Jabiru Aircraft
Model J120-C

PILOT'S OPERATING HANDBOOK

Revision 0

THIS DOCUMENT MUST BE CARRIED IN THE AIRCRAFT AT ALL TIMES

AIRCRAFT PARTICULARS

THIS AIRCRAFT MUST BE OPERATED IN ACCORDANCE WITH THE APPROVED DATA AND LIMITATIONS CONTAINED IN THIS MANUAL AT ALL TIMES.

Registration Marks:	_____
Manufacturer:	Jabiru Aircraft Pty Ltd
Aircraft Serial Number:	_____
Certification Categories:	Light Sport Aircraft

Any person finding this Manual is requested to return it to Jabiru Aircraft P/L.

AMENDMENT RECORD SHEET

Amendment Date	Affected Sections	Affected Pages	Date Inserted	Signature

0.1 INTRODUCTION

This Operating Handbook has been prepared to comply with the requirements of ASTM F2245.

This Operating Handbook includes the information required of the Flight Training Supplement.

The basic handbook provides all the information, procedures and limitations required to operate the aircraft as a Light Sport Aircraft. Information, procedures and limitations relating specifically to other operations are provided in the appropriate supplement.

The operating procedures presented herein are the result of Jabiru Aircraft's knowledge and experience gained up to the date of issue or amendment of this handbook. The handbook is not intended to be a guide for basic flight instruction or as a training manual. It may be used for operational purposes only if kept in a fully amended state. It contains all the information considered necessary to safely operate the aircraft.

The operator must be thoroughly familiar with the aircraft and the contents of this handbook before initial operation. Thereafter the handbook should be reviewed periodically to enable the operator to maintain the highest level of familiarity with the aircraft, its controls and recommended operating procedures.

0.2 PILOT'S OPERATING HANDBOOK (POH)

The handbook is valid **only for the particular aircraft** identified on the AIRCRAFT PARTICULARS page, and unless subsequently amended, refers to the aircraft as originally delivered from the factory. The handbook consists of the following:

Basic POH

The basic POH provides all required details of the standard aircraft and the procedures required to operate it in the LSA category. Apart from the listing in Section **Error! Reference source not found.**, no other details of any optional equipment fitted at the factory will be found in the basic POH. Refer to the relevant supplement.

Supplements

Self contained supplements are provided in SECTION **Error! Reference source not found.** of the POH to provide details and procedures associated with the fitment of specified optional and special purpose equipment.

Amendments

Any amendments to any page of the POH is to have an amendment date. All amendments are to be incorporated as soon as possible after their receipt and details entered into the appropriate amendment record sheet.

0.3 WARNINGS, CAUTIONS & NOTES

Definitions used in the POH such as **WARNING, CAUTION, NOTE** are employed in the following context:

WARNING

Operating procedures, techniques, etc. which if not followed correctly, may result in personal injury or death.

CAUTION

Operating procedures, techniques, etc. which if not strictly observed, may result in damage to the aircraft or to its installed equipment.

NOTE

Operating procedures, techniques, etc. which it is considered essential to highlight.

0.4 THREE-VIEW DRAWING

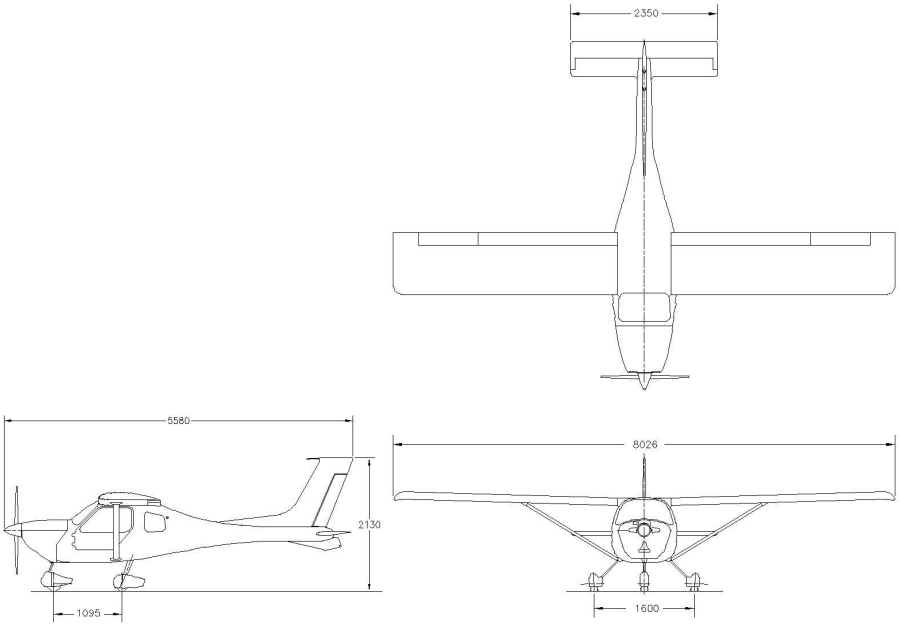


Figure 1-1 Three View of the J120
Note: *All dimensions in millimetres*

0.5 SYMBOLS, ABBREVIATIONS AND TERMINOLOGY

0.5.1 General Symbols and Abbreviations

A	Ampere
AGL	Above Ground Level
AMSL	Above Mean Sea Level
AVGAS	Aviation Gasoline
BHP	Brake Horse Power
CASA	Civil Aviation Safety Authority (Australia)
CAO	Civil Aviation Order (Australia)
CAR	Civil Aviation Regulation (Australia)
°C	Degrees Celsius
CHT	Cylinder Head Temperature
cm	Centimetre, centimetres
DC	Direct Current
FAA	Federal Aviation Administration (USA)
°F	Degrees Fahrenheit
FAR	Federal Aviation Regulation (USA)
ft	Foot, feet
ft/min	Feet per minute
g	Acceleration due to gravity
Gal	Gallon
hPa	Hectopascal, hectopascals
HF	High Frequency
ICAO	International Civil Aviation Organisation
IFR	Instrument Flight Rules
IMC	Instrument Meteorological Conditions
in	Inch, inches
in Hg	Inches of mercury
in lbs	Inch pounds
ISA	International Standard Atmosphere
kg	Kilogram
kg/l	Kilogram per litre
kHz	Kilohertz
kts, K	Knots
kPa	Kilopascals
kW	Kilowatt, kilowatts
l	Litre, litres
lb	Pound, pounds
LH	Left hand
LHS	Left hand side
m	Metre
m^2	Square metre
m^3	Cubic metre
mA	Milli ampere
MAC	Mean Aerodynamic Chord
max	Maximum
MHz	Megahertz
mm	Millimetre
min	Minimum or minute
MOGAS	Automotive Fuel
nm	Nautical mile, nautical miles
OAT	Outside Air Temperature

PAX	Passenger
POH	Pilots Operating Handbook
PROP	Propeller
psi	Pounds per square inch
QTY	Quantity
qts	Quarts
RH	Right Hand
RHS	Right Hand Side
RON	Fuel Octane Rating Scale (Research Octane Number)
RPM	Revolutions per minute
SAE	Society of Automotive Engineers
sec	Seconds
SQ	Square
STBY	Standby
TBO	Time between overhauls
T/O	Take Off
U/S	Unserviceable
USG	US Gallon
US Gal	US Gallon
V	Volts
VFR	Visual Flight Rules
VHF	Very High Frequency
VMC	Visual Meteorological Conditions

0.5.2 General Airspeed Terminology and Symbols

- **CAS** *Calibrated Airspeed:* the indicated speed of an aircraft corrected for position and instrument error. Calibrated airspeed is equal to true airspeed in standard atmosphere at sea level.
- **KCAS:** Calibrated Airspeed expressed in knots.
- **IAS** *Indicated Airspeed:* the speed of an aircraft as shown on the airspeed indicator. IAS values in this manual assume zero instrument error.
- **KIAS** Indicated Airspeed expressed in knots.
- **TAS** *True Air Speed:* the airspeed of an aircraft relative to the undisturbed air through which it passes.
- **T.O.S.S** *Take-Off Safety Speed:* the airspeed chosen to ensure that adequate control will exist under all conditions, including turbulence and sudden and complete engine failure during the climb after take-off. It is the speed required at 50 feet.
- **V_A** *Manoeuvring Speed:* the maximum speed at which application of full available aerodynamic control will not damage or overstress the aircraft.
- **V_{FE}** *Maximum Flap Extended Speed:* the highest speed permissible with wing flaps in a prescribed extended position.
- **V_{NE}** *Never Exceed Speed:* the limiting airspeed that may not be exceeded at any time.

- **V_C** *Maximum Structural Cruising Speed:* the speed that should not be exceeded except in smooth air and then only with caution.
- **V_S** *Stalling Speed:* or the minimum steady flight speed at which the aircraft is controllable.
- **V_{SO}** *Stalling Speed:* or the minimum steady flight speed at which the aircraft is controllable in the landing configuration.
- **V_X** *Best Angle-of-Climb Speed:* the airspeed which delivers the greatest gain of altitude in the shortest possible horizontal distance.
- **V_Y** *Best Rate-of-Climb Speed:* the airspeed which delivers the greatest gain in altitude in the shortest possible time.

0.5.3 Meteorological Terminology

- **OAT –** *Outside Air Temperature* – the outside free air static temperature.
- **Airfield Pressure Height –** The height registered at the surface of an aerodrome by an altimeter with the pressure sub-scale set to 1013 hPa (29.92 inches Hg).
- **Pressure Altitude –** Altitude measured from standard sea-level pressure (1013 hPa/29.92 inches Hg) by a pressure or barometric altimeter corrected for position and instrument error.
- **Indicated Pressure Altitude –** the altitude actually read from an altimeter when the pressure barometric sub-scale has been set to 1013 hPa (29.92 inches Hg).
- **QNH –** The local pressure setting that if set on the subscale of an altimeter will cause the altimeter to indicate local altitude above mean sea level.
- **Wind** – The wind velocities to be used as variables on aircraft performance are to be understood as the headwind or tail wind components of the reported winds.

0.5.4 Aircraft Performance and Flight Planning Terminology

- **Climb Gradient** – The ratio of the change in height during a climb, to the horizontal distance travelled.
- **Demonstrated Crosswind Component** – The crosswind component, during take-off and landing, for which adequate control of aircraft was actually demonstrated during certification tests.

0.5.5 Weight and Balance Terminology

- **Datum –** An imaginary vertical plane from which all horizontal distances are measured for balance purposes.
- **Station –** A location along the aircraft fuselage usually given in terms of distance from the reference datum.
- **Arm –** The horizontal distance from the reference datum to the centre of gravity (C of G) of an item.
- **Moment** – The product of the weight of an item multiplied by its arm.
- **Index Unit** – Moment divided by a constant. Used to simplify balance calculations by reducing the number of digits.
- **Centre of Gravity** (C of G) – The point at which an aircraft would balance if suspended. The distance from the C of G to the reference datum can be found by dividing the total moment by the total weight of the aircraft.
- **C of G Arm** – The arm obtained by adding the aircraft's individual moments and dividing the sum by the total weight.
- **C of G Limits –** The extreme centre of gravity locations within which the aircraft must be operated at a given weight.
- **Useable Fuel –** The quantity of fuel available for flight planning purposes.
- **Unusable Fuel –** The quantity of fuel (determined under adverse fuel flow conditions) that is not available for flight.
- **Empty Weight –** Weight of aircraft with unusable fuel and full oil.
- **Useful Load –** Difference between take-off weight, and basic empty weight.
- **Maximum Take-Off Weight –** Maximum weight approved for take-off.

0.6 USE OF METRIC/IMPERIAL UNITS

This POH uses the metric system as the basic system of measurement. Where common usage or available instrumentation refer to the Imperial/US unit system, both units are quoted. The following conversion factors are presented as a ready reference to the conversion factors that have been used in this manual as well as supplying some others that may be found useful.

1 Pound (lb)	=	0.4536 Kilogram (kg)
1 Pound per sq in (psi)	=	6.895 Kilopascal (kPa)
1 Inch (in)	=	25.4 Millimetres (mm)
1 Foot (ft)	=	0.3048 Metre (m)
1 Statute mile	=	1.609 Kilometres (km)
1 Nautical mile (NM)	=	1.852 Kilometres (km)
1 Millibar (mb)	=	1 Hectopascal (hPa)
1 Millibar (mb)	=	0.1 Kilopascal (kPa)
1 Imperial gallon	=	4.546 Litres (l)
1 US gallon	=	3.785 Litres (l)
1 US quart	=	0.946 Litre (l)
1 Cubic foot (ft^3)	=	28.317 Litres (l)
1 Acre	=	0.4047 Hectares
1 Degree Fahrenheit (EF)	=	[1.8 x EC]+32
1 Inch Pound (in lb)	=	0.113 Newton Metres (Nm)
1 Foot Pound (ft lb)	=	1.356 Newton Metres (Nm)

TABLE OF CONTENTS

SECTION 1 - GENERAL

1.1 MANUFACTURERS STATEMENT OF COMPLIANCE

INSERT COPY OF MANUFACTURERS STATEMENT OF COMPLIANCE

1.2 MANUFACTURER DETAILS

Jabiru Aircraft P/L
PO Box 5186
Bundaberg West,
QLD 4670
Phone: 07 4155 1778
Fax: 07 4155 2669
Email: info@jabiru.net.au

Street Address:

Jabiru Aircraft
Airport Drive, Hinkler Airport
Bundaberg
QLD 4670

1.3 LIGHT SPORT AIRCRAFT NOTIFICATION

There are inherent risks in the participation in recreational aviation aircraft. Operators and passengers of recreational aviation aircraft, by participation, accept the risks inherent in such participation of which the ordinary prudent person is or should be aware. Pilots and passengers have a duty to exercise good judgment and act in a responsible manner while using the aircraft and to obey all oral or written warnings, or both, prior to or during use of the aircraft, or both.

1.4 J120-C PERFORMANCE AND SPECIFICATION SUMMARY

Gross Weight	500kg (11102 lb)
Top Speed at Sea Level	120 KCAS
Full Fuel Range[1]	380 nm at 75% power 450 nm at most efficient power setting
Rate of Climb at Sea Level[2]	500 fpm
Take-Off Distance	400 m
Landing Distance	300 m
Stall Speed Clean	49 KCAS
Stall Speed Flaps Full Down	45 KCAS
Fuel Capacity	64 L Useable
Approved Fuels	AVGAS or MOGAS with RON of 95 or higher.
Maximum Engine Power	85 hp @ 3300 RPM.

Refer to the main body of this handbook below for more information.

[1] Range with 45 minute reserve at stated power setting
[2] At Gross Weight, ICAO Standard Atmosphere

SECTION 2 – AIRPLANE & SYSTEMS DESCRIPTION

2.1 Engine

Manufacturer: Jabiru Aircraft Pty Ltd
Model: Jabiru 2200-B

2.2 Propeller

Manufacturer:	Jabiru Aircraft Pty Ltd
Model:	C000262-D60P42
Type:	Wooden, Fixed Pitch
Number of blades:	2
Diameter:	1524 mm (60 in)
Pitch	1067 mm (42 in)
Max RPM:	3300

2.3 Fuel

Capacity: 64L Useable
Grade: Avgas 100LL
Avgas 100/130
MOGAS with minimum Octane Rating of 95 RON[1] may be used.
Do not use fuel additives such as Octane Boosters.

Refer to Section 3 for additional details.

2.4 Engine Oil

Jabiru Aircraft approves lubricating oils of any brand name conforming to specifications MIL-L-6082 for straight mineral oil and MIL-L-22851 for ashless dispersant oil.

Refer to Section Error! Reference source not found. **for additional details.**

2.5 CENTRE OF GRAVITY LIMITS

Forward Limit:	1601-mm (63.03", 20%MAC) aft of datum up to & including 420 kg (926lb) 1661-mm (63.39", 26.1%MAC) aft of datum at 500kg (1190lb) Linear variation between points.
Aft Limit	1695-mm (66.73", 29.5%) aft of datum at all weights
Datum	1403mm fwd of RHS Wing Leading Edge
Levelling Means	

Longitudinal	Spirit Level placed on the trim decal on the centre console.
Lateral	Spirit Level placed on the flap cross shaft.
Arms	
Arm for Front Seat Station	1688-mm aft of datum
Arm for Baggage On Shelf	2280-mm aft of datum
Fuel Station	2280-mm aft of datum

Table 2.7

Refer to Section 4 for additional details

2.5.1 Minimum Equipment List

Opt. Code	Description	Weight kg (lb)	Arm mm (in)
	Firewall Fwd		
	Engine: Jabiru 2200. Includes starter, alternator, carburettor, muffler, spark plugs, prop flange extension and oil filter assembly	61kg (135lb)	280mm (11.02in)
	Oil Cooler (empty): P/No. PH4A015N	0.5kg (1.1lb)	280mm (11.02in)
	Propeller: P/No. C000242-60D42P	1.7kg (3.7lb)	-60mm (2.36in)
	Spinner Assembly: 4A189A0D	0.6kg (1.3lb)	-60mm (2.36in)
	Instruments		
	Airspeed Indicator	0.5kg (1.1lb)	1110mm (43.70in)
	Altimeter	0.8kg (1.8lb)	1110mm (43.70in)
O	EFIS: Dynon EFIS-D10A	0.7kg (1.5lb)	1110mm (43.70in)
	Oil Pressure Gauge	0.2kg (0.4lb)	1110mm (43.70in)
	Oil Temperature Gauge	0.2kg (0.4lb)	1110mm (43.70in)
	Tachometer	0.4kg (0.9lb)	1110mm (43.70in)
	Cylinder Head Temperature	0.2kg (0.4lb)	1110mm (43.70in)

Opt. Code	Description	Weight kg (lb)	Arm mm (in)
	Electrical Equipment		
	Battery (Odyssey PC625)	6.7kg (14.8lb)	910mm (35.83in)
	VHF COMM #1:	0.5kg (1.1lb)	1110mm (43.70in)
O	Transponder	0.7kg (1.5lb)	1110mm (43.70in)
	Headsets	0.6kg (1.3lb)	1688mm (66.46in)
O	Ameri-King Altitude Encoder (AK-350)	0.8kg (1.8lb)	1000mm (39.37in)
	Miscellaneous		
	Baggage Restraint Straps (Each)	0.1kg (0.2lb)	2280mm (89.76in)
	Seat Covers Cloth:	1.0kg (2.2lb)	1688mm (66.46in)
O	Seat Covers Sheepskin	1.5kg (3.3lb)	304mm (11.97in)
O	Tool Kit	1.5kg (3.3lb)	804mm (31.65in)
	Flight Manual	0.4kg (0.9lb)	-210mm (-8.27in)
	Compass	0.4kg (0.9lb))	-266mm (-10.47in)
	Door Pockets	0.1kg (0.2lb)	1110mm (43.70in)
	Additions/Deletions		

Table 2.11.2

SECTION 3 – OPERATING LIMITATIONS

3.1 KINDS OF OPERATION

The standard J120-C, as detailed within this POH, is approved for Day VFR Operations only.

3.2 AIRSPEED LIMITATIONS

The indicated airspeeds in the table below are based on airspeed calibration data from Section 5.

SPEED	KIAS	REMARKS
Max Manoeuvring Speed (V_A)	103	Do not make full or abrupt control movements above this speed.
Never Exceed Speed (V_{NE})	146	Do not exceed this speed in any operation.
Max Structural Cruising Speed (V_C or V_{NO})	113	Do not exceed this speed except in smooth air and then with caution.
Maximum Flap Extension Speed (V_{FE})	94	Do not exceed this speed with the flaps deployed.
Stalling Speed (V_S)	51	In cruise configuration
Stalling Speed (V_{S0})	47	In landing configuration

Table 2.2

Refer to Section 6 for Indicated Airspeed Limitations

3.3 Crosswind

The maximum allowable crosswind velocity is dependant on pilot capability as well as aircraft limitations. With average pilot technique, direct crosswinds of 14 knots can be handled with safety.

3.4 Aircraft Service Ceiling

10 000 feet ASL

3.5 LOAD FACTORS

Flap Position	Speed	Positive	Negative
UP	V_A	+ 4g	-2g
UP	V_{NE}	+ 4g	-2-g
DOWN	V_{FE}	+ 2.0g	0g

3.6 Prohibited Manoeuvres

Manoeuvres in the course of normal flying are approved.

Stalls may be carried out at bank angles of up to 60°.

All aerobatic manoeuvres including spins are prohibited.

3.7 POWER PLANT LIMITATIONS

	POWER	RPM	Maximum Temperatures		Fuel Pressure Limits		Oil Pressure Limits	
			Cyl Head	Oil	Min	Max	Min	Max
Absolute Limits	Maximum Take-Off (85 BHP)	3300	200 ℃ (392°F) (Note #1)	118℃ (244°F)	5 kPa (0.75psi)	20 kPa (3psi)	220 kPa (31 psi)	525 kPa (76psi)
Continuous Limits	Maximum Cont (85 BHP)	3300	180℃ (356℉)	100℃ (212℉)	5 kPa (0.75psi)	20 kPa (3psi)	220 kPa (31 psi)	525 kPa (76 psi)
Limits For Ground Running	N/A	N/A	180℃ (356℉) (Note #2)	100℃ (212℉) (Note #2)	5 kPa (0.75psi)	20 kPa (3psi)	80 kPa (11 psi)	525 kPa (76 psi)

Note #1 Time with CHT at between 180℃ and 200℃ is not to exceed 5 Minutes

Note #2 If temperature limits are reached, shut the engine down or cool it by pointing the aircraft into wind.

Table 2.4.2

Other limits are as follows:

- Minimum oil pressure at idle: 80 kPa (11 psi)
- Maximum oil pressure at start: 525 kPa (76 psi)

3.8 Fuel Grade

Grade: Avgas 100LL
Avgas 100/130
MOGAS with minimum Octane Rating of 95 RON[1] may be used.
Do not use fuel additives such as Octane Boosters.

NOTE

As there are significant variations possible even between automotive fuels with the same values of RON, MON or AKI, Jabiru Aircraft strongly recommend using AVGAS. Automotive fuels should only be used where AVGAS is not available, and if used, must have the highest anti-detonation rating practically available.

CAUTION

In the J120-C Jabiru Aircraft allow the use of Ethanol additive to fuel up to a ratio of 10%. However, owners must be aware of the additional operational risks and maintenance requirements for using Ethanol additives. Section ***Error! Reference source not found.*** *contains additional information.*

3.8.1 Lubricating Oil

Oil Capacity 2.2 Litres.

Refer to Section 8 for additional details.

3.9 POWER PLANT INSTRUMENT MARKINGS

Instrument	Red Line Minimum Limit	Green Arc Normal Operating	Red Arc/Line Maximum Limit	Yellow Arc Precautionary Range
Tachometer	-	-	3300 RPM	-
Cylinder Head Temperature	-	Up to 180°C (356°F)	200°C (392°F)	180°C - 200°C (356° - 392°F)
Oil Pressure	80 kPa (11 psi)	220 - 525 kPa (31 – 76 psi)	525 kPa (76 psi)	80 - 220 kPa (11- 31psi)
Oil Temperature	15°C (59°F)	80 - 100°C (176° - 212°F)	118°C (244°F)	100°C - 118°C (212 °- 244°F)
Fuel Pressure	5 kPa (0.75psi)	5 – 20 kPa (0.75 – 3 psi)	20 kPa 3 psi	-
Voltage	-	10.5 – 15 Volts	-	-

Table 2.5

3.10 REQUIRED EFIS DISPLAYS

Where aircraft are equipped with an EFIS display, they are programmed to display limitations and alarms etc as a part of their installation into the aircraft. These limitations must be displayed for the aircraft to comply with it's certification basis. If adjustments are required to the displays the work must be carried out before further flight by an authorised person with reference to the user manuals for the instruments, and the following lists give the minimum information which must be displayed.

3.10.1 Required EFIS limitation displays:

- Never exceed speed, V_{NE} (Red line speed, top of yellow arc)
- Maximum structural cruising speed, V_C (Top of green arc, bottom of yellow arc)
- Maximum Flap Extension speed, V_{FE} (Top of white arc)
- Stall speed with full flap, V_{S0} (Bottom of white arc)
- Stall speed clean, V_{S1} (bottom of green arc)

3.11 OTHER LIMITATIONS

- Smoking is prohibited.
- In-Cabin noise levels exceed 95 db. Hearing protection must be worn.

3.12 PLACARDS

The following placards are required, and are to be located in the proximity indicated. Each placard is to contain wording conforming with the illustrations. The shape and layout of production items may vary between individual aircraft. Consult the manufacturer for individual aircraft placard variations.

3.12.1 Cockpit Placards General

Warning Placard P/No. 5A092A0D	 Fitted on the rear Face of the Forward Wing Spar Carry-through Beam in the Cabin Ceiling.
LSA Placard P/No. 5A060A0D	THIS AIRCRAFT WAS MANUFACTURED IN ACCORDANCE WITH LIGHT SPORT AIRCRAFT AIRWORTHINESS STANDARDS AND DOES NOT CONFORM TO STANDARD CATEGORY AIRWORTHINESS REQUIREMENTS. Fitted on the rear Face of the Forward Wing Spar Carry-through Beam in the Cabin Ceiling.
No Intentional Spins. P/No. 5A072A0D	NO INTENTIONAL SPINS Fit to Instrument Panel
Owners Manual P/No 5A075A0D	PILOT OPERATING HANDBOOK Fitted to Inside of RH Door above the Door Pocket.
No Smoking P/No. 5A035A0D	NO SMOKING Fit to instrument panel.
Door Open LHS P/No 5027094	OPEN Fitted to the Outsides of LH Door Above the Door Catch Lever
Door Open RHS P/No 5028094	OPEN Fitted to the outside of RH Door Above the Door Catch Level
Fuel Contents P/No. 5090064	 Fitted to centre of front face of fuel tank between seats

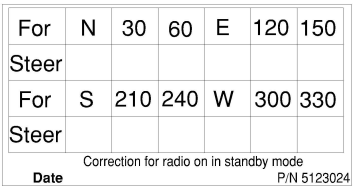
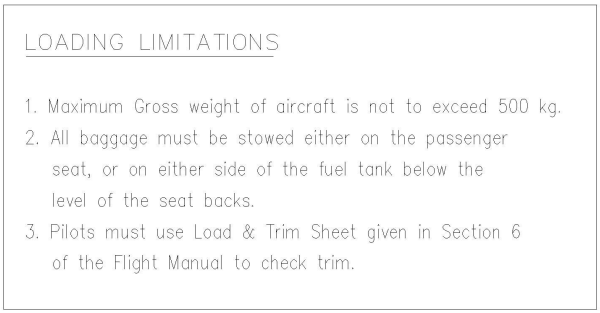
Compass Card P/No. 5123024	 Fit in compass card holder attached to compass.
Baggage P/No. 5A037A0D	 Fit to right side fuselage wall immediately below window.
Baggage P/No. 5111154	 Fit to inside of fuselage on right side just below rear quarter window. Locate vertical line in line with rear of fuel tank.
Loading Limitations P/No 5118024	 Fitted on inside of fuselage of RHS of cabin below rear quarter window.

Table 2.15.1

- **Cockpit Controls**

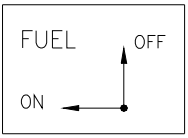
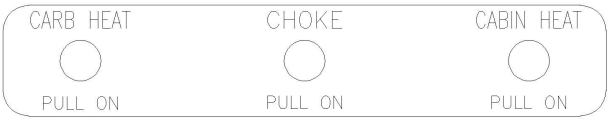
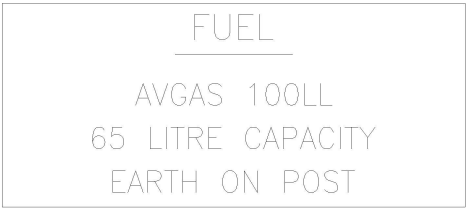
Trim Position P/No. 5024094 (1 OFF)	 Fit to centre console beside of elevator fwd stop, above trim lever.
Fuel Tap Position P/No 502319N	 Fitted on the centre console beside the Fuel Selector Valve
Carby Heat P/No 5A030A0D	 Fitted to lower central section of instrument panel.

Table 2.15.2

- **External Fuselage**

Static Port P/No 5043094	**STATIC VENT KEEP CLEAR** Attach to LHS of Vertical Fin in line with Static Tube
Fuel Grade- Wing Tanks P/No 5091064	 Attach to fuselage adjacent to Fuel Filler Cap.
Nose Wheel Inflation. P/No. 5A017A0D	 Attach to left side of nose wheel spat.
Main Wheel Inflation. P/No. 5A018A0D	

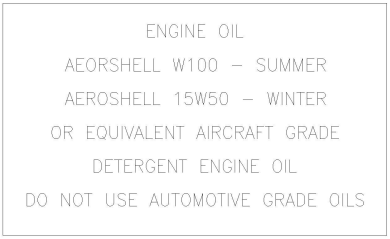
	Attach to outsides of main wheel spats
Engine Oil P/No. 5A008A0D	 Attach to inner face of door in top engine cowl.
Dipstick Inside P/No. 5A007A0D	 Fit to outside of oil door in upper engine cowl.
Door Lean. P/No. 5A013A0D	 Fit to top of doors.
Wing Bolt Tightening P/No 5039094 Qty 8 Required	 Attach to the fuselage and wings beside each wing, and lift strut attachment fitting.
Earth on Post P/No. 5A066A0D	 Attach to upper wing skin beside fuel filler earth post.
No Step P/No. 5A006A0D Qty 2 required.	 Fit to top of main wheel spats
Earth on Exhaust P/No. 5029094	 Attach to the lower fuselage on the pilot's side immediately above the exhaust outlet pipe.

Table 2.15.3

SECTION 4 – WEIGHT & BALANCE INFORMATION

4.1 CENTRE OF GRAVITY LIMITS

Forward Limit:	1601-mm (63.03", 20%MAC) aft of datum up to & including 420 kg (926lb) 1661-mm (63.39", 26.1%MAC) aft of datum at 500kg (1190lb) Linear variation between points.
Aft Limit	1695-mm (66.73", 29.5%) aft of datum at all weights
Datum	1403mm fwd of RHS Wing Leading Edge
Levelling Means	
Longitudinal	Spirit Level placed on the trim decal on the centre console.
Lateral	Spirit Level placed on the flap cross shaft.
Arms	
Arm for Front Seat Station	1688-mm aft of datum
Arm for Baggage On Shelf	2280-mm aft of datum
Fuel Station	2280-mm aft of datum

Table 6.4 – Centre of Gravity Limits

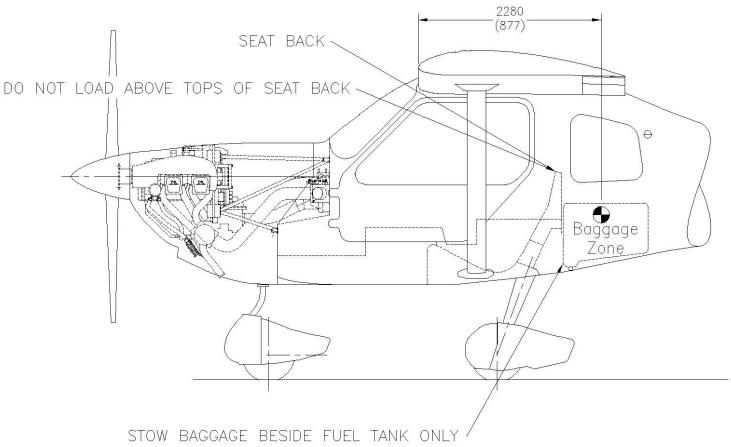


Figure 6.3.1 – Baggage Zones

Baggage is restrained using the straps fitted in the baggage areas.

INSERT PAGES 6.2 & 6.3 FROM WEIGHING SPREADSHEET HERE

INSERT WEIGHT & BALANCE RECORD FROM WEIGHING SPREADSHEET IN PLACE OF THIS PAGE.

4.2 Trim Sheets

A metric trim sheet has been provided. An example loading has been worked through for reference.

4.2.1 Trim Sheet Index Units

To use the trim sheets the aircraft's weight and balance information must be converted to "Trim Sheet Index Units" using the formula below:

$$\text{Trim Sheet Index Units} = \frac{\text{Aircraft Weight} \times (\text{Arm} - 1403)}{1000}$$

"Aircraft Weight" and "Arm" are written onto the aircraft's Load Data Sheet.

For example, an aircraft with "Aircraft Weight" of 260kg and "Arm" of 1590mm has a Trim Sheet Index Unit of 48.62 This is used for the starting point of using the Trim Sheets.

Calculate Aircraft Weights

1-1 Use the Aircraft Empty Weight obtained from the latest aircraft weighing records to enter the vertical "Aircraft Empty Weight Scale" on right hand side of the chart.

1-2 Move horizontally to the left into the next scale which is the "Crew Weight" Scale.

1-3 Move vertically downward one line on this scale for each 10-kg of weight that is placed on the front seats, and mark a point.

1-4 Move horizontally to the left from the point made in Step 1-3 to enter the next scale which is the "Baggage Weight" Scale.

1-5 Move vertically downward one line on this scale for each 5-kg of weight that is placed in Baggage Zone and mark a point.

1-6 Move horizontally to the left from the point made in Step 1-7 to enter the next scale which is the "Fuel Quantity" Scale and mark a point, This point is the "Zero Fuel Weight Reference Point"

1-7 Move Horizontally to the left of the "Zero Fuel Reference Point" and Mark a "Zero Fuel Weight Line" across the "Aircraft Trim Condition" Graph.

1-8 From the "Zero Fuel Point" on the "Fuel Quantity Scale" (marked in Step 1-8), move vertically downward one line for each 10-***litres*** of fuel being carried at the take-off condition. Mark this "Take-Off Fuel Point" on the scale.

1-9 Move horizontally to the left, and mark a "Take-Off Fuel Weight Line" across the "Aircraft Trim Condition" graph.

Calculating the Operating CG Locations

2-1. Take the calculated Empty Weight Trim Index and mark it's position on the Aircraft Index Units Ladder at the top of the sheet.

2-2 Draw a vertical line down from the point marked above to intersect with a sloping line in the "Crew Index Units" scale and mark this point.

2-3 Calculate the weight of the crew and round this value to the nearest 10-kg.

2-4 Move horizontally to the right from the point marked in Step 2-2 one line for each 10-kg of load calculated. (i.e. 60-kg = 6 lines) and mark a point at this location.

2-5 Draw a vertical line down from the point marked above to intersect with a sloping line in the Baggage Area scale and mark this point.

2-6 Calculate the weight that will be placed Baggage Area and round this value to the nearest 5-kg.

2-7 Move horizontally to the right from the point marked in Step 2-5 one line for each 5-kg of load calculated. (i.e. 20-kg = 4 lines) and mark a point at this location.

2-8 Drop a vertical line down from the point marked in Step 2-10 to intersect a sloping line in "Fuel Chart", and mark a point at this location.

2-9 Continue the Vertical Line began in Step 2-11 down to intersect with the "Zero Fuel Weight Line" drawn in Step 1-7. mark this point as the "ZERO FUEL Condition"

2-10 Move horizontally to the right from the point marked in Step 2-11 in the "Take-Off Fuel Box", one line for each 10 liters of take-off fuel, and mark this point.

2-11 Move vertically downward from the take-off fuel point marked in Step 2-13 to intersect with the "Take-Off Fuel Weight Line" marked in Step 1-9. Mark this point the "Take-Off Condition"

4.2.2 Allowable Loading Conditions

An allowable loading condition exists when both the "Zero Fuel Condition", and the "Take-Off Condition" fall with the area bounded by the Line in the Aircraft Trim Conditions Box.

For reference, the example below shows two 80kg people, 5kg in Baggage Zone and 60L of fuel. The aircraft's starting Index Unit is 48.6 at 260kg.

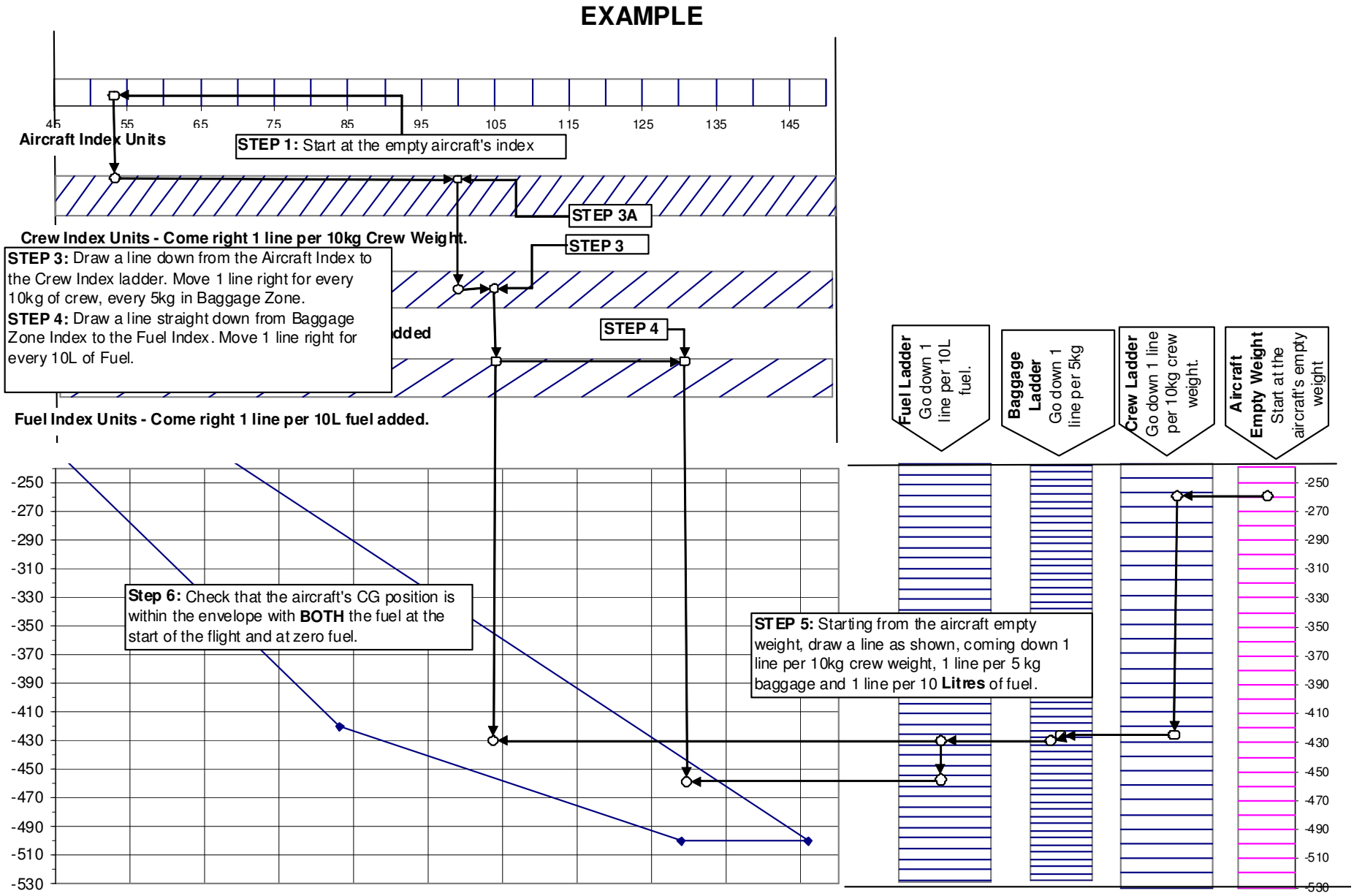


Figure 6-3a – Loading Trim Sheet Example

ORIGINAL

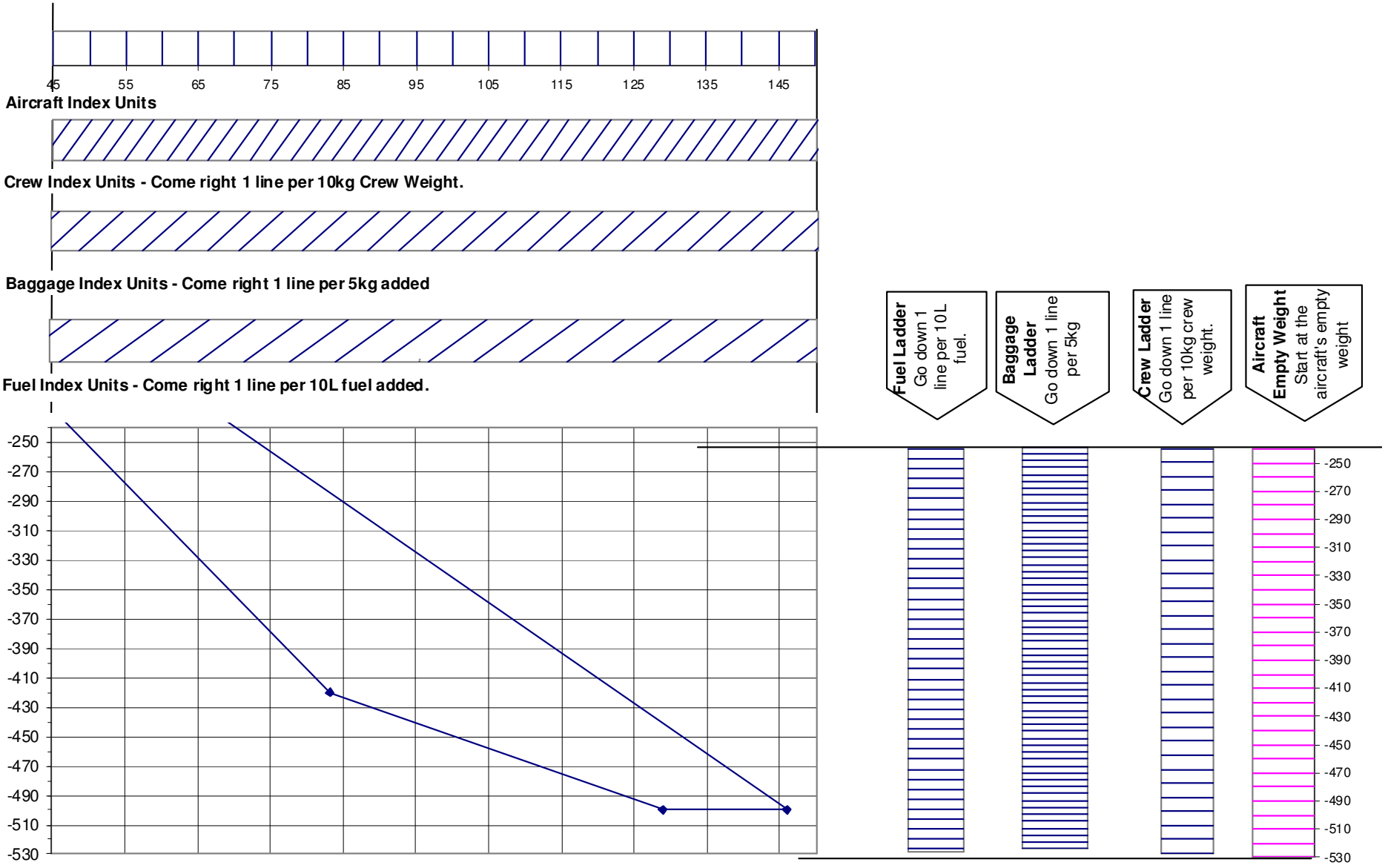


Figure 6.3b – Blank Trim Sheet

SECTION 5 – PERFORMANCE

5.1 TAKE OFF AND LANDING DISTANCES

Take-Off Distance	400 m
Landing Distance	300 m

Note:

All distances quoted are for an aircraft at gross weight, operating from a paved runway surface at sea level in an ICAO standard atmosphere.

5.2 RATE OF CLIMB

Rate of Climb at Sea Level[3]	500 fpm

Note:

All distances quoted are for an aircraft at gross weight, operating from a paved runway surface at sea level in an ICAO standard atmosphere.

5.3 CRUISE SPEEDS / RPM / FUEL CONSUMPTION

- Cruise speed values given are based on tests carried out at gross aircraft weight, at sea level and around 28°C. Values are averaged. Actual values will vary slightly from one aircraft to the next. Values used for flight planning should be based on previous experience with the specific aircraft wherever possible.
- Fuel consumption values given are averaged. Actual values will vary slightly from one aircraft to the next. Values used for flight planning should be based on previous experience with the specific aircraft wherever possible.

RPM	Fuel Consumption (Litres/hr)	IAS (Knots)
2600	11	100
2700	13.5	107
2800	15	105
2850	16	110
2900	17	115
3000	18	118

[3] At Gross Weight, ICAO Standard Atmosphere

5.4 Airspeed Indicator System Calibration

Conditions:

Power: As required for level flight or maximum rated RPM as appropriate.

KIAS	KCAS		
	Flaps UP	Flaps Take-off	Flaps Landing
47	-	-	45
49	-	47	47
50	-	48	48
51	49	49	49
56	53	54	54
57	54	55	55
63	60	60	60
73	70	70	70
85	81	82	82
94	90	90	90
106	101	-	-
113	108	-	-
117	112	-	-
125	120	-	-
135	129	-	-
146	140	-	-

SECTION 6 - EMERGENCY PROCEDURES

6.1 GENERAL

This Section describes the procedures to be adopted in the event of an emergency or abnormal situation occurring in the J120-C aircraft.

The procedures are arranged in the sequence considered to be the most desirable in the majority of cases. Steps should be performed in the order listed unless good reasons for deviation exist.

It should be remembered however, that all conceivable eventualities cannot be foreseen by the manufacturer. Particular circumstances such as multiple or unanticipated emergencies, adverse weather etc. may require modification to these procedures. A thorough knowledge of the aircraft and its systems is essential to analyse the situation correctly and determine the best course of action in any particular circumstance.

The following **basic rules** apply to all aircraft emergencies:

1. Maintain Aircraft Control.
2. Analyse the situation and take appropriate action.
3. Land as soon as practicable.

6.2 AIRSPEEDS FOR EMERGENCY OPERATIONS

Maximum Glide ..... 65 KIAS*

Landing Without Engine Power (Flaps Full) ..... 60 KIAS

* - A slightly higher speed may give better distance over the ground if gliding into wind; a slightly slower speed if gliding downwind.

6.3 EMERGENCY PROCEDURES CHECK LISTS

6.3.1 Engine Failures

Engine Failure During Take-off Run

1. Throttle ..... CLOSED
2. Brakes ..... APPLY
3. Ignition ..... OFF
4. Wing Flaps ..... UP
5. Master Switch ..... OFF
6. Fuel Shutoff Valve ..... OFF

Engine Failure Immediately After Take-off

1. Airspeed ..... 65 KIAS.
2. Ignition ..... OFF (As time permits)
3. Fuel Shutoff Valve ..... OFF (As time permits)
4. Wing Flaps ..... FULL RECOMMENDED
5. Master Switch ..... OFF
6. Braking ..... HEAVY AFTER TOUCHDOWN

Engine Failure During Flight

1. Airspeed……65 KIAS*.
2. Carburettor Heat…….. ON
3. Fuel Pump……ON
4. Fuel Shutoff Valve……CONFIRM ON
5. Fuel Quantity……CHECK
6. Oil……CHECK TEMP AND PRESSURE
7. Ignition……CYCLE BOTH ON
8. Throttle……...CHECK LINKAGE OPERATION
9. Airstart……ATTEMPT IF PROP STOPPED

* - A slightly higher speed may give better distance over the ground if gliding into wind; a slightly slower speed if gliding downwind.

6.3.2 Airstart & Limitations

In the event that the engine is stopped during flight, it may be restarted by application of fuel & ignition, provided that the propeller is still windmilling. The propeller may stop windmilling below 50 KIAS

The Jabiru 2200 engine is a high compression (7.8:1) engine & therefore airstarts when the propeller has stopped rotating, without the use of the starter, are unlikely before reaching V_{NE}. Therefore, the following procedure addresses only airstarts by use of the starter motor.

IMPORTANT – NO NOT depress starter button while propeller is rotating.

1. Ignition……OFF
2. Cabin……...CLEAR
3. Airspeed……REDUCE UNTIL PROPELLER STOPS TURNING.
4. Establish Glide……..65 KIAS
5. Fuel……ON
6. Fuel Pump……ON
7. Master…… ON
8. Ignition Switches…….. ON
9. Starter Button……Depress
10. Throttle……...Open
11. Repeat as necessary, ensuring propeller has stopped before each restart attempt.

Notes: (a) If engine does not restart commence forced landing procedure.

(b) If clear symptoms of a mechanical failure exist, or if the engine has seized due to the loss of oil pressure, do not attempt a restart.

(c) If engine operates with only L or R ignition selected, leave the ignition switch in this position whilst a suitable landing area is selected.

(d) The engine cools quickly with the propeller stopped. Choke may needed to achieve a start.

6.3.3 Forced Landings

Emergency Landing Without Engine Power

1. Airspeed..... 65 KIAS
2. Ignition.....OFF
3. Fuel Shutoff Valve.....OFF
4. Fuel Pump.....OFF
5. Throttle.....CLOSED
6. Wing Flaps..... FULL PRIOR TO TOUCH DOWN
7. Master Switch..... OFF
8. Braking.....HEAVY AFTER TOUCH DOWN

Precautionary Landing With Engine Power

1. Airspeed.....70 KIAS
2. Fuel Pump.....ON
3. Wing Flaps .....TAKE-OFF
4. Selected field.....OVERFLY & INSPECT
5. Wing Flaps .....FULL ON FINAL APPROACH
6. Airspeed.....60 KIAS
7. Braking.....HEAVY AFTER TOUCH DOWN
8. Ignition.....OFF
9. Fuel Shutoff Valve .....OFF
10. Master Switch.....OFF

Ditching

1. Airspeed.....65 KIAS
2. Power (if available) .....ESTABLISH 50 ft/min @ 55 KIAS
3. Approach
   High Winds, Heavy Seas .....INTO WIND
   Light Winds, Heavy Swells.....PARALLEL TO SWELLS
4. Wing Flaps .....FULL PRIOR TO TOUCH DOWN
5. Doors.....OPEN
6. Face .....CUSHION AT TOUCH DOWN
7. Touch Down .....SLOWEST PRACTICAL SPEED
8. Evacuate .....IF REQUIRED BREAK WINDOWS
9. Life Jackets / Life Rafts.....INFLATE
10. EPIRB (If Carried).....ACTIVATE

6.3.4 Fires

On Ground

1. Ignition.....OFF
2. Fuel Shutoff valve.....OFF
3. Fuel Pump.....OFF
4. Master Switch .....OFF
5. Abandon aircraft
6. Fire.....EXTINGUISH

Engine Fire In Flight

1.	Throttle	CLOSE
2.	Fuel Valve	OFF
3.	Fuel Pump	OFF
4.	Ignition	OFF
5.	Master Switch	OFF
6.	Cabin Heat Vent	CLOSE
7.	Cabin Air Vent	OPEN BOTH
8.	Airspeed	INCREASE UP TO VNE if required to extinguish fire.
9.	Forced Landing	EXECUTE. Refer 3.3.3

Electrical Fire In Flight

1.	Master Switch	OFF
2.	Ignitions	ON
3.	Electrical Switches	OFF
4.	Extinguisher	ACTIVATE

If fire goes out:

5.	Smoke	VENTILATE CABIN (DOORS MAY BE OPENED SLIGHTLY)
6.	Precautionary Landing	AS SOON AS PRACTICAL

If fire does not go out:

4.	Land	EXECUTE IMMEDIATELY

WARNING

With the Master Switch turned off the wing flaps will not deploy.

Cabin Fire

1.	Master Switch	OFF
2.	Cabin Heat Vent	CLOSE
3.	Cabin Air Vent	OPEN BOTH
4.	Extinguisher (if fitted)	ACTIVATE
5.	Land	AS SOON AS PRACTICAL
6.	Smoke/Fume Evacuation	VENTILATE CABIN. DOORS MAY BE OPENED SLIGHTLY.

Once fire is extinguished:

1.	Power	REDUCE
2.	Airspeed	APPROX 80 KIAS
3.	Cockpit Door(s)	CLOSE
4.	Power	ADJUST to maintain approx 80 KIAS
5.	Land	AS SOON AS PRACTICAL

NOTE

Doors should only be opened for emergency fume evacuation

6.3.5 Carburettor Icing

If Carburettor icing is suspected:

1. Throttle ..... FULL
2. CARB HEAT ..... FULL ON

NOTE

Carburettor heat may be used at any power setting, but will result in a slight power loss. When icing is eliminated, return CARB HEAT to OFF. Carburettor heat should not be used for take-offs.

Maintain carburettor heat in ON position for a minimum of 1 minute to allow all ice to melt.

Carburettor heat may be used on the ground except during take-off.

CAUTION

Do not use partial carburettor heat as this may exacerbate ice accretion.

6.3.6 Landing With a Flat Main Tyre

1. Landing Area ..... SUITABLE
2. Approach ..... NORMAL
3. Wing Flaps ..... FULL DOWN
4. Touchdown ..... GOOD TYRE(S) FIRST, hold aircraft off flat tyre as long as possible with aileron and/or elevator control
5. Ignition ..... OFF
6. Fuel Shutoff Valve ..... OFF
7. Master Switch ..... OFF

6.3.7 Inadvertent Icing Encounter

Flight into known icing conditions is prohibited. If icing is inadvertently encountered, change level or turn back to obtain an outside air temperature less conducive to icing.

6.3.8 Spins

Intentional spins are prohibited in this aircraft. Should an inadvertent spin occur, the following recovery procedure should be used:

1. **Retard the throttle to idle**
2. **Centralise ailerons**
3. **Apply and hold full rudder opposite to the direction of rotation**
4. **Move stick progressively forward far enough to break stall**
5. **Hold these control inputs until rotation stops**
6. **As rotation stops, centralise rudder and make a positive, smooth recovery from the resulting dive**

WARNING

If the spin is encountered with flaps extended, DO NOT retract flaps until rotation ceases. Premature flap retraction will delay recovery.

SECTION 7 – NORMAL PROCEDURES

7.1 GENERAL

Section 4 of this handbook describes the procedures to be adopted for normal operations of the J120-C aircraft.

The procedures are arranged in the sequence considered to be the most desirable and therefore steps should be performed in the order listed unless good reasons for a deviation exist.

7.2 SPEEDS FOR NORMAL OPERATION

Unless otherwise noted, the following speeds are based on a maximum weight of 500 kg (1102lb) and may be used for any lesser weight.

Take-Off:

T.O.S.S. (Speed @ 50 ft) ..... 65 KIAS
Normal Climb Out..... 70 KIAS (Take Off Flap)

Climb, Flaps Up:

Initial (scheduled climb) ..... 70 KIAS
Enroute ..... 70-80 KIAS

Landing Approach:

V_{REF} (Speed @ 50 ft) ..... 65 KIAS
Baulked Landing..... 65 KIAS Initially

Maximum Recommended in Turbulence:

All Weights ..... 108 KIAS

7.2.1 Best Angle of Climb Speed

V_X – Best angle of climb speed..... 65 KIAS

7.2.2 Best Rate of Climb Speed

V_{Y-Best} Rate of climb speed ..... 68 KIAS

7.3 PREFLIGHT INSPECTION

Before flight, a careful visual inspection is to be carried out to ensure that the aircraft and its systems are serviceable. The following Figure is to be used in conjunction with the preflight inspection checklist:

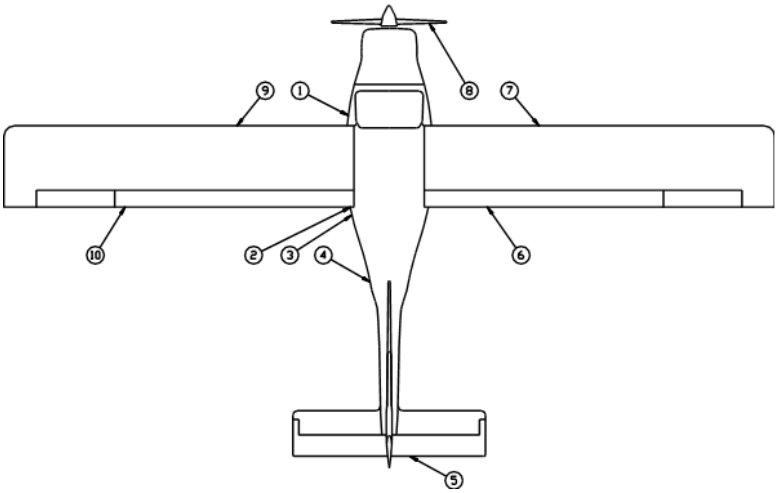


Figure 4-1. Pre-flight Inspection

1. Cockpit

Ignition Switches	OFF
Control lock (if fitted)	REMOVE
Fuel	CHECK CONTENTS
Fuel valve	ON
Master switch	ON
Alternator Warning Light	CONFIRM ON Before Start
Master Switch	OFF
Aileron and elevator cables & fasteners	CHECK
Rudder and nose wheel steerage linkage	CHECK
Rudder centring springs	CHECK
Controls (all)	CHECK full travel, free movement.
Harnesses & Seats	CHECK CONDITION
Windshield	CLEANLINESS
Cockpit area	GENERAL CONDITION
Loose objects	SECURE
Cockpit Doors/Latches	CONDITION & OPERATION
Flight Manual	AVAILABLE

2. Left Undercarriage

Mount bolts	CHECK SECURE*
Tyre	CHECK CONDITION / INFLATION

* - Lock the hand brake on, then pull the aircraft forwards. Some flexing of the undercarriage legs is normal, but there should be no movement of the top of the leg relative to the fuselage.

3. Fuel

Quantity in both tanks	Check
Fuel caps	Secure
Water Check	Both tanks and header tank

4. Static Source

Static Source	CHECK FOR BLOCKAGE

5. Empennage

Tail tie-down	DISCONNECT
Control surfaces	CHECK Security & Full & Free Movement
Rudder, Elevator & Trim Cables	CHECK Security & Full & Free Movement

6. Right Wing – Trailing Edge

Aileron	CHECK Security & Full & Free Movement
Flap	CHECK Security
Control rods & cables	CHECK Security. Check rod ends for freedom of rotation & excess movement.

7. Right Wing

Wing Tie-Down	DISCONNECT
Wing Strut Mount Bolts	CHECK Security**
Wing Root Mount Bolts	CHECK Security***
Pitot Tube	REMOVE COVER, CHECK for blockage.

** - Wing strut bolts must not be tightened. Nut should just bear on washer.
*** - Holding the wingtip, push the tip up & down, forwards & backwards. If a wing / strut attachment is degrading, slop will be felt.

8. Nose

Propeller & Spinner	CHECK for nicks & security
Cowl	CHECK Security, rubbing on engine.
Engine Oil	CHECK using oil filler door.
Nose Wheel	CHECK condition & pressure.

9. Left Wing

Wing Tie-Down	DISCONNECT
Wing Strut Mount Bolts	CHECK Security**
Wing Root Mount Bolts	CHECK Security***

10. Left Wing – Trailing Edge

Aileron	CHECK Security & Full & Free Movement
Flap	CHECK Security
Control rods & cables	CHECK Security. Check rod ends for freedom of rotation & excess movement.

11. "Pulling Through" The Engine

Before the first flight of the day the engine must be "pulled through" by hand. This is the process of turning the engine over by turning the propeller by hand. The compression of each cylinder in turn will be felt a resistance as the propeller is turned. The engine should be rotated for a count of at least 8 compressions.

Master Switch	OFF
Ignitions	OFF
Throttle	Closed
Propeller	TURN by hand & observe engine for odd noises or heavy movements. Check for regular compression.

CAUTION:

Prior to pulling through the propeller by hand, the engine must be cold, both ignition circuits & the Master Switch must be switched OFF, the brakes applied & throttle closed.

WARNING

A hot engine may fire with the ignition/s switched OFF.

DO NOT pull through a hot engine.

CAUTION

Several causes of irregular compression – such as poorly sealing valves – can lead to extensive engine damage if not addressed. The Jabiru 2200 Engine Instruction & Maintenance Manual provides additional details.

7.4 NORMAL PROCEDURES CHECK LISTS

7.4.1 Before Starting Engine

Pre flight Inspection.....COMPLETED
Passenger Briefing.....COMPLETED
Harnesses.....SECURE
Brakes.....ON/PARK
Avionics .....OFF
Circuit Breakers.....IN
Fuel Level Warning Light (if fitted) .....CHECK OPERATION using test switch

7.4.2 Starting Engine - Cold

Master Switch .....ON
Fuel Shutoff Valve.....ON
Carburettor Heat .....OFF
Choke .....ON*
Throttle.....CLOSED
Fuel Pump.....ON
Ignition switches.....ON
Starter.....ENGAGE when engine fires RELEASE**
Oil Pressure .....CHECK (pressure to be indicated within 10 secs)
Choke .....Closed
Throttle .....900 – 1000 RPM
Alternator Warning Light.....CHECK OFF
Avionics .....ON

* - If the engine is hot, proceed as for cold engine, but do not use choke.

** - If the engine is turning at less than 300 RPM it will not start.

7.4.3 Before Take-Off

Park Brake .....ON

Ground Check & Run Up

Warm Up.....1000-1200 RPM avoid prolonged idle at low RPM
Ignition Check .....2000 RPM Both-L-Both-R-Both. Max drop 100RPM
Carburettor heat.....2000 RPM – ON – slight drop in RPM
Carburettor heat .....2000 RPM – OFF – RPM restored
Power Check.....2850 RPM +/- 150 RPM
Idle Check.....700 – 900 RPM
Trim.....SET – Neutral

Pre Take-Off

Master Switch .....ON
Ignition switches.....BOTH ON
Fuel Shutoff Valve.....ON
Fuel Quantity.....CHECK sufficient for task
Fuel Pump.....ON
Flaps.....TAKE OFF (first stage)
Instruments .....SET AND CHECK ALL
Switches .....SELECTED as required
Circuit Breakers.....CHECK

Controls ..... FULL & FREE TRAVEL, CORRECT SENSE
Hatches ..... CLOSED & LOCKED
Harnesses ..... SECURE all seat belts correctly fastened and adjusted
Oil temperature ..... ABOVE 50^{0}C

7.4.4 Take-Off

Carburettor heat ..... OFF
Throttle ..... FULL OPEN
Elevator Control ..... NEUTRAL
Directional Control ..... NOSEWHEEL STEERING & RUDDER
Rotate ..... 30 – 40 KIAS raise nosewheel clear of ground
Take Off Safety Speed ..... 66 KIAS
Accelerate to Climb Speed ..... 70 KIAS
Flaps ..... UP… Accelerate to 70 KIAS
Fuel Pump ..... OFF at top of climb.
Power ..... SET as required.

7.4.5 Initial Climb

Throttle ..... FULL OPEN
Airspeed ..... 70 KIAS

7.4.6 Cruise

75% Power ..... 2800 RPM (14 L/hr)

7.4.7 Descent

Power ..... As required
Carburettor heat ..... As required

7.4.8 Before Landing (and flight below 1000ft AGL)

Brakes ..... OFF
Harnesses ..... SECURE
Fuel Pump ..... ON

7.4.9 Landing

Airspeed @ 50ft ..... 63 KIAS
Wing Flaps ..... FULL
Directional Control ..... RUDDER & NOSEWHEEL STEERING
Power ..... AS REQUIRED
Touchdown ..... Main wheels first
Braking ..... AS REQUIRED

NOTE

If the aircraft is contaminated by build up of insects or other debris, increase approach speed @ 50ft to 68 KIAS

7.4.10 Baulked Landing

Power ..... FULL THROTTLE
Carburettor heat ..... COLD
Wing Flaps ..... RETRACT **SLOWLY**
Airspeed ..... ESTABLISH NORMAL CLIMB SPEED

7.4.11 After Landing/Securing

Wing Flaps .....UP
Fuel Pump.....OFF
Parking Brake .....ON/AS REQUIRED
Avionics .....OFF
Ignition .....OFF
Master Switch .....OFF
Controls .....SECURE

7.4.12 Engine Management – Ground Running

The 2200B engine fitted to the J120-C is cooled by air flowing over the engine and oil cooler. During ground running care must be taken to ensure that there is adequate airflow and that safe engine temperatures are maintained. The guidelines presented below will assist in controlling temperatures.

- Minimise ground running times – especially in hot weather[4].
- Carry out as many checks as possible before starting the engine.
- Always carry out engine run-up tests with the aircraft pointing into wind.
- In hot weather, after performing run-up checks, leave the aircraft pointing into wind and idling at 1200rpm for 30 seconds to aid cooling.
- If the aircraft is required to wait – such as for runway clearance – temperatures must be monitored, and if they approach ground running limits (listed in Section 2 of this flight manual & displayed as yellow markings on engine gauges) the aircraft must be turned into wind or shut down to prevent any further temperature increase.
- Wind must be coming from within approximately 45° of the aircraft heading to be effective in aiding engine cooling.
- If there is no wind or low wind the engine must be shut down if ground-running temperature limits are reached.

[4] 30°C and above

SECTION 8 – GROUND HANDLING & SERVICING

8.1 FUEL

- Avgas 100LL
- Avgas 100/130
- MOGAS with minimum Octane Rating of 95 RON[1] may be used.
- Do not use fuel additives such as Octane Boosters.

NOTE

As there are significant variations possible even between automotive fuels with the same values of RON, Jabiru Aircraft strongly recommend using AVGAS. Automotive fuels should only be used where AVGAS is not available, and if used, must have the highest anti-detonation rating practically available.

CAUTION

Fuel additives containing alcohol (i.e. Ethanol etc) will damage the sealant used in the fuel tanks. ***DO NOT*** *use fuel with any level of added alcohol.*

8.1.1 Fuel Ethanol Content

Jabiru Aircraft allow fuels with an Ethanol content of up to 10% to be used in the J120-C. While Ethanol boosts the fuel's octane rating and is becoming increasingly common in automotive fuels there are important issues caused by its use. The following points are given as a basic introduction to using Ethanol. Note that while this information was current at the time of writing.

- Use of a fuel with an Ethanol content higher than 10% **IS NOT PERMITTED** in the J120-C.
- Ethanol is hygroscopic (i.e. it will absorb water). This can be water vapour from the air, condensation inside tanks or free water. While very small amounts of water can be absorbed without significantly affecting the fuel's combustion, at higher levels the mixture will not be combustible. In addition, because this incombustible fuel is formed from a mixture of the Ethanol in the fuel and the water it can have a large volume – so a small amount of water will result in a much larger amount of incombustible Ethanol/water mix. This may give false readings in the fuel tank sumps or exceed the volume of the sump altogether.
- Ethanol mixed with water is somewhat corrosive and may attack fittings etc of the fuel system.
- In long-term storage, Ethanol may oxidise with exposure to air. This process produces a mild acid solution (vinegar) which can attack fuel system fittings.
- Long term exposure to Ethanol damages some types of plastics. The J120-C details replacement times for fuel lines which are designed with Ethanol fuel blends in mind, however increased monitoring of fuel lines is recommended in an aircraft using Ethanol blends.
- Some fuel testers (including the type supplied by Jabiru Aircraft at the time of writing) have a scale on their side which allows the Ethanol content of a fuel to be checked & assessed.

Several CASA documents discuss Ethanol, and Jabiru Aircraft strongly recommend that owners considering using an Ethanol fuel blend read and understand this information before using a fuel of this type. The following CASA document is current at the time of writing:

- Airworthiness Bulletin AWB 2828-003003

8.2 OIL

8.2.1 Engine Oil Specification:

Jabiru Aircraft approves lubricating oils of any brand name conforming to specifications MIL-L-6082 for straight mineral oil and MIL-L-22851 for ashless dispersant oil.

Straight mineral oil must be used during the first 50 hours of operation for new and overhauled engines, or until the oil consumption has stabilised. After the first 50 hours it is recommended that ashless dispersant oil be used.

8.2.2 Engine Oil Viscosity Grade:

The following chart is intended to assist in choosing the correct grade of oil and must be considered as a guide only. Multiviscosity grades can also be used as indicated

Average Ambient Temperature	Mineral Grades	Ashless Dispersant Grades
Above 35° C (95°F)	SAE 60	SAE 60
15° C to 35°C (59° to 95°F)	SAE 50	SAE 50
-17°C to 25°C (1° to 77°F)	SAE 40	SAE 40

Equivalence of SAE and commonly used Commercial Grade designations:					
SAE:	20	30	40	50	60
Commercial:	55	35	80	100	120

8.3 BRAKES

The brakes of the J120-C use automotive brake fluid. Refer to the J120 Technical manual for details of appropriate brake fluid specifications.

WARNING:

The JABIRU uses automotive brake fluid (DOT 3 or DOT 4). DO NOT use Aircraft hydraulic fluid (mineral based) or damage to the brake system will result.

SECTION 9 – SUPPLEMENTS

9.1 INTRODUCTION

This section consists of a series of supplements, each being self contained and providing details and procedures associated with the fitment of optional and special purpose equipment.

Each supplement contains a brief description, and where applicable, operating limitations, emergency and normal procedures, and the effect on aircraft performance. The data contained in a supplement adds to, supersedes, or replaces similar data in the basic POH when operating in accordance with the provisions of that supplement.

It is the owner's responsibility to ensure that new Jabiru Aircraft Supplements received after receipt of the POH are recorded on the Log of Supplements page.

9.2 SUPPLEMENT LOG – JABIRU AIRCRAFT SUPPLEMENTS

Applicable to aircraft serial number J120-C _____

Install	Doc. No.	Title	Date