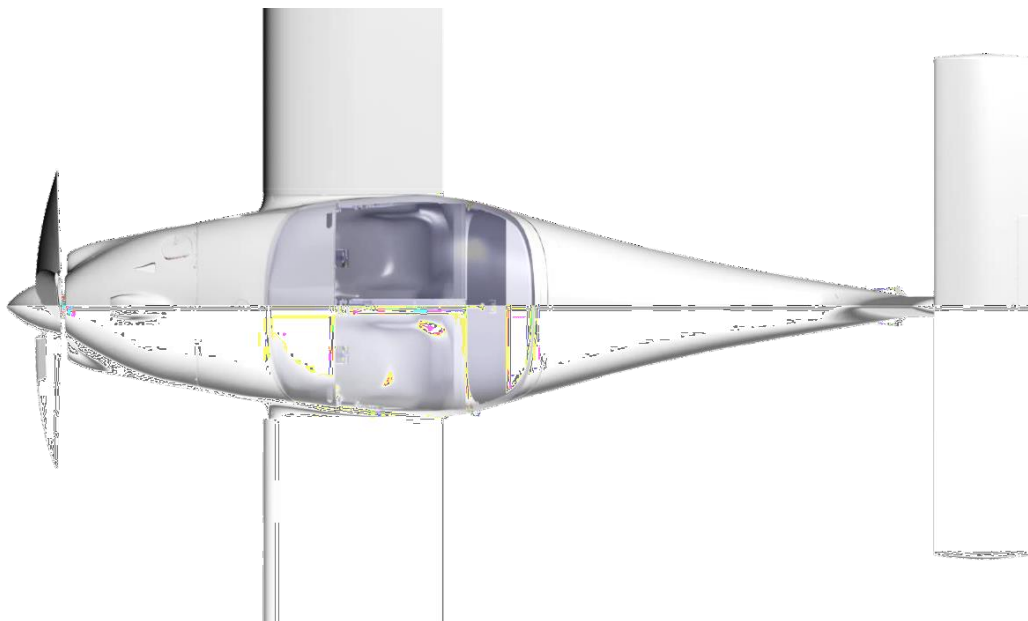


Operation

REF: M EX NO 07 04

100 HP MCR SPORTSTER FLIGHT MANUAL

Serial number :





First issue:

Pages	Date	Written by	Visa	Checked by	Visa
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Edition	Date	Written by	Visa	Checked by	Visa
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	17/10/2024	L. VERDANT		E. FUMEY	

0. WARNING

THIS DOCUMENT IS PROVIDED FOR INFORMATION ONLY. IT IS THE OWNER'S RESPONSIBILITY TO CHECK THE EXACTNESS OF THE PRESENT MATERIAL WITH RESPECT TO HIS/HER ACTUAL AIRCRAFT.

1. FLIGHT MANUAL

Model : *MCR01 VLA*

Serial Number : 420

Registration :

Document number :

Release date :

The pages identified by "Appr" are approved by :

Signature :

Authority :

Stamp :

Date of approval:

Certain details must be added by the builder to reflect the exact configuration and installation of engine, Propeller and instrumentation.

THIS PLANE MUST ALWAYS BE USED IN ACCORDANCE WITH THE INFORMATION AND LIMITATIONS CONTAINED IN THIS DOCUMENT.

**THIS PLANE WAS BUILT FROM A KIT.
IT MUST NOT BE USED FOR HIRE OR REWARD.**

THE USER IS RESPONSIBLE FOR THE USE OF THE AIRCRAFT , ENSURING THAT IT COMPLIES WITH REGULATIONS AND INFORMING ANY PASSENGER OF THE LIMITATIONS OF THE AIRCRAFT WITH RESPECT TO ITS AIRWORTHINESS LIMITATIONS.

THIS FLIGHT MANUAL WAS ESTABLISHED ACCORDING TO FRENCH REGULATION.

1.1. REGISTRATION OF THE OVERHAULS

All amendments to this document must be entered in the table below, except weighing data, and all cases of approved sections, aimed and approved by the Authority responsible for Airworthiness.

The new text or amendment in the revised pages will be indicated by a dark vertical line in the left margin and the N° of the amendment and the date will be indicated on the bottom left corner of the page.

Revision N°	Affected section	Affected pages	Date	Approval	Date	Date of insertion	Signed

1.2. LIST OF PAGES

Section	Page	Date	Section	Page	Date

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2. GENERAL

2.1. INTRODUCTION

The flight manual for the aircraft was designed to provide pilots and instructors with the information necessary to efficiently and safely fly this very light aircraft.

This manual contains information that are imperative to be given to the *MCR VLA* pilot. It also contains supplementary information given by the builder.

The builder should complete the information appropriate to the particular configuration and selection of options.

A special place must be reserved on the luggage compartment floor in order to store this flight manual.

2.2. BASIS OF CERTIFICATION

This type of aircraft was approved by DGAC in accordance with the regulations applicable to kit aircraft, including the FAR 23 amendment 7 and the certificate of restricted Airworthiness N°2A-0005 has been issued on the 26/06/2001.

Category of Airworthiness : **Restricted** (kit)

2.3. WARNINGS, ALARMS AND NOTES

The following definitions apply to **Warnings, Alarms & Notes** used in the flight manual.

ALARM:

Signifies that a failure to observe the corresponding procedures will lead to an immediate or important deterioration of the flight safety.

WARNING:

Signifies that a failure to observe the corresponding procedures will lead to a minor or major deterioration of the long term flight safety.

NOTE:

Draws attention to a condition which although not particularly related to the flight safety is important or unusual.

2.4. SPECIFICATIONS

Kit aircraft of the type : *Dyn'Aéro MCR Sportster*

Cantilever low-mounted wing.

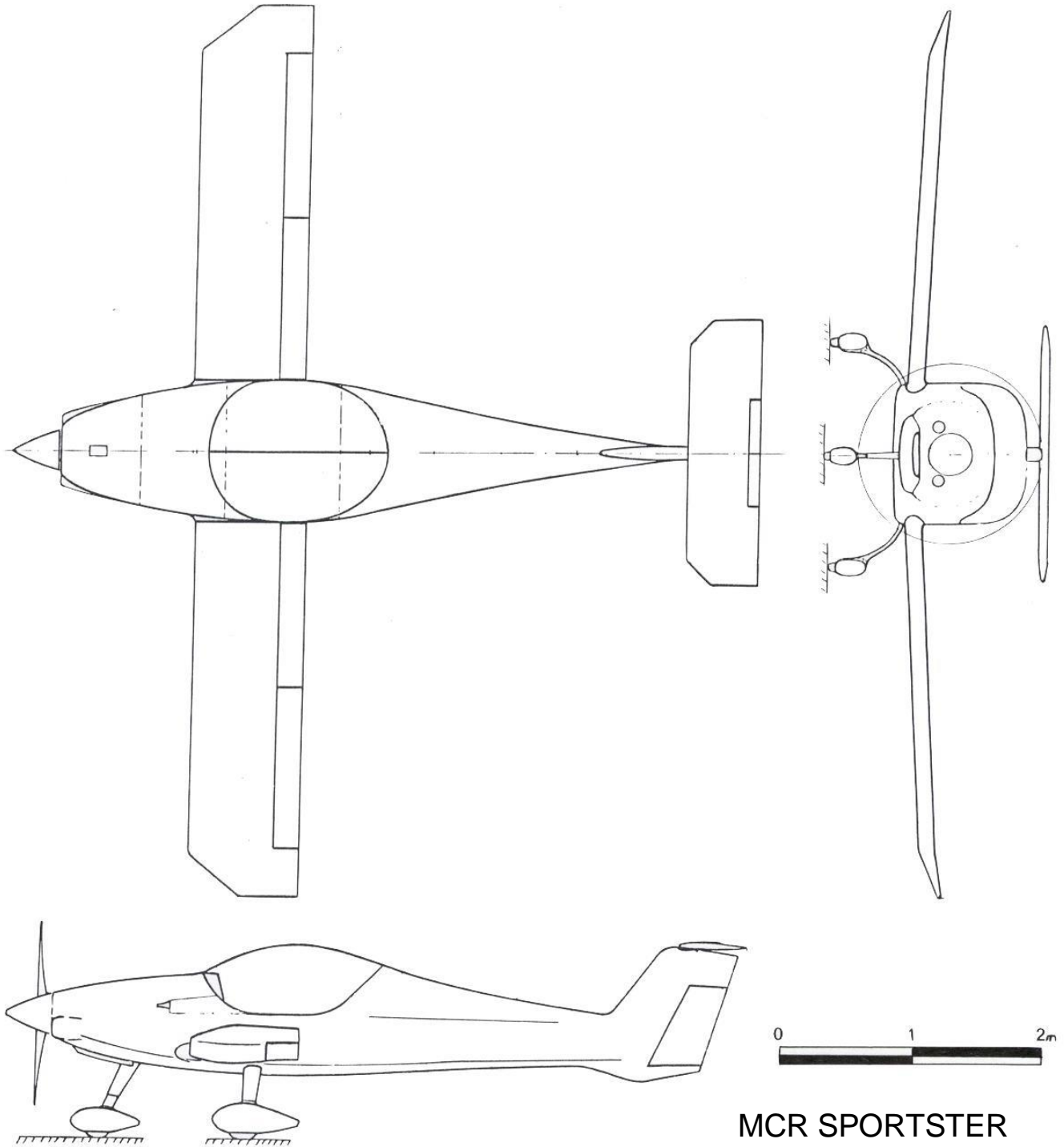
Carbon structure with wing and control surface skins made in light alloy.

Span	6.63	m
Wing surface	5.2	m ²
Aspect ratio	8.45	
Cabin width	1.12	m
Fuel capacity	80	l
Overall Length	5.48	m
Height	1.43	m

2.5. CONTROL SURFACE DEFLECTION

Ailerons :	- 5° (± 1) trailing edge upwards +3° (± 1) trailing edge downwards
Flaps :	0-25° (+0-1)
Rudder :	20° (-0+5) in both directions (left and right)
Tailplane :	- 10° (+0-2) trailing edge upwards +3.5° (-0+1) trailing edge downwards

2.6. THREE VIEW DIAGRAM



MCR SPORTSTER

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3. LIMITATIONS

3.1. INTRODUCTION

This section includes operating limitations, reference marks of instruments and placards necessary for the safe use of the aircraft, its engine, standard systems and equipment.
The limitations included in this section and in section 9 were approved by

3.2. AIRSPEED

Airspeed limits and their operational significance.

	Airspeed	(IAS)	Remarks
VNE	Never exceed speed	320 km/h 173 kts	Velocity you must <u>N</u> ever <u>E</u> xceed, in any case
VNO	Maximum structural cruising speed	264 km/h 143 kts	Do not exceed this <u>V</u> elocity in <u>N</u> ormal <u>O</u> perations, except in calm air, and then , only with great cautions.
VA	Manoeuvring speed	235 km/h 127 kts	Do not apply abrupt or full-range control deflections beyond this speed, because under certain conditions, the Aircraft might be exposed to excessive loads.
VFE	Maximum speed allowed with flaps extended	170 km/h 92 kts	Do not exceed this <u>V</u> elocity with <u>F</u> laps <u>E</u> xtended

3.3. INDICATED AIRSPEED INSTRUMENTS MARKINGS

Air speed indicator reference marks and colour significance.

Marking	(IAS)	Significance
White segment	(92 / 170 km/h) (50 / 92 kts)	Speed range allowed with flaps extended
Green segment	(120 / 264 km/h) (65 / 143 kts)	Speed range for normal operational flight
Yellow segment	(264 / 320 km/h) (143 / 173kts)	Manoeuvres must be carried out with caution and only in conditions of calm air
Red segment	(320 km/h) (173 kts)	Maximum speed for all operations

3.4. ENGINE INSTALLATION

Only the configurations of engine and propeller written in this manual are allowed

3.4.1. Rotax 912 ULS/S Engine

Engine manufacturer	Rotax
Engine model	912 S
Maximum power	
Take-off	100 HP
Continuous	92 HP
Maximum manifold pressure	
Take-off	27.5" Hg / 930 mbar
Continuous	27" Hg / 920 mbar
Maximum engine RPM	
Take-off	5800 RPM
Continuous	5500 RPM
Maximum Cylinder Head Temperature	135 °C / 275 °F
Maximum Oil Temperature:	130 °C / 266 °F
Oil pressure	
Minimum:	0.8 Bar
Maximum:	7 Bars
Fuel pressure	
Minimum:	0.15 Bar
Maximum:	0.40 Bar
Octane grade of fuel:	Refer to Rotax manual
Oil quality:	Refer to Rotax manual

3.4.2. Propellers

MT Propeller	MT 156-220-2M Three blades, fixed pitch Diameter : 156 cm Composition : wood and composite
	MTV-7-A / 156-122 Three blades, electrical variable pitch Diameter : 156 cm Composition : wood and composite
	MTV-6-A / 156-122 Three blades, hydraulic variable pitch Diameter : 156 cm Composition : wood and composite
	MTV-34-A / 164-200 Three blades, hydraulic variable pitch Diameter : 164 cm Composition : wood and composite
Aupa Dyn'Aero	MKIHE10 Three blades, fixed pitch Diameter : 156 cm Composition : composite
	MKIHE11 Two blades, fixed pitch Diameter : 156 cm Composition : composite
	MKIHE12 Two blades, hydraulic variable pitch Diameter : 156 cm Composition : composite
	MKIHE13 Three blades, hydraulic variable pitch Diameter : 156 cm Composition : composite
	MKIHE32 Two blades, hydraulic variable pitch Diameter : 170 cm Composition : bois et composite
DUC HELICE	SW3_3-D-1 Tripale, pas réglable au sol Diameter : 160 cm Composition : composite
E-PROPS	GLOR-3-160-C8-T Three blades, hydraulic variable pitch Diameter : 160 cm Composition : composite

!! Tighten propeller bolts before first flight, after 1 flight hour and 5 flight hours. Then control tightening every 50 flight hours and after each ground period that last more than 1 month !!!!!!!

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3.5. ENGINE INSTRUMENT MARKINGS

3.5.1. Rotax 912 S Engine

ROTAX 912 S

Instrument	Units	Red line Minimum Limit	Green sector Normal Range	Yellow sector Warning Range	Red Line Maximum Limit
Tachometer	Tr/Min		1500 to 5500	5500 to 5800	5800
Oil temperature	°C	50 °C 122 °F	90 to 100 °C 194 to 212 °F	110 to 130 °C 230 to 266 °F	130 °C 266 °F
Cylinder Head Temperature	°C	50 °C 122 °F	80 to 120 °C 176 to 248 °F	120 to 150 °C 248 to 275 °F	150 °C 275 °F
Fuel Pressure	Bar PSI	0.15 Bar 2.2 PSI	0.15 to 0.40 Bar 2.2 to 5.8 PSI		0.40 Bar 5.8 PSI
Oil Pressure	Bar	1.5 Bars	1.5 to 4 Bars	4 to 5 Bars	5 Bars
Fuel Quantity	Litre	1 Litre			79 Litres

Note carefully :

Do not switch off the main switch before turning off the engine.
Never run continuously the engine above 5 500 rpm more than 5 minutes.

3.6. INSTRUMENT MARKINGS

(to be completed by the builder according to the actual instrument configuration)

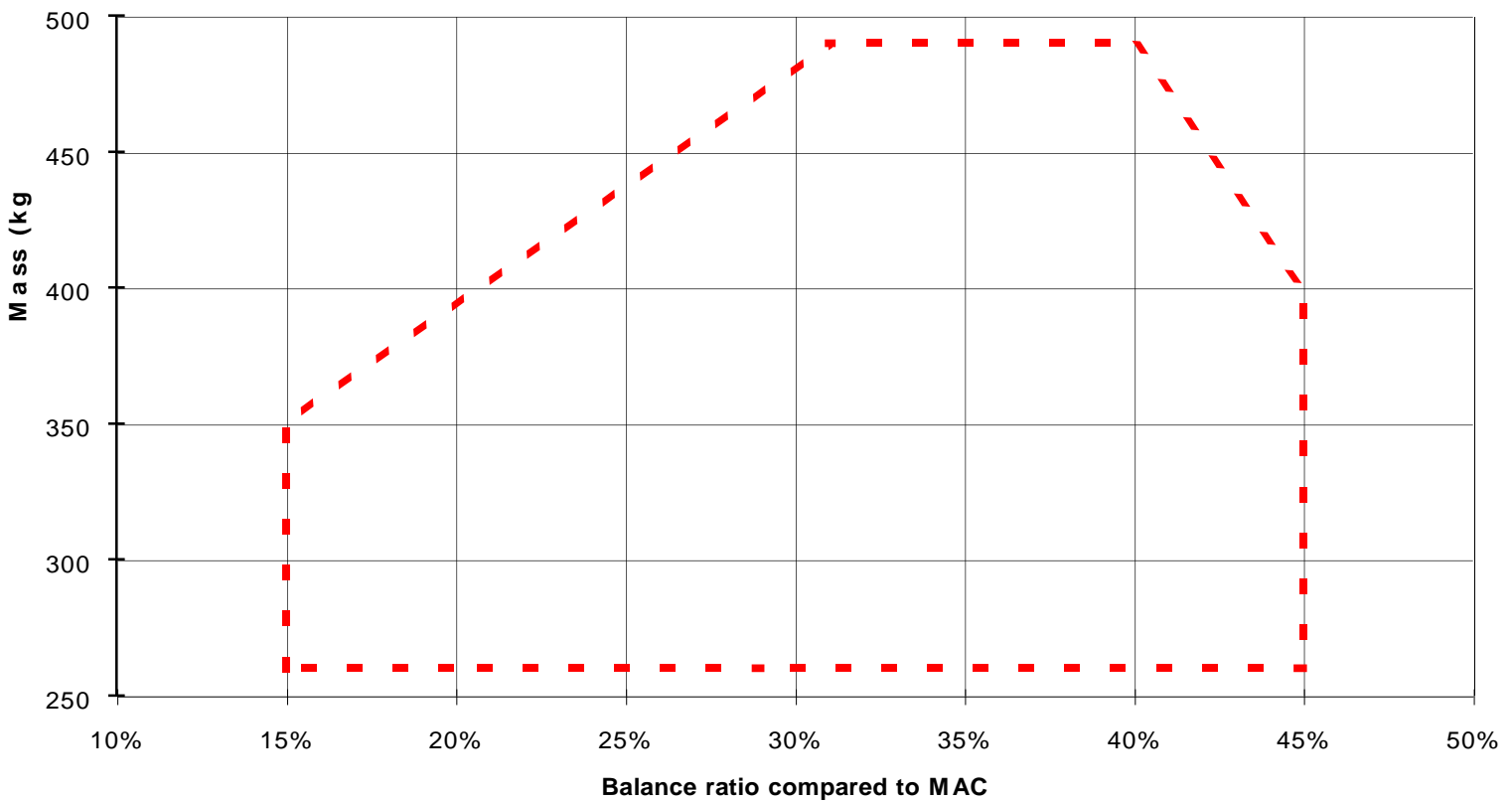
3.7. WEIGHT

Maximum take-off weight :	490 kg
Maximum landing weight :	490 kg
Maximum weight without fuel	432 kg

3.8. WEIGHT & BALANCE

Centre of Gravity range 15 / 45% M.A.C.

Datum M.A.C.



M.A.C. = 800 mm ; reference datum : 13.5 mm ahead of left wing leading-edge.

3.9. APPROVED MANOEUVRES

THIS AIRCRAFT IS CERTIFIED IN THE NORMAL CATEGORY.

AEROBATIC FLIGHT IS PROHIBITED.

SPINS ARE PROHIBITED.

3.10. MANOEUVRING LOAD FACTOR

+3.8 / -1.5 g

3.11. MINIMUM FLIGHT CREW

Minimum flight crew is one pilot.

Two people onboard maximum.

3.12. TYPES OF FLIGHT

VFR / DAY.

3.13. FUEL

Total fuel	:	80 l
Useable fuel	:	79 l
Unusable fuel	:	1 l
Fuel Octane grade approved:		Refer to Rotax manual

3.14. MAXIMUM NUMBER OF SEATS

Two

3.15. TIRE PRESSION

Nose landing gear :	280 mm diameter wheel	2.2 bar
	210 mm diameter wheel	3 bar
Main landing gear :	280 mm diameter wheel	2.2 bar

3.16. INSTRUMENT PANEL WEIGHT LIMITATION

Maximum weight of instrument panel when equipped and wired = 15 kg

3.17. SOLO FLIGHT

For each solo flight, the unused harness must be locked.

3.18. OTHER LIMITATIONS

USE FOR HIRE OR REWARD - PROHIBITED.

THIS AIRCRAFT MUST BE USED STRICTLY IN ACCORDANCE WITH THE LEGISLATION APPROPRIATE FOR KIT AIRCRAFT.

3.19. PLACARDS

3.19.1. During initial experimentation period

Minimum 5 cm high placard "EXPERIMENTAL" must be placed next to each cabin openings.

3.19.2. In front of pilot view

Written in minimum 6 mm high letters and so that both pilots can easily read it, the following placard :

**CET AERONEF VOLE SOUS UN REGIME DU CERTIFICAT DE
NAVIGABILITE RESTREINT.**

**IL NE REpond PAS AUX CONDITIONS DE DELIVRANCE ET DE
MAINTIEN DU CERTIFICAT DE NAVIGABILITE NORMAL. SON
UTILISATION A TITRE ONEREUX EST INTERDITE.**

**TOUTES LES MANŒUVRES ACROBATIQUES, Y COMPRIS LA VRILLE
INTENTIONNELLE, SONT INTERDITES.**

**UTILISATION UNIQUEMENT POUR LE VFR DE JOUR DANS DES
CONDITIONS SANS GIVRAGE**

A placard indicating the manoeuvring speed VA = 127kts (235km/h)

3.19.3. Air speed indicator

Each air speed indicator must be marked as indicated in paragraph 3.3

3.19.4. Engine installation instruments

Each engine installation instrument must be marked as indicated in paragraph 3.5.1.

3.19.5. Control system markings

Each control system other than main flight control systems must be marked in order to explain its function and operation mode : brake control system, parachute control system must be marked in red if installed...

3.19.6. Miscellaneous placards and markings

In luggage compartment : "Maximum luggage weight = 15 kg"

Fuel tank filler : "Fuel tank : 80 l
Mini fuel grade : RON 90"

Oil tank filler "Oil tank : 3.5 l
10 W 40"

4. EMERGENCY PROCEDURES

4.1. INTRODUCTION

This section provides a list of appropriate actions in the event of certain emergencies. Providing that the aircraft is well maintained and proper pre-flight inspections are made, emergencies due to failure of the aircraft, aircraft engine or other systems is very rare.

However, should an emergency occur, the procedures described in this section of the manual should be adopted.

4.2. ENGINE FAILURE

4.2.1. Engine failure on take-off run

If there is enough runway length remaining :

- Fully reduce Power and apply brakes.

If there is insufficient runway length remaining :

- Fully reduce power
- Brake hard
- Fuel tap..... **closed**
- Magnetos..... **OFF**
- Battery **OFF**

4.2.2. Engine failure immediately after take-off

- Airspeed **70 knots**
- Fuel tap..... **closed**
- Magnetos..... **OFF**
- Flaps..... **as required**
- Battery **OFF**

Never attempt to make a U turn to return to the runway.

4.3. IN-FLIGHT RESTART

4.3.1. Starter motor restart

If the altitude is sufficient to attempt to restart the engine :

- Airspeed **70 knots**
- Fuel tap..... **open**
- Electric fuel pump **on**
- Throttle setting **1/2**
- Magnetos..... **"BOTH"**
- Starter..... **on**

If the motor does not start, plan to make a forced landing.

4.3.2. Dive restart

If the altitude is sufficient to attempt to restart the engine (minimum altitude lost 1500 feet) :
Nose dive as explained :

- Airspeed **>135 knots**
- Fuel Tap **open**
- Electric pump **on**
- Throttle setting **1/2**
- Magnetos..... **"BOTH"**

If the motor does not start, plan to make a forced landing.

4.4. SMOKE AND FIRE

4.4.1. Fire on engine start

Continue starting the engine (or leave it running if it has already started)

- Throttle setting **fully open**
- Electric fuel pump **off**
- Fuel tap..... **closed**

If the fire persists :

- Magnetos..... **off**
- Battery **off**

EVACUATE THE AIRCRAFT

4.4.2. Airborne engine fire

- Fuel tap..... **closed**
- Full throttle until the engine stops
- Electric fuel pump **off**
- Cabin heating and ventilation **closed**
- Airspeed **70 knots**

Prepare for a forced landing with an engine inoperative.

4.4.3. Cabin fire

Extinguish the fire
Open ventilation to eliminate the smoke.

In case of an electrical fire (recognised by the smell of burning insulation) :

- Reduce cabin ventilation
- Battery **off**

LAND QUICKLY

4.5. GLIDING

- Recommended air speed,..... **70 knots**
- Flaps **0°**
- Glide ratio..... **13.4**

4.6. FORCED LANDING

4.6.1. Planned forced landing with engine stopped

Choose a suitable site

- Best glide ratio airspeed..... **70 knots**
- Flaps..... **retracted / as required**
- Belt / Safety harness..... **tight**
- Electric fuel pump **off**
- Throttle setting **closed**
- Magnetos..... **off**
- Fuel Tap **closed**
- Battery **off**

4.6.2. Planned forced landing with engine running

- Proceed as for a normal landing
 - Best glide ratio speed **70 knots**
 - On final approach, unlock the canopy
 - Approach speed on final..... **65 knots**
- Prior to touchdown:
- Magnetos **off**
 - Battery **off**

4.7. RECOVERY FROM AN UNINTENTIONAL SPIN

- Throttle **reduce**
- Flaps.....**retract**
- Rudder..... **opposite spin direction**
- Elevator **to neutral**
- Aileron **to neutral**

4.8. OTHER EMERGENCIES

4.8.1. Vibrations and erratic engine behaviour : likely causes.

- Contaminated fuel..... **switch on the electric fuel pump**
- Ignition : magneto switch **"L", then "R",**
..... **then return to "BOTH"**

Select the position that gives the smoothest running and land as soon as possible on the closest runway.

4.8.2. Oil feed malfunction

If the oil pressure is low, look at the oil temperature

If the oil temperature rises (into the red), do not touch the throttle but contact the closest airfield and prepare to make a forced landing.

4.8.3. Icing

Avoid entering icing meteorological zones and change altitude.
Set heating system to de-mist and/or apply carb heat (if equipped).

4.8.4. Electric generation failure

Low battery warning light.....**lit**

4.8.5. Low voltage (voltmeter).

Switch off all non-essential electrical equipment and fly to the nearest airfield and land.

5. NORMAL PROCEDURES

5.1. INTRODUCTION

This section provides with a list of standard checks and procedures to be used in normal flight conditions. Procedures applicable to the use and check of optional equipment should be found in the "Supplementary systems and equipment" section.

5.2. DAILY CHECK

1 CABIN

- Seats adjusted, locked
- Safety harness attachments checked
- Elastic (left and right side) in place
- Flap control belt in place, tight
- Primary wing attachment pins in place, safety pinned
- Front wing fixings in place, secure
- Rear wing fixings in place, secure
- Pitot tube connected
- Controls free
- Magneto contacts off / cut
- Master (battery) switch on
- Fuel level checked
- Fuel tank check actual level
- Fuel filler cap in place, locked
- Master (battery) switch off
- Documentation all present and correct
- Weight and balance (including luggage) checked
- Canopy condition (clean) checked

2 FUSELAGE, LEFT SIDE

- Static vent, clean, unobstructed
- Antenna mounting checked

Watch out not to hurt yourself with antennas

3 TAIL

- Smooth, non-blemished surfaces checked
- Rudder mounting / fixing / movement / cables / absence of play
- Tailplane mounting / fixing / movement / absence of play

- Control rod in place, secure
- Anti servo tab control in place

4 FUSELAGE, RIGHT SIDE

- Static vent clean, unobstructed
 - Antenna mounting checked
- Watch out not to hurt yourself with antennas

5 RIGHT WING

- Aileron and flap conditions and hinges checked
- Tightness to fuselage checked
- Tightness & safety of front wheel and main undercarriage fairings and spats checked
- Wing tip condition and safety, navigation lights (where fitted) checked
- Main undercarriage brakes / tyre inflation checked

6 ENGINE COWLS

- Cowl fixing screws checked
- Air vents clean, unobstructed
- Propeller spinner screws checked, no play or looseness
- Propeller clean, good condition
- Oil level checked
- Fuel drain : Check for absence of water and impurities operate and check
- Exhaust pipe fixings checked
- Fuel tank air vent (beneath fuselage) clean, unobstructed

* To correctly determine the oil level it is necessary to remove and clean the dip stick before dipping and reading the level.

7 LEFT WING

- Main undercarriage (left) mounting, brakes, tyre inflation checked
- Pitot clean, unobstructed
- Wing tip condition and security, navigation lights (where fitted) checked
- Aileron and flap conditions and hinges checked
- Tightness to fuselage checked
- Tightness & security of front wheel and main undercarriage fairings and spats checked

5.3. PRE-FLIGHT CHECK

Repeat the daily inspection

5.4. NORMAL PROCEDURES AND CHECK-LISTS

5.4.1. Cabin check prior to engine start

- Parking brake **on**
- Flaps **retracted**
- Seats **adjusted**
- Rudder pedals..... **adjusted**
- Safety harness **tightened**
- Flight controls **full and free**
- Pitch trim operation **full fwd / aft range checked / take-off position**
- Canopy **closed not locked**

5.4.2. Cold engine start (ROTAX)

- Battery **on**
- Fuel tap..... **check function / open**
- Fuel Quantity **noted**
- Electric fuel pump..... **on**
- Propeller **set minimum pitch**
- Throttle setting **1/4**
- Choke **pull**
- Propeller area **clear**
- Magneto contacts..... **BOTH**
- Starter **operate when ready**

As soon as the motor starts :

- Choke **push**
- RPM..... **1 600 rpm**
- Oil pressure **within yellow sector in 10 sec. (4 bar for Rotax 912)**
- Battery voltage **checked**
- Canopy **locked / checked**

5.4.3. Hot engine start

- Battery **on**
- Fuel tap..... **open**
- Fuel quantity **noted**
- Propeller **full fine pitch**
- Throttle..... **closed**
- Magnetos **BOTH**
- Propeller area **clear**
- Starter **operate when ready**

Then follow the procedure for starting when cold.

5.4.4. Taxiing

- Parking brake **off**
- Brakes..... **checked**

5.4.5. Engine ground run

- Parking brake **on**
- Oil temperature and pressure **within green sector**
- RPM set to **3 850 rpm**
- Magneto contact **"L", BOTH, "R", BOTH**
- **max drop 300 rpm, max difference 100 rpm, checked**
- Reduce throttle setting **1 600 rpm**

5.4.6. Pre-take-off checks

- Magneto contacts..... **BOTH**
- Controls **full and free**
- Cabin (canopy, harness) **checked**
- Oil pressure and temperature **within green sector**
- Charge **checked**
- Trim..... **checked**
- Altimeter..... **checked**
- Fuel tap..... **open**
- Fuel quantity **checked**
- Electric fuel pump..... **on**
- Warning light panel **unlit**
- Flaps..... **Check full extension, and set to take-off position**
- Compass..... **checked**

5.4.7. Take-off

- Minimum RPM at full throttle **5 500 rpm checked**
- Take-off airspeed..... **55 kts**
- Initial climb airspeed **Vx : 70 kts**
- Climb airspeed when clear of obstacles..... **Vy : 75 kts**
- Electric fuel pump @ 300 ft AAL **off**
- Engine readings **checked**
- Warning light panel **unlit**
- Flaps..... **Retracted**

5.4.8. Climb

Full throttle, maintain 75 kts I.A.S. until reaching 4000 ft AAL.

5.4.9. Cruise

See "Performance" section for rpm setting and performances.

5.4.10. Descent

- Fuel tap..... **open**
- Engine minimum rpm **2 400 rpm**

5.4.11. Approach

- Cabin (harness) **tight**
- Electric fuel pump..... **on**
- Flaps (under 90 kts) **extended**
- Warning light panel **unlit**
- Altimeter..... **set**
- Brakes..... **free**

5.4.12. Final

- Airspeed..... **65 kts**

5.4.13. Go-Around

- Airspeed..... **>70 knots**
- Flaps **retracted**
- Climb airspeed **75 knots**

5.4.14. Post-landing checks

- Flaps **retracted**
- Electric fuel pump..... **off**

5.4.15. Engine Stop

- Parking brake **on**
- Radio, Navigation and instruments..... **off**
- Magnetos **cut-off test at 2000 rpm**
- Strobe light..... **off**
- Magneto contact **off**
- Battery **off**

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6. PERFORMANCES

6.1. INTRODUCTION

This section provides approved information relating to standardised air speeds, stall speeds, take-off performance and supplementary non approved information.

The information given in the diagrams was obtained from flight tests with an aircraft and an engine in good condition and in the hands of an average pilot.

6.2. APPROVED DATA

6.2.1. Airspeed indicator calibration

$$V = V_i + 1/-1.6 \text{ knots}$$

6.2.2. Stalling speed (knots)

$$m = \quad \mathbf{490} \quad \text{Kg}$$

	Flaps	0°	10°	25°
Bank angle				
0 °		64	56	49
30 °		68	59	52
60 °		90	79	69

$$m = \quad 400 \quad \text{kg}$$

	Flaps	0°	10°	25°
Bank angle				
0 °		58	51	44
30 °		62	53	47
60 °		81	72	62

6.2.3. Take-off performances (ROTAX 912 S 100 hp)

Take-off run = 200 m
Distance to 15 m = 230 m

6.2.4. Landing distances

Approach 65 kts = 1.3 VS
Land distance on a hard runway in standard conditions is 270 m.

6.2.5. Take-off distances calculation

Take-off distances must be increased by :

20% on a grass strip.
40% on a wet runway (take-off only)

They must be reduced by:

10% for each 10 kts head wind step.

They can be computed for intermediary masses by considering a 2.5% change for each 10 kg step.

6.2.6. Effect of rain and insects on aircraft performance, flying and handling qualities.

Decrease the performances by 4%

6.2.7. Cross-wind demonstrated performances

20 kts

6.2.8. Noise limitations

Noise certificate is not required for aircraft with certificate of restricted Airworthiness.

7. WEIGHT & BALANCE

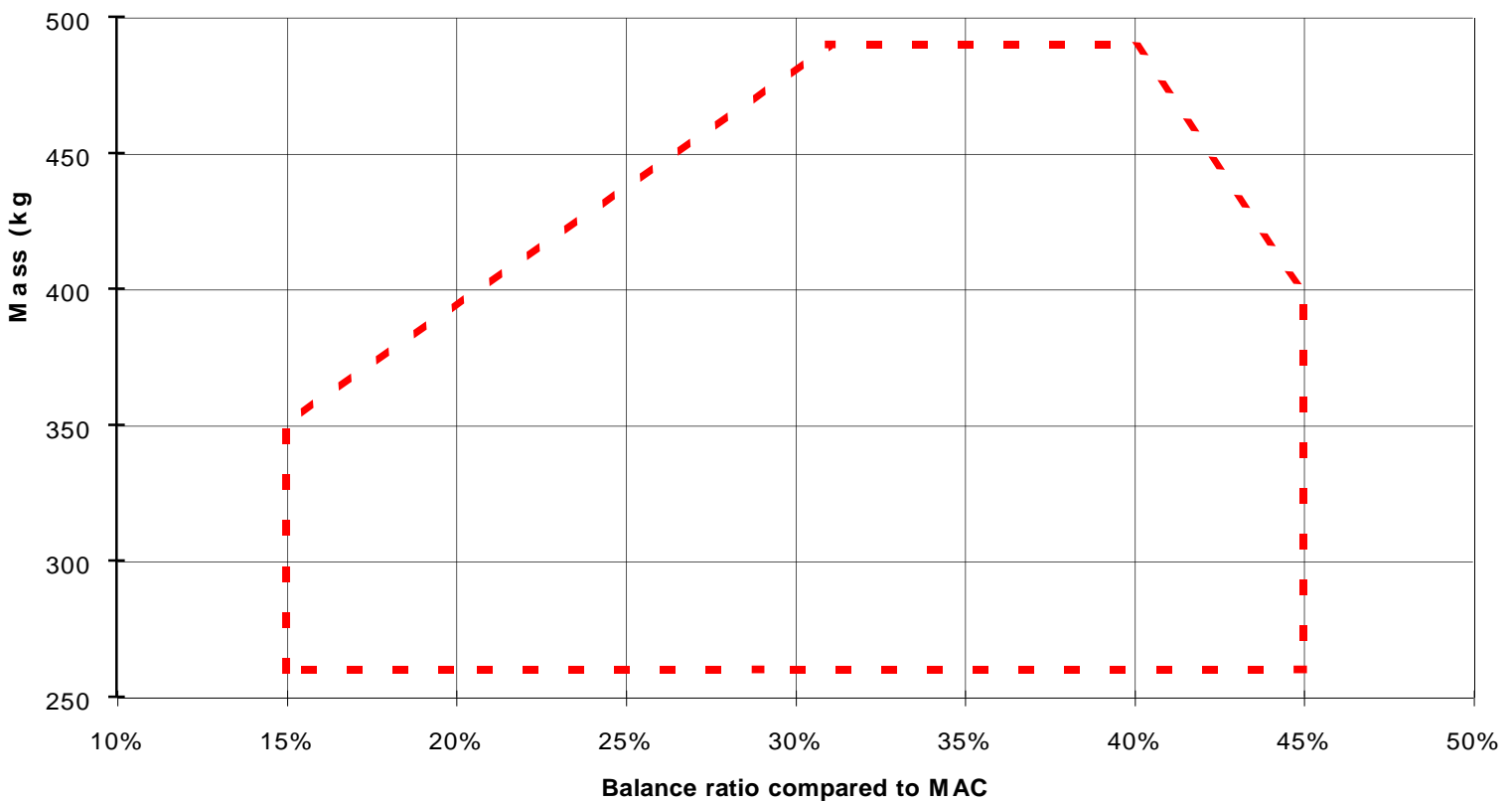
7.1. INTRODUCTION

This part presents loading cases where the aircraft can be safely operated.

Weighing and balance calculation procedures and a complete list of the equipment available (especially those mounted for weighing) on the aircraft are included in the maintenance manual.

7.2. WEIGHT & BALANCE REGISTRATION AND LOADING ENVELOPE

7.2.1. Loading envelope



M.A.C. = 800 mm ; Reference datum : 13.5 mm ahead of left wing leading-edge.

7.2.2. Weight & balance procedure

	Weight	Moment arm			Moment
	kg		m		m.Kg
Empty weight		x		=	
Pilot		x	0.700	=	
Co-pilot		x	0.700	=	
Luggage		x	1.150	=	
Front fuel tank		x	0.002	=	

Total Weight	
---------------------	--

Moment sum	
-------------------	--

Note :

The above chart shows MCR mean moment arms. It must be completed with the actual empty weight and moment arm of the Aircraft. Also update if possible the actual moment arms of movable weight by weighing your Aircraft (refer to MBENOPP Weighing procedure).

Calculation method

- Note movable weights in fill above chart (shaded boxes).
- Compute total mass
- Multiply weights and corresponding moment arms and note the results in "Moment" column.
- Compute the moment sum.
- Divide the moment sum by the total weight. The result gives the location in meter of the actual Aircraft center of gravity.
- Check the computed moment arm is within the weight and balance envelope shown on previous page.

8. AIRCRAFT OPERATION, SERVICING AND MAINTENANCE

8.1. INTRODUCTION

This section provides the procedures required by the manufacturer for the handling and the maintenance of the aircraft. It also shows a few maintenance and inspection requirements which must be fulfilled in order to ensure performance and reliability of a new aircraft. According to the environment and flight conditions, a lubrication and maintenance schedule must be applied.

8.2. AIRCRAFT MAINTENANCE SCHEDULE

Advised inspections:

50 hours / 6 months
100 hours / 1 year
1 000 hours / 2 years
2 000 hours / 6 years

RESPECT THE MAINTENANCE MANUAL SCHEDULE MEXNO03

8.3. AIRCRAFT MODIFICATIONS AND REPAIRS

The Airworthiness authorities and the manufacturer must be informed before all modification or repair, which can change the aircraft Airworthiness.

8.4. PARKING

Parking brake on,
Canopy locked,
Canopy cover advised,
Main landing gear wheels chocked.

8.4.1. Ground fixing

The aircraft can be secured to the ground from the wheels.
Wing attach fittings using 6 mm diameter captive nut can also be installed.

8.5. CLEANING AND TREATMENT

Regularly clean all control surfaces and the inside of the aircraft.

Cleaning products must be suitable for surfaces to be cleaned. Check product before each canopy cleaning.

9. SUPPLEMENTARY SYSTEMS AND EQUIPMENTS

9.1. INTRODUCTION

This section presents the appropriate supplementary elements to safely and properly use the aircraft with the following optional systems and equipment that are not delivered with the standard aircraft (list to be completed by the assembler).

9.2. MINIMUM EQUIPMENT LIST

Flight instruments Air speed indicator
 Altimeter
 Magnetic compass
 Ball bank indicator
Engine instruments Tachometer
 Oil temperature
 Oil pressure
 Cylinder head temperature
 Fuel level indicator
Oil level indicator

9.3. LIST OF THE SUPPLÉMENTARY SYSTEMS AND EQUIPMENTS

Date	Document N°	Title of the supplementary element

9.4. SUPPLEMENTARY ELEMENTS DESCRIPTIONS