

MICROLIGHT AIRWORTHINESS APPROVAL NOTE

MAAN NO: 1681

ISSUE 1

DATE: 1 April 2003

TITLE: Microlight Airworthiness Approval Note 1681, ASI and altimeter corrections on Shadow Series B and BD aircraft.

REG: All Shadow Series B and BD

STAGE: APPROVAL

1. INTRODUCTION

Due to the positioning of the static pressure reference on the CFM Shadow aircraft, error is introduced into those instruments that use this static reference. This MAAN introduces ASI and altimeter correction placards and an addendum to the Pilots Handling Notes.

2. BASIS FOR APPROVAL

The basis for approval of this aircraft is BCAR Section S Advanced Issue dated March 1983 as amended 11 October 1988, along with BCAR Section C5-4 Issue1, paragraph 2.

3. DESCRIPTION

The Shadow range of aircraft are high wing, 3 axis aircraft. Due to the position of the static port on the Shadow Series B and BD aircraft (at the rear of the instrument panel), the ASI and altimeter on these aircraft types over read significantly. This is due to the reduced static pressure induced inside the cockpit as the speed increases because of the shape of the cockpit and the air flow around it.

The purpose of this MAAN is to report the effects of this static pressure reduction and to introduce placards that the pilot of these aircraft may use to correct for this phenomenon.

4. TECHNICAL INVESTIGATION

Three Shadow BD aircraft have been flown to establish the errors in the static system. In each case, the aircraft were flown using the ASI calibration method as set out in BMAA TIL027. This involves a 'racetrack' pattern being flown, recording ASI readings against GPS readings upwind and downwind.

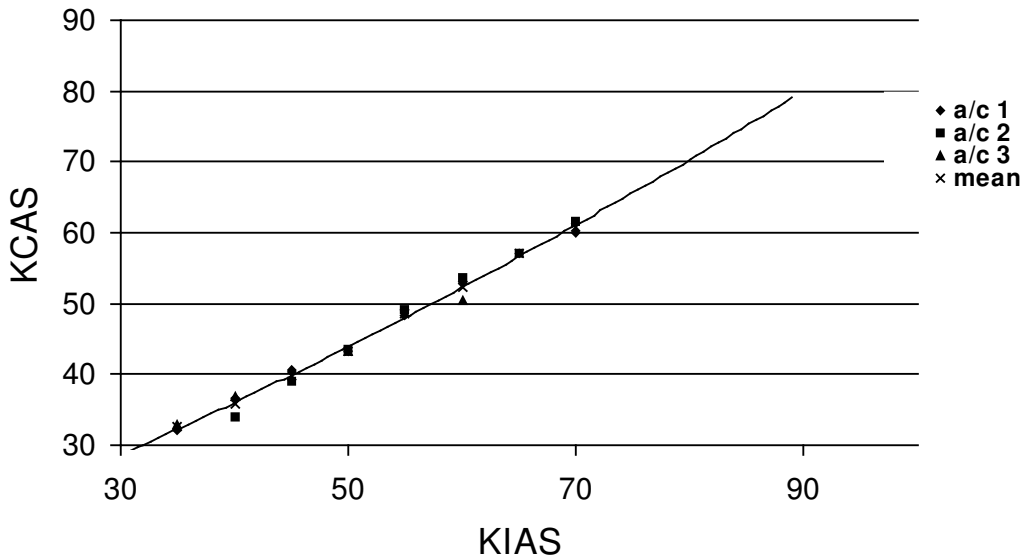
The three sets of flight test data show good correlation, enabling a speed correction table to be produced with high confidence. This is shown in the attached Service Bulletin.

Evaluation of the associated altimeter errors was done on the basis that all of the pressure errors

were in the static system. It has been assumed that the difference in dynamic pressures between the indicated and calibrated airspeeds represents the error in the static pressures. At each indicated airspeed, this pressure difference has been converted to altimeter errors, and is shown in the attached Service Bulletin (to the nearest 5 feet).

5. FLIGHT TESTING

Flights on three representative aircraft have been carried out to gather ASI calibration data for this MAAN.



6. MANUALS, PLACARDS AND INFORMATION

The aircraft is to be placarded and the Pilots Handling Notes to be modified as per the attached Service Bulletin.

7. NOISE CERTIFICATION

Noise certification is not affected by this MAAN.

8. RADIO

Radio installations are not affected by this MAAN.

9. INSPECTION

All Shadow Series B and BD aircraft are to carry out the Service Bulletin associated with this

MAAN. Inspectors should ensure that the placards are in place and the pilots notes correctly amended at each annual inspection.

10. WEIGHT AND BALANCE

Weight and balance is not affected by this MAAN.

11. SIGNIFICANT FEATURES AND LIMITATIONS

None.

12. CERTIFICATION

I certify that all examples of the Shadow Series B and BD, as described in this MAAN 1681 issue 1, are suitable for flight with this modification installed. This modification is mandatory from 1 June 2003 or the next permit renewal (whichever is sooner) from the date of issue of this MAAN.

I also recommend the amendment of TADS BM6 and BM19 to reflect the contents of this MAAN.

Eur Ing G B Gratton
Chief Technical Officer
British Microlight Aircraft Association

Initial Distribution:

CAA Light Aircraft Certification Section (Gatwick)
CAA Applications and Certifications Section (Gatwick)
All owners of Shadow Series B and BD aircraft (SB annex A only)
BMAA Shadow aircraft file
MAAN File 1681
PFA Chief Engineer

Annex A to MAAN 1681

BMAA Service Bulletin 1681

Title: Airspeed Indicator and Altimeter Error Corrections
Applicability: All CFM Shadow Series B and BD aircraft
Classification: Mandatory
Issue: 1
Dated: 1 April 2003

Reason for SB:

Due to the position of the static port on the Shadow Series B and BD aircraft (at the rear of the instrument panel), the ASI and altimeter on these aircraft types over read.

This SB introduces ASI and altimeter correction placards and an addendum to the Pilots Handling Notes.

Note that there are no changes to how the aircraft should be flown: stall, manoeuvring and never-exceed speeds occur at the same indicated airspeed as before. The information in this SB aids flight planning and navigation by giving calibrated airspeeds for use in ground speed calculations.

Compliance:

1. All operators of CFM Shadow Series B and BD aircraft to make themselves aware of the discrepancy between the indicated airspeed and actual airspeed and the altimeter errors through the flight envelope.
2. Add Appendix A of this SB to the Pilots Handling Notes.
3. Placards, as shown in Appendix B, showing these discrepancies must be displayed adjacent to the ASI and altimeter or on the left-hand console in the vicinity of the throttle control.

Note: separate SBs will cover CFM Shadow Series C and Series D aircraft.

Approved by:

Guy Gratton
Chief Technical Officer
British Microlight Aircraft Association

Appendix A to SB 1681 issue 1

This page to be inserted into Pilots Handling Notes for CFM Shadow Series B and BD aircraft.

The static reference port for the airspeed indicator (ASI) on the Series B and BD aircraft is located in the cockpit behind the instrument panel. Due to the shape of the fuselage, the pressure in the cockpit decreases as speed increases, relative to the actual static pressure. This affects the ASI and altimeter readings accordingly.

Calibration checks have been made on a number of representative aircraft. The following correction table should be used as a guide to ASI and altimeter accuracy in these aircraft types:

Knots Indicated	Knots Calibrated	Altimeter error, feet (over read)
30	29	5
35	32	10
40	36	15
45	40	20
50	44	25
55	47	30
60	51	40
65	55	45
70	59	50
75	66	60
80	70	65
85	75	70
90	80	75
94	84	80

Appendix B to SB 1681 issue 1

ASI Correction Placard – to be displayed next to ASI (or on left-hand console) in all Shadow Series B and BD aircraft.

Kn CAS (calibrated)	29	31	36	44	52	57	61	70	80	84
Kn IAS (indicated)	30	33 (Vs)	40	50	60	66 (Va)	70	80	90	94 (Vne)

Altimeter Correction Placard – to be displayed next to Altimeter (or on left-hand console) in all Shadow Series B and BD aircraft.

Kn IAS (indicated)	30	40	50	60	70	80	90	94
Altimeter over-read (feet)	5	15	25	40	50	65	75	80

MANDATORY PERMIT DIRECTIVE (proposed wording)

MPD: 2002-00x CFM

Subject: Installation of ASI and altimeter correction placards

Applicability: CFM Shadow Series B and BD microlights

Reason: Investigations undertaken by the BMAA have shown that due to the location of the static pressure source on this aircraft type, the ASI and altimeter over read significantly. This MPD requires placards to be fitted and operators manual supplement added to indicate the necessary corrections.

Compliance: Before 1 June 2003 or at the next permit renewal, whichever is the sooner, install the correction placards in accordance with British Microlight Aircraft Association (BMAA) Service Bulletin Ref: 1681 issue 1.

A copy of BMAA SB 1681 and further information can be obtained from:

British Microlight Aircraft Association
Bullring
Deddington
Banbury
Oxon
OX15 0TT

Tel: 01869 336006
Fax: 01889 337116
Email: cto@bmaa.org

Record compliance with this MPD in the aircraft log book.

This MPD becomes effective on xx/xx/xx.