



Supplemental sheet for MTOM 544 kg

applies to all SinusXL and VirusXL aircraft

This supplemental sheet provides changes and additions to Sinus ultralight motorglider and Virus July 2003 Pilot and Maintenance manuals.

This supplemental sheet contains three (3) valid pages.

This is the original document issued by Pipistel d.o.o.
Should third-party translations to other languages contain any inconsistencies,
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WARNING!

This leaflet **MUST** be present inside the cockpit at all times!
Should you be selling the aircraft make sure this manual is handed over to the new owner.

WARNING!

All **changes** to the manual are marked in **red**, all **additions** in **blue**.

Limitations

Page 12. - Speed limits

	Velocity	TAS [kts]	Remarks
Vmax	Maximum permitted horizontal speed	115	Never exceed this speed in horizontal flight. When flying close to the Vmax never use more than one third of controls' deflections.
VNE	Velocity never to be exceeded	120	Never exceed this speed. Should the VNE be exceeded, land as soon as possible and have the aircraft verified for airworthiness by authorised service personnel.
VRA	Maximum safe velocity in rough air	68	Exceed this speed in calm air only and even then with great caution.
VA	Manoeuvring velocity	68	Do not use rough or full stick and rudder deflections above this speed.

Airspeed indicator markings change accordingly.

Page 15. - Weight limits

WEIGHT	R503 engine	R912 engine
max. takeoff weight (MTOM)	544 kg	544 kg
fuel capacity	2 x 30 (50) l	2 x 30 (50) l
max. fuel weight allowable	45.6 (76) kg	45.6 (76) kg
minimum cockpit crew weight	no limit	no limit
maximum cockpit crew weight	200 kg	200 kg
joint parachute rescue sys. and luggage weight	18 kg	21 kg

WARNING! Should one of the above-listed values be exceeded, others **MUST** be reduced in order to keep **MTOM below 544 kg**. However, the joint parachute rescue system and luggage weight must **NEVER** be exceeded as it can influence aircraft's balance to the point when the aircraft becomes uncontrollable!

Owners of Sinus ultralight motorglider equipped with the GRS parachute rescue system (weighing 14 kg on itself), must keep luggage weight below **4 kg (R503 engine)** or **7 kg (R912 engine)** to keep aircraft's centre of gravity within safe range.

Page 16. - G-load factors

- max. positive wing load: + 3 G**
- max. negative wing load: - 1.5 G**

Page 16. - Cockpit crew

- There is NO LIMIT to the minimum cockpit crew weight.
- Cockpit crew may weigh **at most 200 kg**.
- Maximum takeoff weight (MTOM) MUST NOT, under any circumstances, exceed **544 kg**.

Normal procedures

Page 35. - Roundout and touchdown

NOTE: For higher landings weights, the manufacturer recommends the roundout (flare) and touchdown to be conducted using 2/3 (two-thirds) instead of full airbrake extension.

Performance

Page 38. - Stall speeds

For TOM of 544 kg add 4 kts to each individual stall speed.

Pages 38 through 41. - Take-off performance

For TOM of 544 kg increase each individual take-off distance by 30 %, graphs change accordingly.

Page 41. - Climb performance

For TOM of 544 kg decrease each individual climb rate by 20 %, graphs change accordingly.

Page 42. - Descent (The Glide)

For TOM of 544 kg increase sink rate(s) by 20 %, graphs change accordingly.

Page 44. - Additional technical data

Data in the table changes adequately to the take-off, climb and glide performance decrease.