

Chapter/Section	Change
	Patent and branded names note inserted
1.6	New three-view of the MTOfree
1.8	MTOM 500 kg
1.13	DOM, FOM , MTOW MTOM
2.2	Temperature: -20 to +40 °C - 15 to + 35 °C
2.6	Engine Oil Temperature normal range: 90 - 110 / 130 °C, depending on configuration/Date of Manufacture: Up to DOM 10.2013 90 – 110 °C, from DOM 10.2013 90 – 130 °C
2.7.1	Maximum take-off mass (MTOM): 450 kg / 500 kg
2.10.1	AVGAS UL91 (ASTM D7547)
2.10.1	<p>NOTE</p> <p>If none of the mentioned fuels is available, consult the corresponding European Standard EN228 as a reference. The fuel needs to be assessed at least in the octane number and the maximum ethanol content equal or better.</p>
2.10.1	<p>NOTE</p> <p>AVGAS 100 LL places greater stress on the valves seats due to its high lead content and forms increased deposits in the combustion chamber and lead sediments in the oil system.</p>
2.10.2	“Operation with leaded AVGAS fuels” inserted
2.12	Placards harmonised
3.9.1	More detailed description of “GEN or Low Volt Indicator Light”
3.9.5	“Water Temperature Indication (Water Temp.)” inserted
4.3	Daily or Pre-flight Checks: Check sequence changed
4.3	<p>CAUTION</p> <p>Teeter bolt must be free to turn by hand!</p>
4.7	Functional check VPP (if installed) execute (see 9-1.4.3)
4.17	Engine cool-down.....perform Oil Temperature above normal range (see 2.6): min. 2 minutes at 2000 RPM, then idle
4.17	<p>NOTE</p> <p>For landing a suitable approach procedure has to be chosen, so the engine cools down sufficiently during descending and later taxiing, as specified by the engine manufacturer. The engine can be shut-off by switching off the ignition; an engine cool-down is not needed.</p>

4.17	<p style="text-align: center;">NOTE</p> <p>Due to the push engine arrangement, a ground engine cool-down is inefficient and may lead to cavitation.</p>
5	<p>Note that a higher airfield elevation, increased temperature, low air pressure and/or a take-off mass above 450 kg will have a negative effect on performance.</p>
5.5	<p>Rate of climb, 500 kg, V_Y, MCP..... 3.4 m/s</p>
7.12	<p style="text-align: center;">CAUTION</p> <p>Protect instrument panel against environmental influences! Especially wet conditions could result in damage to or destruction of components.</p>
7.12	<p>Instrument Panels and descriptions updated</p>
7.15	<p>Rotor bearing temperature is measured by a temperature sensor which is glued into the rotor bearing sleeve battery powered.</p>
8.9	<p style="text-align: center;">CAUTION</p> <p>While lubricating teeter hinge (especially with new bush bearings and related close gap dimensions) it may be possible that only very small amounts of fat pass through the grease nipples on the rotor. In this case, do not press too hard but better remove the bolt, lubricate the outside and re-install. Use a new split pin!</p>
8.13	<p style="text-align: center;">CAUTION</p> <p>No overwinter survival mode (snowflake) with Ctek charger MXS3.8 for Super B batteries.</p>
8.15.2	<p>Note that fitting bolts have different shaft lengths.</p>
8.16	<p>Switch ELT (if installed) off for road transport to avoid false alarms!</p>
9-1.4.3	<p>Chapter 9-1.4.3 "Functional Check VPP" inserted</p>