

## **IMPORTANT POINTS ABOUT RV-9A FLYING**

### GENERAL

It is different to all other RV's – consult the POH for specifics.

There is 12% more wing area

There is more flap area but it only extends to 29 degrees – so less drag

It stalls at a lower speed

It decelerates slowly with a FP prop – give yourself room and time

Less drag means less power needed on approach

Less drag, even with full flap, means it decelerates slower - so be patient in the flare and holdoff

Learn to fly it within a normal circuit size by slowing down and not exceeding circuit heights (1000ft or 500ft agl)

### TAKEOFF

Use aileron to hold wing down into wind or tyres can scuff

Apply right rudder with power or it will head off to the left

Lift the nosewheel off early then keep it just above ground to accelerate

Soft or rough field – use half flap and early noseoff – it will fly at <40KIAS

Keep your eyes outside as you accelerate faster than the 172 and you need to anticipate.

### CLIMB

Retract any flap asap and at <80KIAS

Accelerate to 110-115 before 300ft agl – the faster you are-the better you can manoeuvre in event of EFATO

Fuel pump off at 500ft

Better engine cooling at 110-120 KIAS and ROC will still be >1000fpm

### CRUISING

LPL performs best over 5000ft so fly higher where possible.

The fixed pitch propeller takes time to wind up and you need to really hold nose down for correct attitude

Start levelling off just below your nominated altitude

Attitude – Power – Trim ..... *Otherwise you'll be chasing your S&L*

You must trim out manually before engaging autopilot/altitude hold

Set 65% power = (45) which is sum of MP and RPM..... eg 22ins x 2300RPM

Allow temps to stabilise – then lean using EGT

Plan on 30-32 LPH for normal cruising.

We will insert tables into the POH to cover 45%, 55%,65% and 75% power settings by altitudes.

### APPROACH

Use 500fpm on descent and keep in green arc of ASI

Tweak your mixture in, progressively, on descent

Join circuits at 120

Turn base with power at idle – 90 max – reducing to 80 – then extend *full* flap

Set up at 70KIAS and 500fpm – trim it hands off!

Slipping does *not* help ROD in this aircraft – forget it!

Going slower *does increase ROD* – at 60KIAS you can obtain 700fpm

Be patient – slowing down is counter intuitive, but it works.

### LANDING PHASE

The RV9A can float for ages – be patient or you'll end up nosewheel 1<sup>st</sup>!

As you flare – cut any power and continue to holdoff

Keep the nosewheel off until you run out of elevator command = best aerodynamic braking.

For a shorter result – allow speed back to 55 using a little power on short final – then cut it as you begin to round out.

Use a wing down into wind for crosswinds – you will never, ever, scrape a wing tip!

### TAXYING

Slowly, slowly – keep < 15kts on GPS

Use power rather than brakes

Retract flaps on grass or gravel surfaces

If surface looks 'suspect' – shutdown, then check it closely.