BRITISH MICROLIGHT AIRCRAFT ASSOCIATION
HOMEBUILT AIRCRAFT DATA SHEET (HADS)

NO: HM10 ISSUE: 17

TYPE **MXP-740 Savannah**[1]

(1)	MANUFACTURER	Individual aircraft are amateur constructed. BMAA is responsible for continued airworthiness.
(2)	UK IMPORTER	UK Importer of Kits, Sandtoft Ultralights, c/o Low Lodge, Main Street, West Haddlesey, YO8 8QA Kits are manufactured by ICP Srl, Via Torino 12, 14020 Piovà Massaia, Italy.
(3)	CERTIFICATION	BCAR SECTION S Issue 2. Except that: Ignition switches on early aircraft may be fitted in the reverse sense so long as the originally supplied, guarded, switches are fitted.
(4)	DEFINITION OF BASIC STANDARD	Savannah/Savannah VG/Savannah XLS Construction Manual.

(5) COMPLIANCE WITH THE MICROLIGHT DEFINITION

(a)	MTOW	450 kg
(b)	No. Seats	2
(c)	Maximum Wing Loading	'Classic': 35.0 kg/m²
		'VG' & 'XLS': 37.9 kg/m²
(d)	Vso	'Classic': 28 kts CAS[2]
		'VG' & 'XLS': 29 kts CAS
(e)	Permitted range of occupant weights	Min 55 kg total weight
		Max 120 kg per seat
(f)	Typical Empty Weight (ZFW)	261 kg
(g)	ZFW + 172 kg crew + 1 hr fuel (21 litres / 15 kg)	448 kg
(h)	ZFW + 86 kg pilot + full fuel (77 litres / 55.4 kg)	402.4 kg
(i)	Max allowed ZFW at initial permit issue[3]	263 kg (Jabiru 2200 variants)
		267 kg[4] (Jabiru 2200 variants)
		270 kg (Suzuki LS100 variants)

[1] Note: During aircraft construction, this HADS is to be used with the Savannah stage inspection sheets, form BMAA/AW/022 (Savannah). If there is a conflict between the two, the latest HADS will always take precedence.
[2] V_{SO} is based upon aerodynamic stall at aft CG, apparent stall speed may increase by up to 7kts CAS at further forward CG positions.
[3] The maximum ZFW is the lower of [(a)-(172kg+1hrs fuel)] or [(a)-(86kg+full fuel)].
[4] Use of the higher maximum ZFW requires maximum continuous power to be limited to 2800 rpm by placard.

(6) POWER PLANTS

Designation	Savannah Jabiru(1)	Savannah Jabiru(2)	Savannah Jabiru(3) (not yet approved)
Engine Type	Jabiru 2200 After serial 22A710		
Reduction Gear	Direct Drive		
Exhaust System	Jabiru Tractor exhaust, stainless steel		
Intake System	Bing type 64/32 carb + single K&N Filter. Engine oil carb-body heater fitted.		
Propeller Type	GT 2 – 2 blade laminated wood GT2/151/107	Powerfin 2 blade square tip	Warp Drive 2 blade (High Power Hub)
Propeller Dia x Pitch	151cm x 107cm *(59.5" x 42")*	64" x 10°	64", pitch TBD
Noise Type Cert No.	182M Issue 1	182M Issue 1	TBA
MAAN approving	1591	1591	TBA

Designation	Savannah Jabiru(4)	Savannah Jabiru(5)	Savannah LS(1) & Savannah VG LS(1)
Engine Type	Jabiru 2200 After serial 22A710		Suzuki LS1000 (Bilsam modified)
Reduction Gear	Direct Drive		Internal 2.4:1
Exhaust System	Jabiru Tractor exhaust, stainless steel		Savannah/Suzuki, stainless steel
Intake System	Bing type 64/32 carb + single K&N Filter. Engine oil carb-body heater fitted.		Fuel injected with Rapier oiled filter
Propeller Type	GT 2 – 2 blade laminated wood GT2/157/98	GT 2 – 2 blade laminated wood GT2/157/100	Kiev 273/1700 3 blade
Propeller Dia x Pitch	157cm x 98cm *(62" x 38.6")*	157cm x 100cm *(62" x 39.4")*	170cm, 21° @ 53cm radius
Noise Type Cert No.	182M Issue 2	182M Issue 2	182M
MAAN approving	1750	1975	1886 & 2680

Designation	Savannah VG Jabiru(1)	Savannah VG Jabiru(2)	Savannah VG Jabiru(3)	Savannah VG Jabiru(4)
Engine Type	Jabiru 2200 After serial 22A710			
Reduction Gear	Direct Drive			
Exhaust System	Jabiru Tractor exhaust, stainless steel			
Intake System	Bing type 64/32 carb + single K&N Filter. Engine oil carb-body heater fitted.			
Propeller Type	Arplast Ecoprop 166 4T R110/2 2 blade	GT 2 - 2 blade laminated wood GT2/157/98	GT 2 - 2 blade laminated wood GT2/157/102	Sensenich 2A0J5R62H 2 blade
Propeller Dia x Pitch	166cm, 8.5° @ tip	157cm x 98cm *(62" x 38.6")*	157cm x 102cm *(62" x 40.2")*	60" x 13.5º 3" from tip
Noise Type Cert No.	182M Issue 4	182M Issue 4	182M Issue 4	182M Issue 4
MAAN approving	2061	2259	2306	2227

Designation	Savannah VG Jabiru(5)	Savannah XLS Jabiru(1)	Savannah, VG & XLS Jabiru	
Engine Type	Jabiru 2200 After serial 22A710			
Reduction Gear	Direct Drive			
Exhaust System	Jabiru Tractor exhaust, stainless steel			
Intake System	Bing type 64/32 carb + single K&N Filter. Engine oil carb-body heater fitted.			
Propeller Type	Hercules 2 blade, 61" x 41" Dwg 6141373-S	Hercules 2 blade, 61" x 42" Dwg 6142413-S	Aeroprop V1600 2 blade	
Propeller Dia x Pitch	61" x 41"	61" x 42"	1600mm x 3.5°-5.0° at tip	
Noise Type Cert No.	182M	182M	N/A	
MAAN approving	2506	2433	2825	

Note: Aeroprop V1600-2 Blade Propeller applicable to all Savannah Jabiru variants.

(7) MANDATORY LIMITATIONS

(A) Max Take-Off Weight		450 kg		
(B) CG Limits		See Annex C		
(C) CG datum		See Annex C		
(D) Cockpit Loadings		Port	Starboard	Total
	Min	55 kg	-	55 kg
	Max	120 kg	120 kg	240 kg[5]
(E) Never Exceed Speed		'Classic': 110 kts CAS (V_{DF} 122 kts CAS) 'VG' & 'XLS': 113 kts CAS (V_{DF} 125 kts CAS)		
(F) Other limiting speeds		V_A: 60 kts CAS V_F: 56 kts CAS		
(G) Permitted Manoeuvres		Bank Limits 60° Non-aerobatic Normal acceleration limits, +4 / -2g		
(H) Fuel Contents (Max Useable)		77 litres		

[5] Cockpit limit subject to overall aircraft weight and balance limits.

(i) Power Plant

Engine	Jabiru 2200	Suzuki LS1000
Max RPM	3,100[6]	6,000 (5 mins) (5,000 continuous)
Max CHT	175°C (150°C continuous)	n/a
Max EGT	n/a	n/a
Fuel Spec	83 MON or 90 RON minimum unleaded to BS(EN)228 or AVGAS 100LL.	83 MON or 90 RON minimum unleaded to BS(EN)228 or AVGAS 100LL.
Engine Oil Spec	As required by engine manual	SAE 10W/40 API SH
Gearbox oil spec	n/a	SAE 80W/90 API GL4
Fuel/Oil Mix	4-stroke, no oil to be used	4-stroke, no oil to be used
Max. Coolant Temperature	n/a	100°C
Max. Oil Pressure	525kPa / 76psi / 5.25 bar	7 bar
Min. Oil Pressure	220 kPa / 31psi – normal use. 80 kPa / 11psi @ idle	0.5 bar
Max. Oil Temperature	118°C cont.	120°C

(8) INSTRUMENTS REQUIRED

ASI	Altimeter	RPM	EGT	Compass	Slip ball
Required to V_{NE} + 5% CAS (calibrated) on scale, and V_{NE} + 10% CAS before stop	Required to 10,000 ft	Required to 10% above max revs for engine fitted.	Optional	Required	Required

Coolant temp	CHT	Oil Temp.	Oil. Press.	Fuel pressure	VSI
At least one required		Required		Required	Optional

[6] This RPM limit is specific to the Savannah and is less than given in the engine manual

(9) CONTROL DEFLECTIONS

Elevator UP (stick back): Note 1	30 ± 2°	Trim tab UP:	Note 1
Elevator DOWN (stick forward): Note 1	23 ± 2°	Trim tab DOWN:	Note 1
Ailerons (0° flap) UP:	15 ± 2°	Flaperons (MID FLAP, central stick): Note 2	18 ± 3°
Ailerons (0° flap) DOWN:	15 ± 2°	Flaperons (FULL FLAP, central stick): Note 2	36 ± 3°
Rudder LEFT:	25 ± 2°		
Rudder RIGHT:	25 ± 2°		

Notes:
1. These must be checked using BMAA SB 2624 - Savannah Pitch Control and Trim Systems Configuration.
2. If optional mod 1 ('Mk 2' flap lever) is fitted, these values become: mid flap: 16°±3°; full flap: 32°±5°.

(10) PILOT'S NOTES, MAINTENANCE MANUALS, PLACARDS

(10.1) Manuals approved for use with this aircraft

(a) MXP740 Savannah UK Operators Manual Issue 1 AL 1 (AL0 is acceptable for aircraft without optional modification No.4 fitted), or Savannah VG Operators Manual Issue 1, dated August 2007, or Savannah XLS Operators Manual Issue 1, dated July 2016 as applicable.

(b) Manufacturer's engine manual (contained at Annex B of the operators manual for a particular aircraft)

(c) Other manuals as listed at Annex F of the operators manual for a particular aircraft.

(d) Construction to:

Savannah	**Savannah VG**	**Savannah XLS**
ICP Savannah Construction Manual	ICP Savannah VG Construction Manual	ICP Savannah S Construction Manual
SUp Savannah Construction Manual Part 2, Issue 2 (March 2006)	SUp Savannah VG Construction Manual Part 2, Issue 1 (October 2007)	SUp Savannah XLS Construction Manual Part 2, Issue 1 (March 2015)
SUp Savannah UK Build Manual Issue 3 (March 2006)	SUp Savannah VG UK Build Manual, Issue 1 (October 2007)	SUp Savannah XLS UK Build Manual, Issue 1 (March 2015)

(e) Maintenance may be to Microlight Maintenance Schedule MMS-1 as amended by the Savannah/Savannah VG UK Operators Manual.

(10.2) The following placards are to be fitted:

(a) Flight Limitations Placard (to be visible to pilot) See Annex D.

(b) Engine Limitations Placard (to be located near to engine instruments) See Annex D.

(c) Fuel Limitations Placard (to be located near to filler cap)

A placard is to be fitted showing fuel capacity (77 litres), fuel type(s), fuel:oil ratio (if relevant) and if MTOW can be exceeded with full fuel and maximum cockpit weight, the fuel loads at MTOW for cockpit weights at 10kg intervals down to the maximum fuel load. An example is shown at Annex D.

(d) ASI Placard

A correction placard from 30 to V_{NE} at no more than 10 kts intervals, and at Vso, Va, V_F and best glide speed, must show the corrections from IAS to CAS. For values, see the approval MAAN for the particular aircraft. An example is shown at Annex D.

In addition the ASI dial must be marked as follows (following calibration):

- Yellow triangle at 40 kts CAS, *(recommended approach speed).*
- White sector from 31 kts CAS to 56 kts CAS, *(flap limits).*
- Amber sector from 60 kts CAS to V_{NE}
- Red radial line at V_{NE}

Note: It is recommended that airspeed placards are not fitted to new aircraft until after flight testing, due to the requirement for pitot-static system calibrations.

(e) Pitch Trimmer Instructions See Annex D.

(f) Switches See Annex D.

(g) Stick position

There is to be a line marked "Take-off trim" on the cabin floor at the correct stick position on the ground with take-off trim set. This is to be 60 mm forward of the front edge of the lateral bracket below the front of the seats. (Bungee trim system only)

(h) Maximum continuous RPM

If the increased maximum ZFW of 267kg for the Jabiru 2200 is used, a maximum continuous power of 2800 rpm must be placarded adjacent to the tachometer.

(11) MANDATORY MODIFICATIONS / SERVICE BULLETINS / AIRWORTHINESS DIRECTIVES ETC

See Annex A for required modifications.

MANDATORY PERMIT DIRECTIVES:

2006-006	Inspection of Rear Cross Member
2008-003	Elevator bias spring attachment bracket SUP8
2010-007	Anti-balance tab operating mechanism (bungee pitch trim)
2010-009	Wing lift strut attachment plates

SERVICE BULLETINS:

1918	Issue 3	29/09/2010	Lift point attachment point inspection
2013	Issue 4	26/03/2007	Cracking of cross tube member SF054
2159	Issue 2	27/06/2008	Inspection and modification of elevator bias spring attachment SUP
2283	Issue 1	06/09/2010	Inspection and modification of the elevator anti-balance tab control mechanisms
2624	Issue 1	13/02/2018	Pitch Control and Trim Systems Configuration
2758	Issue 1	01/07/2019	Elevator control cable abrasion

(12) MINIMUM PERFORMANCE AT MAX TAKE-OFF WEIGHT

Rate of Climb:	See Annex F.	
Stall or Minimum Flying Speed:	Full Flaps:	28 kts CAS (29 kts CAS, VG/XLS variant)
	Clean:	30 kts CAS (31 kts CAS, VG/XLS variant)

at **Aft CG, see Annex D Part (d)**

ISSUE HISTORY

HM10 Issue A	Initial draft to permit prototype construction.
HM10 Issue B	Second draft, for flight testing.
HM10 Issue C	Final draft, for team checking prior to approval
HM10 Issue 1	First approval of type; configuration Jabiru(1). Authorised by MAAN 1591 Issue 1. Signatory G B Gratton
HM10 Issue 2	Corrections from Issue 1. Authorised by MAAN 1591 Issue 2. Signatory G B Gratton
HM10 Issue 3	Approval of Jabiru(4) configuration, authorised by MAAN 1750 Issue 1. Addition of optional "Mk.2" flap lever.
HM10 Issue 4	Correction to powerplant configuration Jabiru(4).
HM10 Issue 5	Clarification of aileron deflections, ignition switch approval, carb heater description, fuel capacity, addition of special inspection point 1. Change to max permitted empty weight for Jabiru variants to 263kg (details in post-approval file 2004). Increase in maximum cockpit loadings, addition of optional modifications 2-7 and mandatory modification 15 (authorised by MAAN 1945). Signatory J A F Viner.
HM10 Issue 6	Addition of optional modification 8 (authorised by MAAN 1945 Issue 2). Addition of configuration Jabiru(5), authorised by MAAN 1975 Issue 1. Signatory J A F Viner
HM10 Issue 7	Addition of configuration LS(1), authorised by MAAN 1886. Addition of Suzuki LS1000 engine data. Revised flap settings to reflect positions achieved using optional modification 1. Addition of MPD 2006-006 – Rear cross member modification, (BMAA SB 2013/1). Signatory J A F Viner
HM10 Issue 8	Addition of items in Annex E. Addition of mandatory modification 16. Addition of 'VG' variant and associated data, including optional mods 9 & 10, authorised by MAAN 2061. Signatory J A F Viner
HM10 Issue 9	Update of V_{NE} for VG variant, authorised by MAAN 2061 Issue 2. Signatory J A F Viner
HM10 Issue 10	Amendment of Annex E item 5. Addition of Savannah VG Jabiru(2) and VG Jabiru(3). Correction to elevator and tab deflections in Section 9. Corrections and improvements to wording and formatting. Addition of MPD 2010-007 – Inspection and modification of anti-balance tab operating mechanism. Signatory B J Syson

HM10 Issue 11	Addition of configuration Savannah VG Jabiru(3) approved by MAAN 2306. Addition of configuration Savannah VG Jabiru(4) approved by MAAN 2227. Addition of MPD 2010-009 – Inspection for corrosion of the attachment plates of the front wing lift struts to the main wing spar (both sides). Additions to Section 11 and Annex E of this document. Signatory B J Syson
HM10 Issue 12	Minor formatting changes. Addition of VG ASI calibration table. Correction of VG collector tank moment arm. Signatory B J Syson
HM10 Issue 13	Addition of VG Jabiru(5) configuration, and associated performance figures, approved by MAAN 2506. Signatory B J Syson
HM10 Issue 14	Addition of XLS variant and XLS Jabiru(1) configuration, and associated performance figures. Max ZFW of 267kg for Jabiru 2200 subject to reduction in max continuous RPM. Approved by MAAN 2433. Correction to propeller diameter and pitch for VG Jabiru(5). Signatory B J Syson
HM10 Issue 15	BMAA SB 2624 - Savannah Pitch Control and Trim Systems Configuration. Section 9, Control Deflections, adjusted accordingly. Signatory B J Syson, 12 February 2018
HM10 Issue 16	Addition of VG LS(1) variant. Also addition of point 10 “Points For Special Attention” Signatory R Pattrick, 18 January 2019
HM10 Issue 17	Addition of Aeroprop V1600 with Savannah, VG & XLS Jabiru. Update of all MPDs, SBs and inclusion of BMAA SB2758. Signatory R Pattrick, 3 November 2021

BMAA Approval:		R Pattrick Design Approval Engineer	3 November 2021

Illustration of Aircraft - 3 View - Savannah Classic

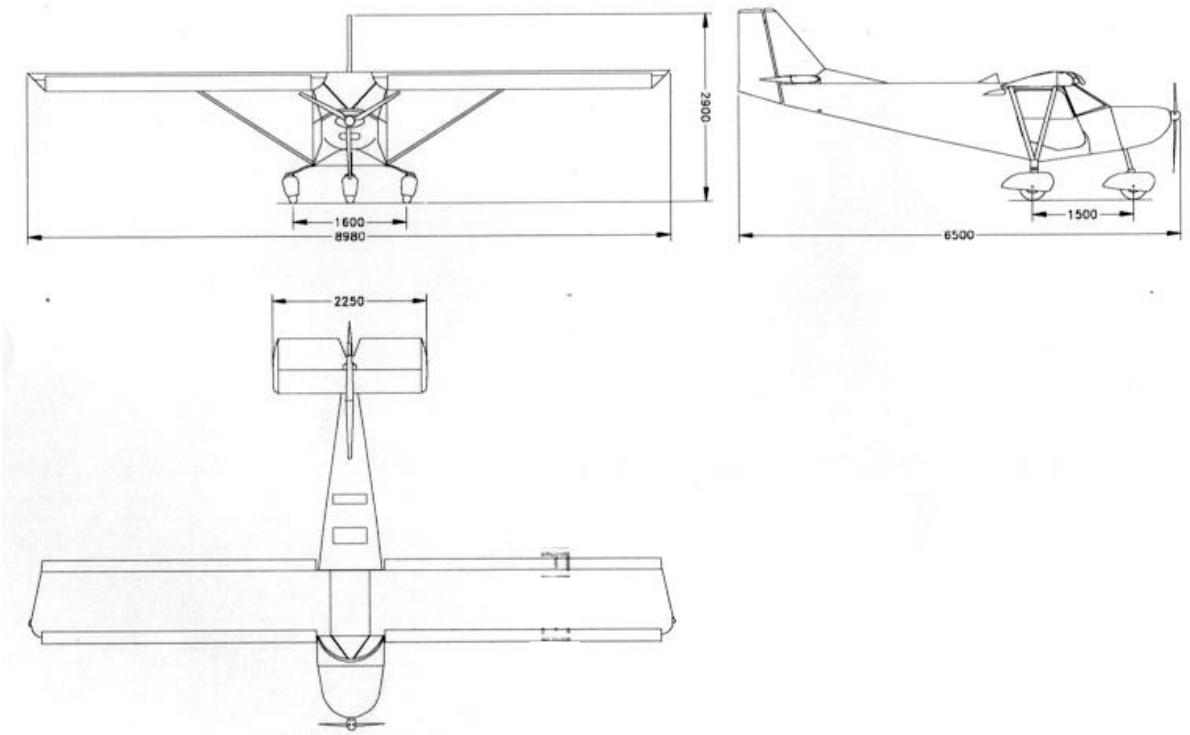

Illustration of Aircraft – Photograph - Savannah Classic

ANNEX A

MANDATORY MODIFICATIONS

No.	Brief Description of Modification
1.	Introduction of lateral brackets to stiffen flap lever
2.	Fitment of fuel-tap securing-bracket below floor
3.	Addition of washers to flaperon linkages behind door and nylon washers fitted either side of flaperon horn
4.	Either: (a) Soundproofing blanket fitted with Velcro to rear of baggage compartment, *or* (b) Solid rear cockpit wall (standard on later models)
5.	Baggage retaining net at front of baggage compartment
6.	Eliminate demist vent control on top of cowling
7.	Fitment of guard strip around edge of coaming
8.	Choke control to be coloured distinct from cabin heat control
9.	<deleted>
10.	Elevator full width anti-balance tab
11.	Introduction of elevator bias spring mechanism within tail (not required if optional mod 4 fitted)
12.	Introduction of bungee pitch trimmer in cockpit (not required if optional mod 4 fitted)
13.	Deletion of *original* electric pitch trimmer (optional mod 4 is different from the original electric trimmer)
14.	Marking graduations in litres alongside fuel sight tube. Means must be available to confirm correct reading in air and on ground (e.g. two sets of markings needed, clearly separated, respectively for the ground and flight attitudes, or “flight attitude” spirit level for use on ground)
15.	Addition of master 15A circuit breaker/fuse immediately after battery
16.	Rear cross-member modification MPD 2006-006 (BMAA SB 2013)
17.	MPD 2010-007 (BMAA SB 2283) - Inspection and modification of anti-balance tab operating mechanism. This only applies to aircraft fitted with the bungee pitch trim.

ANNEX B

APPROVED OPTIONAL MODIFICATIONS

No.	Brief Description of Modification
1.	"Mk.2" (shorter) flap lever mechanism (mandatory modifications 1 & 3 not required when fitted)
2.	Two additional fuselage ribs to Canadian sport-plane standard. (Should be incorporated in kits from serial 01-03-51-405)
3.	Doubling (two plates) of lift-strut attachment plates to Canadian sport-plane standard. (Should be incorporated in kits from serial 01-03-51-405)
4.	Electric pitch trimmer, as supplied by SUP, using an electric actuator within the horizontal stabiliser, eliminating bungee and spring mechanisms in cockpit and fin respectively (mandatory modifications 11 & 12 not required when fitted)
5.	Brass bushing on elevator and rudder control surfaces
6.	Addition of tie-down points at lift-strut/wing interface
7.	Installation of wing inspection panel at lift-strut/wing interface
8.	Increased thickness wing attachment brackets (3mm to 5mm) as part of Canadian sport-plane standard. (Should be incorporated in kits from serial 01-03-51-405)
9.	Jury struts (if fitted, optional modifications 3 and 8 must also be fitted)
10.	Intra-rib stringers

ANNEX C

WEIGHING INFORMATION

	Savannah	**Savannah VG/XLS**
CG Datum	Slat leading edge	Wing leading edge
Weighing attitude	All 3 wheels on a level surface	
Mainwheel moment arm	0.755m aft of datum	0.655m aft of datum
Nosewheel moment arm	0.710m fwd of datum (-0.710m)	0.810m fwd of datum (-0.810m)
Fuel tank	0.595m aft of datum (77 litres maximum capacity)	0.495m aft of datum (70 litres maximum capacity)
Collector tank	(treat as part of main fuel tank as above)	0.87m aft of datum (7 litres maximum capacity)
Crew	0.650m aft of datum (120kg max load per seat, min load 55kg on pilot's seat)	0.550m aft of datum (120kg max load per seat, min load 55kg on pilot's seat)
Baggage	1.42m aft of datum, max capacity 20kg	1.32m aft of datum, max capacity 20kg
Aft CG limit	0.550m aft of datum	0.445m aft of datum
Fwd CG limit	0.429m aft of datum	0.331m aft of datum

The aircraft must be shown to remain within CG limits for all permitted loadings up to and including the maximum baggage load. The capacity of the baggage compartment may be reduced to meet this requirement, to any value below the maximum of 20kg. The individual seat limits may be reduced, not below 86kg, if required to stay within CG limits.

ANNEX D

EXAMPLE PLACARDS

(a) Flight Limitations Placard (to be visible to pilot)

Savannah *[VG/XLS] [Engine] [Registration]*	
Bank angle limits:	+/- 60°
Normal Acceleration Limits:	+4 / -2g
Empty Weight:	____ kg **
Max Take-Off Weight:	450 kg
Minimum Cockpit Weight:	55 kg
Maximum Cockpit Weight:	120 kg in each seat
Aerobatics and deliberate spinning prohibited.	

*** This must match the most recent W&CG report for the aircraft.*

(b) Engine Limitations Placard (to be located near to engine instruments)

All engine limitations must be shown as coloured markers (red for danger, amber for caution) on the instrument displays.

(c) Fuel Limitations Placard (to be located near to filler cap)

FUEL Capacity 77 Litres	
Cockpit Weight (kg) (including baggage) 260 250 …. …. or below	Max. Fuel Load (litres) 77 litres (full)
83 MON or 90 RON minimum unleaded to BS(EN)228 or AVGAS 100LL	

(d) ASI Placard

Savannah Classic

kt CAS (calibrated)	**28 V_{S0}**	**30 V_{S1}**	**40 App**	**46 Glide**	**50 Climb**	**56 V_F**	**60 V_A**	**70**	**80**	**90**	**100**	**110 V_{NE}**
kt/mph* IAS (indicated)												
Stall speeds given are at aft CG, they may appear to increase by up to 7kts CAS with forward CG												

Savannah VG/XLS

kt CAS (calibrated)	**29 V_{S0}**	**31 V_{S1}**	**40 App**	**50 Glide**	**56 V_F**	**60 V_A & Climb**	**70**	**80**	**90**	**100**	**110**	**113 V_{NE}**
kt/mph* IAS (indicated)												
Stall speeds given are at aft CG, they may appear to increase by up to 7kts CAS with forward CG												

**delete as applicable*.

(e) Pitch Trimmer Instructions

PITCH TRIM nose down ← → nose up

Also a line must be marked "Take-off" below the stick, 60mm forward of the seat front edge bulkhead (bungee trimmer), or one line below middle (electric trimmer).

(f) Switches

All switches are to be marked with function and sense (up=on, down=off).

Note that the originally supplied, guarded ignition switches are 'down=on' on early aircraft; this is acceptable due to the mode of operation but only applies to the original-specification ignition switches. Where possible the switches should be orientated 'up=on'.

Electric trim switches should be orientated 'nose up' = lower part of switch to be pressed.

(g) Flaps

The three flap lever positions are to be marked "0", "18" and "36", or "0", "16" and "32" if the Mk 2 flap lever is fitted.

(h) Baggage compartment

To be placarded with it's limit, which may not exceed 20kg. (See Annex C above for explanation)

ANNEX E

POINTS FOR SPECIAL ATTENTION

In service, the following points have been found to be commonly recurring problems, and Inspectors must give special attention to the following both during initial approval, and during later inspections.

1. *Special check at annual / 150hr inspection for any wear in control cables where they cross.*
2. *MPD 2006-006 must be complied with (BMAA SB 2013/1): modification of rear cross member.*
3. *Note that earlier examples may be placarded to a maximum seat weight of 86kg. This may be increased to 120kg provided a new weight and balance report is prepared and all relevant placards are altered accordingly.*
4. *It has been noticed on a couple of examples that the weld on the aileron torque tube (connecting the control stick to the bell crank mounted on the rear cross member) can come into contact with the nylon bush, causing wear on the bush. This should be checked occasionally and if necessary, a new torque tube and bush should be sourced from SUp.*
5. *Piano hinges on the doors and anti-balance tabs should be crimped at the ends (to retain the hinge pins) at the factory. If crimping is not present, contact the kit importer.*
6. *Check for any rubbing of skins against fairings.*
7. *Corrected elevator and anti-balance tab deflections to be observed.*
8. *MPD 2010-007 must be complied with (BMAA SB 2283/1): inspection and modification of pitch anti-balance tab mechanism (bungee pitch trim).*
9. *MPD 2010-009 must be complied with (BMAA SB 1918/3): inspection for corrosion and abrasion of the*

attachment plates of the front wing lift struts to the main wing spar (both sides).

10. *Check the undercarriage legs for surface corrosion on any exposed surface to the aircraft and in particular at all mounting points.*

ANNEX F

SCHEDULED PERFORMANCE FOR APPROVED CONFIGURATIONS

Classic variant:

Configurations	TODR, metres *(unfactored in italics)*	LDR, metres	Climb Rate, fpm	Glide Ratio
Jabiru	198 *(152)*	140	740	7.5:1
Jabiru (Aeroprop) 3.5deg Pitch	198 *(152)*	140	740	7.5:1
Jabiru (Aeroprop) 5 deg pitch	220 *(170)*	140	660	7.5:1
Suzuki LS1000	340 *(262)*	227	740	7.5:1

VG variant:

Configurations	TODR, metres *(unfactored in italics)*	LDR, metres	Climb Rate, fpm	Glide Ratio
VG Jabiru(1)-(4)	228 *(175)*	159	860	10:1
VG Jabiru(5)	340 *(260)* hard rwy	350 hard rwy	600 (ISA 2000')	10:1
VG LS(1)	392 *(302)*	350	600	10:1
VG (Aeroprop) 3.5deg Pitch	340 *(260)*	350	600	10:1
VG (Aeroprop) 5 deg pitch	380 *(285)*	350	550	10:1

XLS variant:

Configurations	TODR, metres *(unfactored in italics)*	LDR, metres	Climb Rate, fpm	Glide Ratio
XLS Jabiru(1)	340 *(260)* hard rwy	350 hard rwy	600 (ISA 2000')	10:1
XLS (Aeroprop) 3.5deg Pitch	340 *(260)*	350	600	10:1
XLS (Aeroprop) 5 deg pitch	380 *(285)*	350	550	10:1

Unless otherwise stated, all scheduled performance values are for ISA, sea-level, still-air conditions, with a short dry-grass runway surface.