Operating Handbook
psi	pound per square inch - pressure unit
rpm	revolutions per minute
sec.	second
US gal	volume unit
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions
V _A	maneuvering airspeed
V _{FE}	maximum flap extended speed
V _{NO}	maximum designed cruising speed
V _{NE}	never exceed speed
V _{SO}	stall speed with wing flaps in extended position
V _{S1}	stall speed with wing flaps in retracted position
V _X	best angle of climb speed
V _Y	best rate of climb speed

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SECTION 2

2. OPERATING LIMITATION

2.1 *Introduction*

2.2 *Airspeed*

2.3 *Airspeed Indicator Markings*

2.4 *Powerplant*

2.4.1 *Engine operating speeds and limits*

2.4.2 *Fuel*

2.4.3 *Oil*

2.5 *Powerplant Instrument Markings*

2.6 *Miscellaneous Instrument Markings*

2.7 *Weight*

2.8 *Center of Gravity*

2.9 *Approved Maneuvers*

2.10 *Maneuvering Load Factors*

2.11 *Crew*

2.12 *Kinds of Operation*

2.13 *Other Limitations*

Aircraft Operating Instructions

2.1 Introduction

Section 2 includes operating limitations, instrument markings and basic placards necessary for the safe operation of the aircraft, its engine, standard systems and standard equipment.

2.2 Airspeed

Airspeed limitations and their operational significance are shown below:

Speed		KIAS	Remarks
V_{NE}	Never exceed speed	145	Do not exceed this speed in any operation.
V_{NO}	Max. structural cruising speed	129	Do not exceed this speed except in smooth air, and then only with caution.
V_A	Maneuvering speed	96	Do not make full or abrupt control movement above this speed, because under certain conditions full control movement may overstress the aircraft.
V_{FE}	Maximum Flap Extended Speed	75	Do not exceed this speed with flaps extended.

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2.3 *Airspeed indicator markings*

Airspeed indicator markings and their color-code significance are shown below:

Marking	IAS value or range	Significance
	<i>Knots</i>	
White arc	34-75	Flap Operating Range.
Green arc	43-129	Normal Operating Range.
Yellow arc	129-145	Maneuvers must be conducted with caution and only in smooth air.
Red line	145	Maximum speed for all operations.

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2.4 Powerplant

2.4.1 Engine operating speeds and limits

Engine Model:		UL POWER 350i
Engine Manufacturer:		UL POWER, Belgium
Power	Max Take-off:	118 hp At 3300 rpm
	Max. Continuous:	118 hp at 3300 rpm
	Cruising:	72 hp at 2500 rpm
Engine RPM	Max. Take-off:	3300 rpm
	Max. Continuoust:	3000 rpm
	Cruising:	2500 rpm
	Idling:	~750 rpm
Cylinder head temperature:	Minimum:	-
	Maximum:	190° C *
	Optimum:	130 - 160° C
Oil temperature	Minimum:	50° C
	Maximum:	130° C
	Optimum:	80 - 110° C
Oil pressure:	Minimum:	0,8 bar - below 800 rpm
	Maximum:	7 bar - cold engine starting
	Optimum:	2 - 5 bar - above 1500 rpm
* Max. CHT temperature depend on the type of coolant used in engine. - see Section 2.4.4 and Section 10 Supplement No.2		

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2.4.2 Fuel

This fuel can be used:

(refer to engine Operator's Manual)

- min. RON 95, EN 228 Premium, EN 228 Premium plus, AVGAS100LL
- Fuel according to FAA - Standard Spec. for Automotive Spark-Ignition Engine Fuel, ASTM D 4814 or AVGAS 100 LL
- Fuel according to DOT - CAN/CGSB-3.5 Quality 3 min AKI 91 or AVGAS 100 LL, 93 Octane Automotive Fuel

Due to higher lead content in AVGAS, the wear of the valve seats and deposits in the combustion chamber will increase. Therefore, use AVGAS only if you encounter problems with vapor lock or if the other fuel types are not available.

Fuel volume:

Wing fuel tank volume..... 2x60 ltr

Unusable fuel quantity..... 2x0,1 ltr

2.4.3 Oil

Oil type:

(refer to engine Operator's Manual)

Use motorcycle a 4 stroke engine oil of registered brand with gear additives, but not aircraft oil. Use only oil with API classification „SG“ or higher! Use of multi-grade no mineral oils is recommended.

NOTE: Type of oil used by aircrafts manufacturer is shown in Section 10 Supplement No.2.

Oil volume:

Minimum..... 3,24 ltr

Maximum..... 3,6 ltr

2.4.4 Powerplant instrument markings

Analogue engine instruments markings and their color-code significance are shown below.

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UL POWER 350i 118 hp	Minimum Limit (red line)	Normal Operating Range (green arc)	Caution Range (yellow arc)	Maximum Range (red line)
Engine speed [RPM]	700	800-3000	3000-3300	3300
Oil Temperature	50°C	50-110°C	110-130°C	130°C
Exhaust Gas Temp. (EGT)	-	800-850°C	850-880°C	880°C
Cylinder Head Temperature (CHT)	60°C	60-130°C	130-190°C *	190°C *
Oil Pressure	0,8 bar	0,8-5 bar	5-7 bar	7 bar

* Max. CHT temperature depend on the type of coolant used in engine.

- see Section 2.4.4 and Section 10 Supplement No.2

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2.5 Miscellaneous Instrument Marking

Note: There are not any miscellaneous instrument marking

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2.6 Weight

Empty weight (standard equipment) 320 kg

NOTE

Actual empty weight is shown in SECTION 6

Max. take-off weight 560 kg

Max landing weight 560 kg

Max. weight of fuel 90 kg

Max. baggage weight in rear fuselage 15 kg

Max. baggage weight in wing lockers 20 kg each

2.7 Center of gravity

Operating C.G. range 25 to 35 % of MAC

2.8 Approved maneuvers

Airplane Category: UL, ELA, LSA

The BRISTELL UL is approved for normal and below listed maneuvers:

- Steep turns not exceeding 60° bank
- Lazy eights
- Chandelles
- Stalls (except whip stalls)

WARNING

Aerobatics and intentional spins are prohibited !

2.9 Maneuvering load factors

Maximum positive limit load factor +4 g

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Maximum negative limit load factor - 2 g

2.10 Crew

Number of seats 2
Minimum crew 1 pilot in the left seat
Minimum crew weight 55 kg
Maximum crew weight see SECTION 6

WARNING

Do not exceed maximum take-off weight 560 kg !

2.11 Kinds of operation

There are permitted Day VFR flights, Night VFR flights are permitted with installation of optional Night Lighting Package and operation by an appropriate rated pilot.

WARNING

IFR flights and intentional flights under icing conditions are PROHIBITED!

Minimum instruments and equipment list for VFR flights:

- Airspeed indicator
- Altimeter
- Compass (is not required by ASTM F 2245)
- Fuel quantity indicator
- Tachometer (RPM)
- Oil temperature indicator
- Oil pressure indicator
- Cylinder head temperature indicator

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2.12 Other limitations

- ***No smoking on board of the aircraft!***

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SECTION 3

3. EMERGENCY PROCEDURES

3.1 Introduction

3.2 Engine Failure

- 3.2.1 Engine failure during take-off run
- 3.2.2 Engine failure during take-off
- 3.2.3 Engine failure in flight

3.3 In-flight Engine Starting

3.4 Smoke and Fire

- 3.4.1 Fire on ground at engine starting
- 3.4.2 Fire on ground with engine running
- 3.4.3 Fire during take-off
- 3.4.4 Fire in flight
- 3.4.5 Fire in the cockpit

3.5 Glide

3.6 Landing Emergencies

- 3.6.1 Emergency landing
- 3.6.2 Precautionary landing
- 3.6.3 Landing with a flat tire
- 3.6.4 Landing with a defective landing gear

3.7 Recovery from Unintentional Spin

3.8 Other emergencies

- 3.8.1 Vibration
- 3.8.2 Carburetor icing
- 3.8.3. Autopilot malfunction

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3.1 Introduction

Section 3 provides checklists and amplified procedures for coping with various emergencies that may occur. Emergencies caused by aircraft or engine malfunction are extremely rare if proper pre-flight inspections and maintenance are practiced.

However, should an emergency arise, the basic guidelines described in this section should be considered and applied as necessary to correct the problem.

3.2 Engine Failure

3.2.1 Engine failure during take-off run

1. Throttle - reduce to idle
2. Ignition - switch off
3. Apply brakes

3.2.2 Engine failure during take-off

1. Speed - gliding at 65 KIAS
2. Altitude - below 150 ft: land in take-off direction
- over 150 ft: choose a landing area
3. Wind - find direction and velocity
4. Landing area - choose free area without obstacles
5. Flaps - extend as needed
6. Fuel Selector - shut off
7. Ignition - switch off
8. Safety harness - tighten
9. Master switch - switch off before landing
10. Land

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3.2.3 Engine failure in flight

1. Push control stick forward
2. Speed
 - gliding at 65 KIAS
3. Altitude
 - below 150 ft: land in take-off direction
 - over 150 ft: choose a landing area
4. Wind
 - find direction and velocity
5. Landing area
 - choose free area without obstacles
6. Flaps
 - extend as needed
7. Fuel Selector
 - shut off
8. Ignition
 - switch off
9. Safety harness
 - tighten
10. Master switch
 - switch off before landing
11. Land

3.3 In-flight Engine Starting

1. Electric pump
 - ON
2. Fuel Selector
 - switch to second fuel tank
3. Starter
 - switch on

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3.4 Smoke and Fire

3.4.1 Fire on ground at engine starting

1. Starter - keep in starting position
2. Fuel Selector - close
3. Throttle - full power
4. Ignition - switch off
5. Leave the airplane
6. Extinguish fire by fire extinguisher or call for a fire-brigade if you cannot do it.

3.4.2 Fire on ground with engine running

1. Heating - close
2. Fuel selector - close
3. Throttle - full power
4. Ignition - switch off
5. Leave the airplane
6. Extinguish fire by fire extinguisher or call for a fire-brigade if you cannot do it.

3.4.3 Fire during take-off

1. Speed - 65 KIAS
2. Heating - close
3. Fuel Selector - close
4. Throttle - full power
5. Ignition - switch off
6. Land and stop the airplane
7. Leave the airplane
8. Extinguish fire by fire extinguisher or call for a fire-brigade if you cannot do it.

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3.4.4 Fire in flight

1. Heating - close
2. Fuel Selector - close
3. Throttle - full power
4. Master switch - switch off
5. Ignition - switch off after the fuel in carburetors is consumed and engine shut down
6. Choose of area - heading to the nearest airport or choose emergency landing area
7. Emergency landing - perform according to 3.6
8. Leave the airplane
9. Extinguish fire by yourself or call for a fire-brigade if you cannot do it.

NOTE

Estimated time to pump fuel out of carburetors is 30 seconds.

WARNING

Do not attempt to re-start the engine!

3.4.5 Fire in the cockpit

1. Master switch - switch off
2. Heating - close
3. Use the fire extinguisher

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3.5 Glide

An example of the use of gliding is in the case of engine failure

1. Speed - recommended gliding speed 65 KIAS

3.6 Landing Emergencies

3.6.1 Emergency landing

Emergency landings are generally carried out in the case of engine failure and the engine cannot be re-started.

1. Speed - adjust for optimum gliding 65 KIAS
2. Trim - adjust
3. Safety harness - tighten
4. Flaps - extend as needed
5. COMM - if installed then report your location if possible
6. Fuel Selector - close
7. Ignition - switch off
8. Master switch - switch off
9. Perform approach without steep turns and land on chosen landing area.

3.6.2 Precautionary landing

A precautionary landing is generally carried out in the cases where the pilot may be disorientated, the aircraft has no fuel reserve or possibly in bad weather conditions.

1. Choose landing area, determine wind direction
2. Report your intention to land and land area location if a COMM is installed in the airplane.
3. Perform low-altitude passage into wind over the right-hand side of the chosen area with flaps extended as needed and thoroughly inspect the landing area.
4. Perform circle pattern.
5. Perform approach at increased idling with flaps fully extended.

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6. Reduce power to idle when flying over the runway threshold and touch-down at the very beginning of the chosen area.
7. After stopping the airplane switch off all switches, shut off the fuel selector, lock the airplane and seek for assistance.

NOTE

Watch the chosen area steadily during precautionary landing.

3.6.3 Landing with a flat tire

1. During landing keep the damaged wheel above ground as long as possible using the ailerons control
2. Maintain the direction on the landing roll out, applying rudder control.

3.6.4 Landing with a defective landing gear.

1. If the main landing gear is damaged, perform touch-down at the lowest practicable speed and if possible, maintain direction during landing run.
2. If the nose wheel is damaged perform touch-down at the lowest practicable speed and hold the nose wheel above the ground by means of the elevator control as long as possible.

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3.7 Recovery from Unintentional Spin

WARNING

Intentional spins are prohibited!

There is no an uncontrollable tendency of the airplane to enter into a spin provided the normal piloting techniques are used.

Unintentional spin recovery technique:

1. Throttle - idle
2. Lateral control - ailerons neutralized
3. Rudder pedals - full opposite rudder
4. Rudder pedals - neutralize rudder immediately when rotation stops
5. Longitudinal control - neutralize or push forward and recovery dive.

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3.8 Other Emergencies

3.8.1 Vibration

If any forced aircraft vibrations appear, it is necessary:

1. To set engine speed to such power rating where the vibrations are lowest.
2. To land on the nearest airfield or to perform a precautionary landing according to 3.6

3.8.2 Carburetor icing

The carburetor icing shows itself through a decrease in engine power and an increase of engine temperatures.

To recover the engine power, the following procedure is recommended:

1. Speed - 70 KIAS
2. Throttle - set to 1/3 of power
3. If possible, leave the icing area
4. Increase the engine power gradually up to cruise conditions after 1-2 minutes

If you fail to recover the engine power, land on the nearest airfield (if possible) or depending on the circumstances, perform a precautionary landing according to 3.6

NOTE

If your engine is equipped with carburetor heating, use it for extended period descent and in area of possible carburetor icing.

Remember: Aircraft is approved to operate in VMC condition only!

3.8.3 Autopilot malfunction

In the case, that autopilot starts work not properly, press immediately red button "AP OFF" on the instrument panel.

WARNING

Take-Off, climb, Approach and landing with AP "ON" or with malfunction AP are PROHIBITED.

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WARNING

Adjusting of rudder pedals position during flight is PROHIBITED.

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SECTION 4

4. NORMAL PROCEDURES

4.1 Introduction

4.2 Assembly and Disassembly

4.3 Pre-flight Inspection

4.4 Normal Procedures

- 4.4.1 Before engine starting**
- 4.4.2 Engine starting**
- 4.4.3 Engine warm up, Engine check**
- 4.4.4 Taxiing**
- 4.4.5 Before take-off**
- 4.4.6 Take-off**
- 4.4.7 Climb**
- 4.4.8 Cruise**
- 4.4.9 Descent**
- 4.4.10 Before landing**
- 4.4.11 Balked landing**
- 4.4.12 Landing**
- 4.4.13 After landing**
- 4.4.14 Engine shutdown**
- 4.4.15 Aircraft parking**
- 4.4.16 Flight in rain**

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4.1 Introduction

Section 4 provides checklists and recommended procedures for normal operation of the aircraft.

4.2 Assembly and Disassembly

Refer to the BRISTELL UL Maintenance and inspection procedures manual.

4.3 Pre-flight Inspection

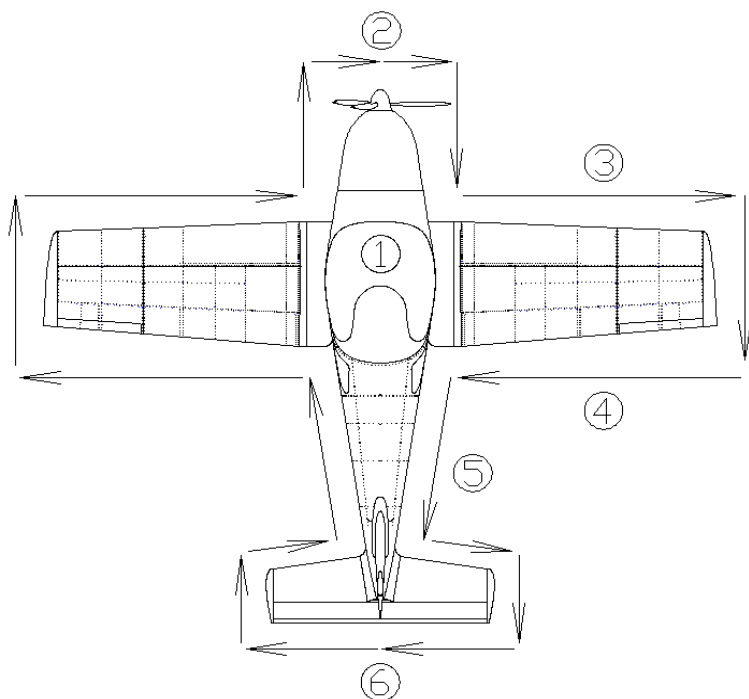
Carry out the pre-flight inspection every day prior to the first flight or after airplane assembly. Incomplete or careless inspection can cause an accident. Carry out the inspection following the instructions in the Inspection Check List.

NOTE

The word "condition" in the instructions means a visual inspection of surface for damage deformations, scratching, chafing, corrosion or other damages, which may lead to flight safety degradation.

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The manufacturer recommends carrying out the pre-flight inspection as follows:



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Inspection Check List

①	<ul style="list-style-type: none"> - Ignition - OFF - Master switch - ON - Fuel gauge ind. - check fuel quantity - Master switch - OFF - Avionics - check condition - Control system - visual inspection, function, clearance, free movement up to stops - Canopy - check wing flaps operation - Check cockpit for loose objects - condition of attachment, cleanness
②	<ul style="list-style-type: none"> - Engine cowling condition - Propeller and spinner condition - Engine mount and exhaust manifold condition - Oil and coolant quantity check - Visual inspection of the fuel and electrical system - Fuel system draining - Other actions according to the engine manual
③	<ul style="list-style-type: none"> - Wing surface condition - Leading edge condition - Pitot head condition
④	<ul style="list-style-type: none"> - Wing tip - surface condition, attachment - Aileron - surface condition, attachment, clearance, free movement - Flap - surface condition, attachment, clearance
⑤	<ul style="list-style-type: none"> - Landing gear - wheel attachment, brakes, condition and pressure of tires - Wing lower surface and fuselage bottom surface condition
⑥	<ul style="list-style-type: none"> - Vertical tail unit - condition of surface, attachment, free movement, rudder stops - Horizontal tail unit - condition of surface, attachment, free movement, elevator stops
	<ul style="list-style-type: none"> - The check on left side of the fuselage and wing is the same as on right side

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WARNING

Physically check the fuel level before each take-off to make sure you have sufficient fuel for the planned flight.

CAUTION

In case of long-term parking it is recommended to turn the engine several times (Ignition OFF!) by turning the propeller. Always handle the blade area by the palm i.e. do not grasp only the blade edge. It will facilitate engine starting.

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4.4 Normal procedures

4.4.1 Before engine starting

- | | |
|--------------------------|---------------------------|
| 1. Control system | - free & correct movement |
| 2. Canopy | - clean |
| 3. Brakes | - fully applied |
| 4. Safety harness | - tighten |
| 5. Rudder pedal position | - setted |

4.4.2 Engine starting

- | | |
|---|--------------------------------------|
| 1. Start the engine according to its manual procedure | |
| 2. Master switch | - switch on |
| 3. Fuel Selector | - on - LEFT FUEL TANK !!! |
| 4. El. pump | - switch on |
| 5. Starter | - hold activated to start the engine |

CAUTION

The starter should be activated for a maximum of 10 sec., followed by 2 min. pause for engine cooling.

As soon as engine runs, adjust throttle to achieve smooth running at approx. 1200 rpm. Check the oil pressure, which should increase within 10 sec. Increase the engine speed after the oil pressure has reached 29 psi and is steady.

To avoid shock loading, start the engine with the throttle lever set for 10% open at maximum, then wait 3 sec to reach constant engine speed before new acceleration.

Only one magneto should be switched on (off) during ignition magneto check.

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4.4.3 Engine warm up, Engine check

Prior to engine check block the main wheels using chocks. Initially warm up the engine to 1000 rpm for approx. 2 minutes, then continue to 1400 rpm till oil temperature reaches 50°C. The warm up period depends on ambient air temperature.

Switch "ON" propeller control and check propeller adjustment in all adjustment range.

Check both ignition circuits at 2000 rpm for UL POWER 350i. The engine speed drop during the time either magneto switched off should not over 300 rpm. The Max. engine speed drop difference between circuits A and B should be 120 rpm.

NOTE

Only one magneto should be switched on (off) during ignition magneto check

Set max. power for verification of max. speed with given propeller and engine parameters (temperatures and pressures).

Check acceleration from idling to max. power. If necessary, cool the engine at 1400 rpm before shutdown.

CAUTION

The engine check should be performed with the aircraft heading upwind and not on a loose terrain (the propeller may suck grit which can damage the leading edges of blades).

4.4.4 Taxiing

Apply power and brakes as needed. Apply brakes to control movement on ground. Taxi carefully when wind velocity exceeds 20 knots. Hold the control stick in neutral position, or in a position that properly deflects a crosswind.

Aircraft Operating Instructions

4.4.5 Before take-off

- | | |
|-------------------|-------------------------------|
| 1. Altimeter | - set |
| 2. Trim | - set neutral position |
| 3. Control system | - check free movement |
| 4. Cockpit canopy | - closed |
| 5. Safety harness | - tighten |
| 6. Fuel Selector | - ON (select LEFT tank first) |
| 7. Ignition | - switched on |
| 8. El. pump | - ON |
| 9. Wing flaps | - extend as needed |

4.4.6 Take-off

- | | |
|------------------------------|---|
| 1. Brakes | - apply to stop wheel rotation |
| 2. Take-off power | - throttle fully forward |
| 3. Engine speed | - check rpm |
| 4. Instruments within limits | - check |
| 5. Nose wheel unstuck | - 27 KIAS |
| 6. Airplane lift-off | - 37 KIAS |
| 7. Wing flaps | - retract when speed of 65 KIAS is reached, at altitude of 150 ft |
| 8. Transit to climb | |

WARNING

The Take-off is prohibited if:

- The engine is running unsteadily
- The engine instruments values are beyond operational limits
- The crosswind velocity exceeds permitted limits (see 5.2.8)
- Autopilot is "ON"

Aircraft Operating Instructions

4.4.7 Climb

1. Best rate-of-climb speed - 65 KIAS
2. Throttle
 - Max. take-off power (max. 3300 rpm)
 - Max. cont.power 3300 rpm
3. Trim
 - trim the airplane
4. Instruments
 - oil temperature and pressure, cylinder temperature within limits

CAUTION

If the cylinder head temperature or oil temperature approach their limits, reduce the climb angle to increase airspeed and thus fulfill the limits.

4.4.8 Cruise

- El.pump - ON for whole flight
- Refer to Section 5, for recommended cruising figures.

4.4.9 Descent

1. Optimum glide speed 60 – 65 KIAS

CAUTION

It is not advisable to reduce the engine throttle control lever to minimum on final approach and when descending from very high altitude. In such cases the engine becomes under-cooled and a loss of power may occur. Descent at increased idle (approx. 900 rpm), speed between 65-70 KIAS and check that the engine instruments indicate values within permitted limits.

4.4.10 Before landing

1. Approach speed - 60 KIAS
2. Throttle - as needed
3. El. pump - ON
4. Wing flaps - extend as needed
5. Trim - as needed

Aircraft Operating Instructions

4.4.11 Balked Landing

1. Throttle - full power (max.3300 rpm)
2. Wing flaps - extend as needed
3. Trim - adjust as needed
4. Wing flaps - retract at height of 150 ft after reaching 65 KIAS
5. Trim - adjust
6. Repeat circle pattern

4.4.12 Landing

1. Touch-down on main wheels
2. Apply brakes as needed after the nose wheel touch-down

4.4.13 After landing

1. Engine speed - set as required for taxiing
2. Wing flaps - retract

4.4.14 Engine shutdown

1. Engine speed - idle
2. Instruments - engine instruments within limits
3. Avionics - switch off
4. Ignition - switch off
5. Circuit breakers - switch off
6. Master switch - switch off
7. Switch box - turn key to switch off
8. El. pump - off
9. Fuel Selector - off

CAUTION

Rapid engine cooling should be avoided during operation. This happens above all during aircraft descent, taxiing, low engine rpm or at engine shutdown immediately after landing.

Under normal conditions the engine temperatures stabilize during descent, taxiing and at values suitable to stop engine by switching the ignition off. If necessary, cool the engine at 800 - 1000 rpm to stabilize the temperatures prior to engine shut down.

Aircraft Operating Instructions

4.4.15 Aircraft parking and tie-down

1. Ignition check - OFF
2. Master switch check - OFF
3. Fuel selector - OFF
4. Parking brake - use it as necessary (if installed)
5. Canopy - close, lock as necessary
6. Secure the airplane

NOTE

It is recommended to use parking brake (if installed) for short-time parking only, between flights during a flight day. After ending the flight day or at low temperatures of ambient air, do not use parking brake, but use the wheel chocks instead.

NOTE

Use anchor eyes on the wings and fuselage rear section to fix the airplane. Move control stick forward and fix it together with the rudder pedals. Make sure that the cockpit canopy is properly closed and locked. The anchoring before leaving the airplane is important if the airplane is not equipped with a parking brake.

4.4.16 Flight in rain

When flying in the rain, no additional steps are required. Aircraft qualities and performance are not substantially changed. However VMC must be maintained.

BRISTELL UL



Aircraft Operating Instructions

SECTION 5

5. PERFORMANCE

5.1 Introduction

5.2 Performance

- 5.2.1** Airspeed indicator system calibration
- 5.2.2** Stall speeds
- 5.2.3** Take-off performance
- 5.2.4** Landing distances
- 5.2.5** Climb performance
- 5.2.6** Cruise
- 5.2.7** Endurance and Range
- 5.2.8** Demonstrated crosswind performance
- 5.2.9** Optimum glide speed
- 5.2.10** Ceiling

Aircraft Operating Instructions

5.1 Introduction

Section 5 provides data for airspeed calibration, stall speeds, take-off performance and additional information.

The presented data has been computed from actual flight tests with the aircraft and engine in good conditions and using average piloting techniques.

If not stated otherwise, the performance stated in this section is valid for maximum take-off weight and under ISA conditions.

The performance shown in this section is valid for aircraft fitted with given engine UL POWER 350i 118 hp and Whirl Wind on ground adjustable two blade propeller setted for static RPM on the ground 2850rpm.

Aircraft Operating Instructions

5.2 Performance

5.2.1 Airspeed indicator system calibration

<i>KIAS</i>	<i>KCAS</i>
27	29
32	35
37	40
43	45
48	49
54	54
59	59
64	64
70	69
75	74
80	79
86	84
91	89
97	95
102	99
107	103
113	108
118	113
123	118
129	123
134	129
140	133
145	138

Aircraft Operating Instructions

5.2.2 Stall speeds

Conditions: Max.take-off weight Engine idle run	Wing flaps pos.	KIAS	KCAS	Altitude loss at recovery [ft]
Wing level stall	0°	43	43	85
	10°	40	40	124
	30°	34	34	164
Co-ordinated turn 30° bank	0°	46	46	118
	10°	42	42	164
	30°	37	37	197

5.2.3 Take-off performance

RUNWAY SURFACE	Take-off run distance [m]	Take-off distance over 15 m obstacle [m]
PAVED	170	460
GRASS	280	540

Aircraft Operating Instructions

5.2.4 Landing distances

RUNWAY SURFACE	Landing distance over 15 m obstacle [m]	Landing run distance (braked) [m]
PAVED	190	135
GRASS	190	110

5.2.5 Climb performance

Conditions: Max. Continuous Power - 5500 rpm Weight – 472,5 kg	Best rate-of-climb speed	
	KIAS	[fpm]
0 ft ISA	65	1300
3000 ft ISA	64	1180
6000 ft ISA	62	1003
9000 ft ISA	59	860

Aircraft Operating Instructions

5.2.6 Cruise

Altitude [ft ISA]	Engine speed [rpm]	Airspeed	
		KIAS	KCAS
0	1700	85	83
	2100	89	87
	2400	92	91
	2700	98	96
	3000	112	109
	3300	128	121
3000	1700	82	80
	2100	86	84
	2400	89	87
	2700	93	92
	3000	98	96
	3300	99	98
6000	1700	79	78
	2100	83	82
	2400	85	84
	2700	91	89
	3000	94	92
	3300	98	96
9000	1700	77	75
	2100	80	78
	2400	82	80
	2700	88	86
	3000	90	88

Aircraft Operating Instructions

5.2.7 Endurance and Range

The table below shows fuel consumption, endurance and range

Altitude	[ft ISA]	3000 ft				
Fuel quantity	[ltr]	120				
Engine speed	[rpm]	1800	2300	2500	3000	3300
Fuel consumption	[l/h]	16,3	19	20,8	22,5	25,5
Airspeed	KIAS	86	92	95	112	128
	KCAS	85	91	93	109	121
Endurance	[hh:mm]	7:58	6:50	6:15	6:30	6:06
Range	[Km]	1252	1156	1087	1318	1350

Demonstrated crosswind performance

Max. permitted head wind velocity
for take-off and landing.....25 KIAS

Max. permitted cross wind velocity
for take-off and landing.....15 KIAS

5.2.9 Optimum glide speed

Optimum glide speed.....60 KIAS

5.2.10 Ceiling

Service ceiling 10.000ft

Aircraft Operating Instructions

SECTION 6

6. WEIGHT AND BALANCE

6.1 Introduction

Introduction

This section contains the payload range within which the BRISTELL UL may be safely operated.

Procedures for weighing the aircraft and the calculation method for establishing the permitted payload range are contained in last revision of FAA Aviation Advisory Circular AC.43.13 – 1B

6.2 Weight and Balance Records

Equipment list:

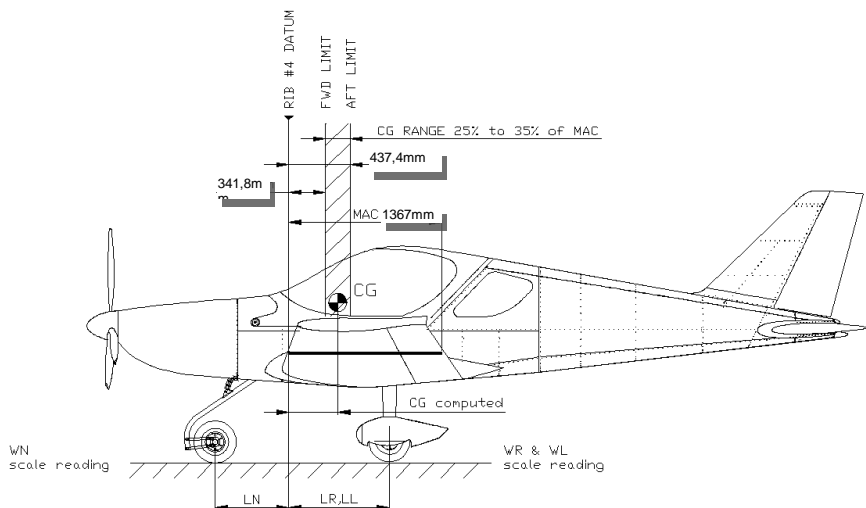
- *Whirl Wind ground adjustable propeller*
- *Skyview D 700*
- *Compass*
- *Radio Dittel KRT 2+ antena AV 10*
- *TT21 Transponder +antena AV 22*
- *Dual Brakes*
- *PARKING BRAKE*
- *CABIN HEATING*
- *WHEEL PANTS*
- *AVEO STROBE AND NAVIGATION LIGHTS*
- *LANDING LIGHT IN THE WING*
- *12 V SOCKET*
- *LEATHER UPHOLSTARY*
- *WING LOCKERS*
- *ENGINE MONITORING SYSTEM JPI 730*
- *ELT KANAD INTEGRA*

Aircraft Operating Instructions

Weight and Balance report lists:

1. Empty CG check
2. Blank form

WEIGHT & BALANCE REPORT **Empty Weight C.G. Check**



Aircraft Operating Instructions

	ITEM	WEIGHT (kg)	ARM (m)	MOMENT (WEIGHTxARM)
AIRCRAFT EMPTY CG	RIGHT MAIN WHEEL	$W_R = 129,4$	$L_R = 0,69$	90,2
	LEFT MAIN WHEEL	$W_L = 125,6$	$L_L = 0,69$	86,7
	NOSE WHEEL	$W_N = 82$	$L_N = - 0,76$ (negative arm)	-62,2
	COMPUTED CG EMPTY	Empty Weight: $W_E = 337 \text{ kg}$	CG = 0,340 m 24,9 % MAC	Aircraft moment: 114,72

Aircraft Operating Instructions

	WEIGHT (kg)	ARM (m)	MOMENT (WEIGHTxARM)
PILOT		0,6	
PASSENGER		0,6	
BAGGAGE COMPARTMENT		1,4	
FUEL TANKS		0,20	
TOTAL	W=		M=
Take-Off Weight:			CG= in % MAC

Max. Take-off Weight: 560 kg

CG Range: 25 – 35 %

Forward limit: 0,341 m

Rearward limit: 0.437 m

Serial No: 037/2012

Date: 20.09.2012

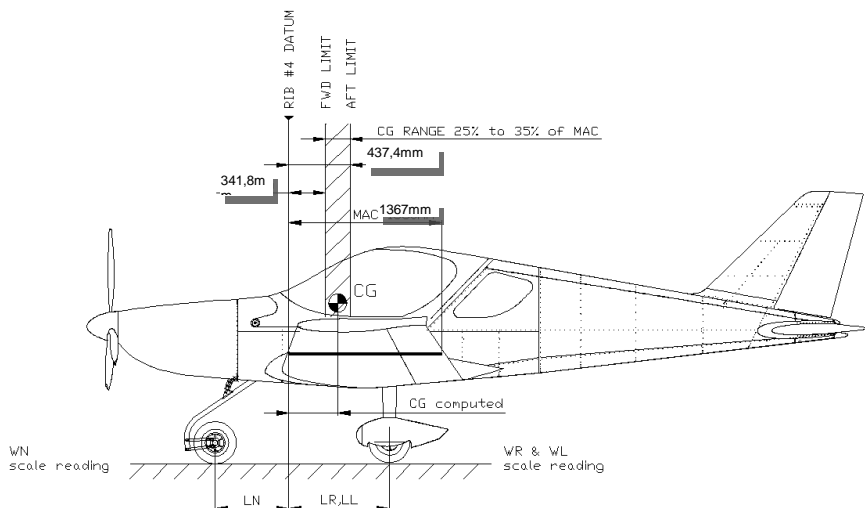
By: Milan Bristela

$$\text{Center of Gravity (CG)} = \frac{\text{Total Moment}}{\text{Total Weight}} \text{ [m]} \times \frac{100}{\text{MAC}} \text{ [\%]}$$

Aircraft Operating Instructions

WEIGHT & BALANCE REPORT

Empty form



	ITEM	WEIGHT (kg)	ARM (m)	MOMENT (WEIGHTxARM)
C&G OF EMPTY AIRCRAFT	RIGHT MAIN WHEEL	$W_R =$	$L_R =$	
	LEFT MAIN WHEEL	$W_L =$	$L_L =$	
	FRONT WHEEL	$W_N =$	$L_N = -$ (negative arm)	-
	CALCULATED EMPTY C&G	Empty weight: $W_E =$	CG = v % SAT	Aircraft moment:

Aircraft Operating Instructions

	WEIGHT (kg)	ARM (m)	MOMENT (WEIGHTxARM)
PILOT		0,6	
PASSENGER		0,6	
LUGGAGE - FUSELAGE		2,0	
WING LOCKERS		0,63	
FUEL TANKS		0,2	
TOTAL	W=		M=
Take off weight:	kg		CG= $\frac{V}{\% \text{ SAT}}$

Max. take off weight: 560 kg

Rozpětí těžiště: 25 – 35 %

Registr. Nr: OM - M712
Serial No.: 037/2012
Date:
By:

Max. useful load :

$$W_U = 560 \text{ kg} - W_{\text{EMPTY}}$$

$$W_U = 560 \text{ kg} - \quad = \quad \text{kg}$$

Do not exceed maximum take-off weight 560 kg !

$$\text{Center of gravity (CG)} = \frac{\text{Total moment}}{\text{Total weight}} \quad [\text{in}] \quad \times \quad \frac{100}{S} \quad [\%]$$

Aircraft Operating Instructions

6.3 Permitted payload range

<i>Permitted payload range BRISTELL UL HD SN: 037/2012</i>							
F U E L	GAUGE		60 min	1/4	1/2	3/4	1
	VOLUME	litres	19	30	60	90	120
	WEIGHT	kg	14	24	48	66	89
			<i>Permitted crew weight</i>				
B A G G A G E	NO BAGGAGE	kg	199	189	165	147	124
	0 kg						
	1/2 REAR	kg	192	182	158	140	117
	7,5 kg						
	REAR	kg	184	174	150	132	109
	15 kg						
	1/2 WING	kg	179	169	145	127	104
	WING	kg	159	149	125	107	84
	40 kg						
	1/2 WING + 1/2 REAR	kg	172	162	138	120	97
	27,5 kg						
	WING + 1/2 REAR	kg	152	142	118	100	77
	47,5 kg						
	WING + REAR	kg	144	134	110	92	69
	55 kg						

* This weight values are determined with regard on rear CG range.

SECTION 7

7. AIRPLANE AND SYSTEMS DESCRIPTION

7.1 Introduction

7.2 Airframe

7.3 Control System

7.4 Landing Gear

7.5 Seats and Safety harness

7.6 Baggage Compartment

7.7 Canopy

7.8 Powerplant

7.9.1 Throttle

7.9.2 Heating

7.9 Fuel system

7.10 Electrical system

7.11.1 Battery

7.11.2 Master switch

7.11.3 Ignition

7.11.4 Starter button

7.11 Pitot and Static Pressure System

7.12 Miscellaneous Equipment

7.13 Instruments and Avionics

7.14 Cockpit

7.4.1 Photo of the cockpit

7.4.2 Description of equipment and controls in the cockpit

Aircraft Operating Instructions

7.1 Introduction

This section provides description and operation of the aircraft and its systems.

7.2 Airframe

All-metal construction, single curvature metal skins riveted to stiffeners. Construction is of 6061-T6 aluminum sheet metal riveted to aluminum angles with Avex rivets. This high strength aluminum alloy construction provides long life and low maintenance costs thanks to its durability and corrosion resistance characteristics.

The wing has a high lift airfoil equipped by fowler flaps controlled by the electric servo operated by the pilot.

7.3 Control system

The plane is equipped with a dual stick control and classic rudder pedals, with pedal hydraulic brakes for easy ground control of the castoring nose wheel.

The elevator and aileron trim control, as well as wing flaps are electrically operated from the rocker switches located on the instrument panel or on the control stick.

Aircraft Operating Instructions

7.4 Landing gear

Tricycle landing gear with the castering nose wheel. Main landing gear uses two fiberglass spring elements.

7.5 Seats and safety harness

Side-by-side seating. Seat cushions are removable to make easier cleaning and drying. Four point safety belts provided to each seat.. Optional, is additional seat upholstery to raise the small pilot or move him forward.

NOTE

Prior to each flight, ensure that the seat belts are firmly secured to the airframe, and that the belts are not damaged. Adjust the buckle so that it is centered on the body.

7.6 Baggage compartment

The rear baggage compartment is located behind the seats. It may accommodate up to 15 kg. This space is divide on two sections – baggage compartment A and B. Is not recommended give too heavy things into baggage compartment B.

The baggage may also be loaded into the baggage compartment inside each wing up to 20 kg, in each wing locker.

Make sure that baggage does not exceed maximum allowable weight, and that the aircraft CG is within limits with loaded baggage.

All baggage must be properly secured.

7.7 Canopy

Access to the cabin is from both sides. Make sure that the canopy is latched and mechanism is securely locked into position on both sides before operating the aircraft.

7.8 Powerplant

Engine:

UL POWER 350i engine 118 hp is installed on BRISTELL UL. UL POWER is 4-stroke, 4 cylinder, horizontally opposed, spark ignition,

Aircraft Operating Instructions

fuel injection engine with one central camshaft-push-rod-OHV. Air cooled cylinder heads, ram air cooled cylinders.

Wet sump forced lubrication. Dual contactless capacitor discharge ignition. The engine is fitted with an electric starter, AC generator and mechanical fuel pump. Prop drive without reduction gear.

Propeller:

- WHIRL WIND ground adjustable propeller.

NOTE

For technical data refer to documentation supplied by the propeller manufacturer

7.8.1 Throttle

Engine power is controlled by means of the THROTTLE lever. THROTTLE lever is positioned in the middle channel between the seats side by side. Lever is mechanically connected (by cable) to the flap on the air inlet. Springs are added to the throttle push rods to ensure that the engine will go to full power if the linkages fail.

7.8.2 Heating

Heating consists of a heat exchanger on the exhaust manifold and control mechanism located on the right hand side of instrument panel.

CAUTION

Incidents involving exhaust gases entering the heating or ventilation system may result in fatal accidents due to carbon monoxide poisoning of the aircraft occupants. A carbon monoxide detector is recommended.

Aircraft Operating Instructions

7.9 Fuel system

Wing tanks volume 2 x 60 ltr.

Each tank is equipped with a vent outlet and screen filter.

Drain valve located in the lowest point of the each tank and on the bottom edge of the firewall, on the gascolator.

Main fuel selector valve is on the central console in the cockpit.

The electric fuel pump is located on firewall.

CAUTION

Do not overfill the tanks to avoid fuel overflow through venting tubes.

7.10 Electrical system

7.10.1 Battery

The battery is mounted on the forward side of the firewall.

7.10.2 Master switch

Master switch connects the electrical system to the 12 Volt battery and charger/coils, controlled by the regulator. See Engine Manual for electrical system details.

NOTE

Ignition system is independent on the power source and will operate even with Master switch and/or breaker off.

7.10.3 Ignition Switch

Ignition must be on BOTH to operate the engine: For safety, remove key when engine is not running.

NOTE

All switches and or engine controls are "up" or "push forward" for operation, except the cabin heat which is "Pull" for "on". Optional equipment, switches and/or fuses are subject to change or installed as requested. See Aircraft Equipment List and Photo and Description of equipment and controls in the cockpit.

Aircraft Operating Instructions

7.11 Pitot and static pressure system

Heated Pitot Tube is located below the left wing. Pressure distribution to the instruments is through flexible plastic hoses. Static port is located in fuselage under the luggage compartment.

Keep the pitot head clean to ensure proper function of the system.

7.12 Miscellaneous equipment

- Adjustable pedals
- Heating
- Wheel pants
- Airplane cover
- Tow bar

7.13 Instruments and Avionics

- Whirl Wind ground adjustable propeller
- Dynon Skyview D 700
- GPS Garmin 795
- Compass
- Clock Falcon MF C500
- Radio Dittel KRT2+ antena AV 10
- TT21 transponder +antena AV 22
- ELT KANAD INTEGRA
- AVEO STROBE AND NAVIGATION LIGHTS
- LANDING LIGHT IN THE WING
- 12 V SOCKET
- Engine monitoring system JPI 730

Aircraft Operating Instructions

NOTE

For operating instructions refer to the documentation supplied with the instruments.

Aircraft Operating Instructions

7.14 Cockpit



Aircraft Operating Instructions

SECTION 8

8. AIRPLANE HANDLING, SERVICING AND MAINTENANCE

8.1 Introduction

8.2 Aircraft Inspection Periods

8.3 Aircraft Alterations or Repairs

8.4 Ground Handling

8.4.1 Towing

8.4.2 Parking

8.4.3 Mooring

8.4.4 Jacking

8.4.5 Road transport

8.5 Cleaning and Care

Aircraft Operating Instructions

8.1 Introduction

This section contains factory-recommended procedures for proper ground handling and servicing of the airplane. It also identifies certain inspection and maintenance requirements, which must be followed if the airplane is to retain that new-plane performance and dependability.

8.2 Aircraft inspection periods

Periods of overall checks and contingent maintenance depends on the condition of the operation and on overall condition of the airplane.

Inspections and revisions should be carried out in the following periods, at least:

- a) after the first 25 flight hours
- b) after every 50 flight hours
- c) after every 100 flight hours or at least annual inspection

Refer to the Engine Operator's Manual for engine maintenance.

Maintain the prop according to its manual.

All repairs and maintenance should be made in accordance with AC 43.13-1B.

8.3 Aircraft alterations or repairs

It is recommended to contact the airplane manufacturer prior to any alternations to the aircraft to ensure that the airworthiness of the aircraft is not violated. Always use only the original spare parts produced by the airplane (engine, prop) manufacturer.

If the aircraft weight is affected by that alternation, a new weighing is necessary, then record the new empty weight into the Weight and Balance record / Permitted payload range in SECTION 6 and up-date the placard showing weights in the cockpit.

8.4 Ground handling

8.4.1 Towing

To handle the airplane on the ground, use the Tow Bar, or the fuselage rear pushed down in the place of a bulkhead.

CAUTION

Avoid excessive pressure at the airplane airframe-especially at control surfaces. Keep all safety precautions, especially in the propeller area.

Aircraft Operating Instructions

8.4.2 Parking

It is advisable to park the airplane inside a hangar or alternatively inside any other suitable space (garage) with stable temperature, good ventilation, low humidity and dust-free environment.

It is necessary to moor the airplane when it is parked outside a hangar. Also when parking for a long time, cover the cockpit canopy, possibly the whole airplane by means of a suitable tarpaulin.

8.4.3 Mooring

The airplane should be moored when parked outside a hangar after the flight day. The mooring is necessary to protect the airplane against possible damage caused by wind and gusts.

For this reason the aircraft is equipped with mooring eyes located on the lower surfaces of the wings.

Mooring procedure:

1. Check: Fuel Selector shut off, Circuit breakers and Master switch switched off, Switch box switched off.
2. Fix the hand control using e.g. safety harness
3. Close air vent
4. Close and lock canopy
5. Moor the aircraft to the ground by means of a mooring rope passed through the mooring eyes located on the lower surfaces of the wings and below rear fuselage

NOTE

In the case of long term parking, especially during winter, it is recommended to cover the cockpit canopy or possibly the whole aircraft by means of a suitable tarpaulin attached to the airframe.

8.4.4 Jacking

Since the empty weight of this aircraft is relatively low, two people can lift the aircraft easily.

First of all prepare two suitable supports to support the aircraft.

It is possible to lift the aircraft by handling the following parts:

Aircraft Operating Instructions

- By pushing the fuselage rear section down in the place of a bulkhead the fuselage front section may be raised and then supported under the firewall.
- By holding the fuselage rear section under a bulkhead the fuselage rear may be raised and then supported under that bulkhead.
- To lift up a wing, push from underneath that wing only at the main spar area. Do not lift up a wing by handling the wing tip.

9.4.5 Road transport

The aircraft may be transported after loading on a suitable car trailer. It is necessary to dismantle the wings before road transport. The aircraft and dismantled wings should be attached securely to protect these parts against possible damage.

8.5 Cleaning and care

Use efficient cleaning detergents to clean the aircraft surface. Oil spots on the aircraft surface (except the canopy!) may be cleaned with gasoline.

The canopy may only be cleaned by washing it with a sufficient quantity of lukewarm water and an adequate quantity of detergents. Use either a soft, clean cloth sponge or deerskin. Then use suitable polishers to clean the canopy.

CAUTION

Never clean the canopy under "dry" conditions and never use gas or chemical solvents!

Upholstery and covers may be removed from the cockpit, brushed and eventually washed in lukewarm water with an adequate quantity of detergents. Dry the upholstery thoroughly before insertion into the cockpit.

CAUTION

In the case of long term parking, cover the canopy to protect the cockpit interior from direct sunshine.

SECTION 9

9. REQUIRED PLACARDS AND MARKINGS

9.1 Limitation placards

9.2 Miscellaneous placards and markings

9.1 Limitation placards

The airplane must be placarded with:

- All fuses
- Ignition switches
- Choke
- Starter
- Trim: Nose UP and Tail DOWN
- Flaps: 0°, 10°, 20°, 30°
- Maximum rear baggage weight 15 kg
- Maximum weight in each wing locker 20 kg, if installed
- Instruments
- Canopy: Open - Close
- Fuel capacity: 60 ltr / min. 93 Octane - at filler neck
- Fireproof Identification plate to be affixed to the aircraft in a prominent position near the main point of entrance to the aircraft (plate must show required information)

THIS AIRCRAFT WAS MANUFACTURED IN ACCORDANCE
WITH LIGHT SPORT AIRCRAFT AIRWORTHINESS
STANDARDS AND DOES NOT CONFORM TO STANDARD
CATEGORY AIRWORTHINESS REQUIREMENTS.

**NO INTENTIONAL SPINS!
AEROBATICS PROHIBITED!**

MAX. BAGGAGE WEIGHT: 15 kg

MAX. WEIGHT IN WING LOCKER: 20 kg

AIRSPEEDS:

V_{NE} 145 knots

V_A 96 knots

V_{FE} 75 knots

V_{SO} 34 knots

WARNING

**DO NOT EXCEED MAXIMUM TAKE-OFF WEIGHT:
472,5 kg**

WARNING

**IFR FLIGHTS AND INTENTIONAL FLIGHTS UNDER
ICING CONDITIONS ARE PROHIBITED!**

BAGGAGE COMPARTMENT - A

BAGGAGE COMPARTMENT - B

9.2 Miscellaneous placards and markings**NO STEP****NO PUSH****FUEL CAPACITY:
60 ltr / 93 OCTANE****OILSAE 15W-50
or Equivalent****↑
O
P
E
N

C
A
N
O
P
Y

C
L
O
S
E
↓****P
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L
O
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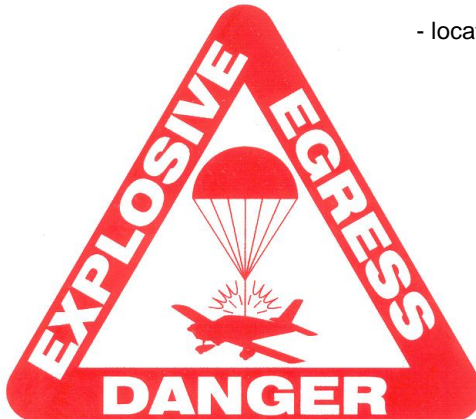
H
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H
E
A
D
S
E
T****FUEL DRAIN ↘****CANOPY OPENED****CANOPY CLOSED****✓ PEDAL SETTING****PEDAL SETTING ↘****LOW
VOLTAGE****FUEL
PUMP****ALARM
EMS****MUSIC IN****THROTTLE****CHOKE****ON****OFF****12V****If BRS rescue system is installed:***Date of Issue: 11/2010**Revision: 1.0*



- located on the both sides of fuselage between canopy and rear window

This aircraft is equipped with a ballistically-deployed emergency parachute system



- located in place rocket egress

Rocket Deployed Parachute Egress Area
STAY CLEAR
Emergency information at: www.BRSparachutes.com
or call (651)457-7491 — after hours & weekends call (763) 226-6110

CAUTION

The owner (operator) of this airplane is responsible for the readability of placards during the aircraft service life.

SECTION 10

10. SUPPLEMENTS

10.1 Introduction

10.2 List of Inserted Supplements

10.3 Inserted Supplemets

10.1 Introduction

This section contains the appropriate supplements necessary to safely and efficiently operate the aircraft when equipped with various optional systems and equipment not provided with the standard airplane.

10.2 List of inserted supplements

Date	Suppl. No.	Title of inserted supplement
11/2010	01/2010	Aircraft Flight Training Supplement
05/2011	01/2011	Description of the aircraft S/N 037/2012

Date	Suppl. No.	Title of inserted supplement

BRISTELL UL

Aircraft Operating Instruction



10.3 Inserted Supplemets:

SUPPLEMENT No. 01/2010

Aircraft Flight Training Supplement

The BRISTELL UL flying characteristics and behavior are similar to single engine aircraft.

Following training procedure is applicable if the pilot is holder of UL, PPL or LSA Pilot License. The training flight hours are recommended minimum and depends on the Flight Instructor if student pilot is ready to continue on in next training step. Training can be performed by Flight Instructor or by the experienced pilot who has minimum 20 hours on the BRISTELL UL.

Type Rating Training Procedure:

Ground Training - *before practical Flight Training the pilot has to get familiar with following procedures and documentation*

- *Aircraft Operating Instructions (AOI)*
- *Aircraft Maintenance and Inspection Procedures*
- *Aircraft preflight inspection procedure*
- *Control Checklists*
- *Radio, avionics, aircraft and engine controls procedures*
- *Differences in control and aircraft handling*
- *Emergency procedures*

Flight training program - recommended

Flight Training Procedure		Dual		Solo	
		Flights	hr/min	Flights	hr/min
1.	<i>Check flight</i>	1	30'		
2.	<i>Pattern training flights up to 1000 ft AGL</i>	4	20'	3	15'
3.	<i>Pattern training flights up to 500 ft AGL</i>	4	20'	3	15'
4.	<i>Stall speed, 45°turns, side slips</i>	1	30'	1	20'
5.	<i>Emergency landing training</i>	4	20'	3	10'
Total		14	2 hr	10	1 hr

Flight Training Procedure - description

- 1. Check flight** – Student Pilot will fly the airplane in local flight, instructor is giving advice as necessary.
- 2. Pattern training flights up to 1000 feet AGL** - high pattern procedures, instructor is giving advice as necessary.
- 3. Pattern training flights up to 500 feet AGL** - high pattern procedures, instructor is giving advice as necessary.
- 4. Stall speed, 45°turns, sideslips** – stall speed flaps retracted and extended (landing configuration), sideslips at landing configuration.
- 5. Emergency landing training** – emergency procedures and landing to 1/3 of runway.

Note:

During solo flights instructor is observing the student pilot on pattern and can advise by radio as necessary.

Endorsement:

Instructor will endorse the Type Rating to the Pilots Logbook, if required.

SUPPLEMENT No. 01/2012**AIRCRAFT DESCRIPTION**

Registration

Serial number: 037/2012

This Supplement must be contained in the Aircraft Operating Instructions during operation of the airplane.

Information contained in this Supplement add or replace information from the basic Aircraft Operating Instructions in the further mentioned parts only. Limitations, procedures and information not mentioned in this Supplement are contained in the basic Aircraft Operating Instructions.

0. TECHNICAL INFORMATION

This Supplement adds information necessary for airplane operation with equipment installed in the airplane BRISTELL UL HD of S/N 037/2012.

0.1 Record of revisions

No changes.

1. GENERAL INFORMATION

No changes.

2. OPERATING LIMITATION

2.4.3 Oil

NOTE: **Type of oil used by aircrafts manufacturer :**

AEROSHELL 15W-50 API SL/CF

3. EMERGENCY PROCEDURES

No changes.

4. NORMAL PROCEDURES

No changes.

5. PERFORMANCE

No changes.

6. WEIGHT AND BALANCE

No changes.

7. AIRPLANE AND SYSTEMS DESCRIPTION

No changes.

Date of Issue:

11/2010

Revision: -

8. AIRPLANE HANDLING, SERVICING AND MAINTENANCE

No changes.