TYPE: Shadow Series C

(1) MANUFACTURER CFM Aircraft Ltd (ceased trading)
BMAA is responsible for continued airworthiness

(2) UK IMPORTER None

(3) CERTIFICATION BCAR Section S (First example Advanced Issue dated March 1983 as amended 11 October 1988 along with BCAR Section C-5-4 Issue 1, paragraph 2)

(4) DEFINITION OF BASIC STANDARD CFM Drawing Nos. S125-A (C) and S144-A (CD) dated October 1989, CFM Shadow C & CD Construction Manual C/RM – CD

(5) COMPLIANCE WITH THE MICROLIGHT DEFINITION

(a) MTOW 374 kg
(b) No. Seats 2
(c) Maximum Wing Loading 24.85 kg/m²
(d) Vso 35 kt IAS
(e) Permitted range of pilot weights 55 – 90 kg front seat
0 – 90 kg rear seat
(f) Typical Empty Weight (ZFW) 186 kg
(g) ZFW + 172 kg crew + 1 hr fuel (19 litres / 13.7 kg) 372 kg
(h) ZFW + 86 kg pilot + full fuel (49.6 litres / 35.7 kg) 308 kg
(i) Max ZFW at initial permit issue 188.5 kg
### (6) POWER PLANTS

<table>
<thead>
<tr>
<th>Designation</th>
<th>Shadow Series C &amp; CD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine Type</td>
<td>Rotax 503-2V</td>
</tr>
<tr>
<td>Reduction Gear</td>
<td>2.58:1</td>
</tr>
<tr>
<td>Exhaust System</td>
<td>Rotax Modified</td>
</tr>
<tr>
<td>Intake System</td>
<td>Oiled Air filters</td>
</tr>
<tr>
<td>Propeller Type</td>
<td>Precisions Props</td>
</tr>
<tr>
<td></td>
<td>Ground Adjustable</td>
</tr>
<tr>
<td></td>
<td>(3 blade)</td>
</tr>
<tr>
<td>Propeller Dia x Pitch</td>
<td>52” x 50”</td>
</tr>
<tr>
<td>Noise Type Cert No.</td>
<td>123M</td>
</tr>
</tbody>
</table>

### (7) MANDATORY LIMITATIONS

(a) Max Take-Off Weight 374 kg

(b) CG Limits
   - Aft limit 45.2” aft of datum
   - Forward Limit 39.3” aft of datum

(c) CG datum
   - 24” fwd of Wing Leading Edge at Wing Root

(d) Cockpit Loadings
   - Min 55 kg 0 kg 55 kg
   - Max 90 kg 90 kg 180 kg

(e) Never Exceed Speed, $V_{NE}$ 94 kt IAS

(f) Manoeuvring Speed, $V_A$ 66 kt IAS

(g) Flap Limiting Speed, $V_F$
   - 15° deflection 57 kt IAS
   - 30° deflection 52 kt IAS

(h) Permitted Manoeuvres
   - Maximum bank angle 60°
   - Normal acceleration limits, +4 / -2g
   - Aerobatics and Spinning prohibited

(i) Fuel Contents (Max Useable) 22.7 litres
   - 49.6 litres if slipper tank fitted

(j) Power Plant
Engine | Rotax 503-2V
---|---
Max RPM | 6800
Max Continuous RPM | 6000
Max CHT | 250°C (480°F)
Max EGT | 650°C (1200°F)
Fuel Spec | 95 RON minimum unleaded to BS(EN)228, or AVGAS 100LL
Engine Oil Specification | 2 Stroke
Fuel/Oil Mix | 50:1
Fuel Pressure | 0.2-0.4 bar at cruise power

(8) INSTRUMENTS REQUIRED

<table>
<thead>
<tr>
<th>ASI</th>
<th>Altimeter</th>
<th>RPM</th>
<th>CHT / EGT</th>
<th>Compass</th>
<th>Fuel Gauge</th>
<th>VSI</th>
<th>Slip ball</th>
</tr>
</thead>
<tbody>
<tr>
<td>Required</td>
<td>Required</td>
<td>Required</td>
<td>Required</td>
<td>Required</td>
<td>Required</td>
<td>Optional</td>
<td>Optional</td>
</tr>
</tbody>
</table>

(9) CONTROL DEFLECTIONS

| Elevator UP: | 20° ± 2° | Elevator trim tab UP: | 5° * |
| Elevator DOWN: | 16° ± 2° | Elevator trim tab DOWN: | 35° * |
| Ailerons UP: | 20° ± 2° | Flaps ZERO: In line with wing centre section. |
| Ailerons DOWN: | 10° ± 2° | Flaps INTERMEDIATE: | 15° ± 3° |
| Rudder LEFT: | 25° ± 2° | Flaps LANDING: | 30° ± 3° |
| Rudder RIGHT: | 25° ± 2° |

* The elevator trim tab deflections are shown for guidance. In practice some variation is to be expected.

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

10.1 Manuals approved for use with this aircraft:

Shadow Series C & CD Pilots Notes PN – SH/C at Amendment 5
Shadow Series C & CD Service Manual SM – SH/C at Amendment 4
Shadow Series C & CD Construction Manual C/RM – CD at Amendment 1

10.2 See Annex D for details of the placards that are to be fitted.
(11) SERVICE BULLETINS, MANDATORY MODIFICATIONS

See Annex A for details. Note: MPDs may be downloaded from the CAA Website: http://www.caa.co.uk/docs/33/cap661.pdf

(12) MINIMUM PERFORMANCE AT MAX TAKE-OFF WEIGHT

Rate of Climb: 500 ft/min at 60 kt IAS
Stall or Minimum Flying Speed: 35 kt IAS in landing configuration
### ISSUE HISTORY

<table>
<thead>
<tr>
<th>Issue No.</th>
<th>Reason and Signatory</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 12/03/90</td>
<td>Initial issue T R Woods</td>
</tr>
<tr>
<td>2 18/05/90</td>
<td>T R Woods</td>
</tr>
<tr>
<td>3 06/11/92</td>
<td>T R Woods</td>
</tr>
<tr>
<td>4 13/02/97</td>
<td>To revise empty weight and change of manufacturer R J Hardy</td>
</tr>
<tr>
<td>5 06/12/02</td>
<td>To include weighing information, correction of engine temperature limits, editorial changes and the inclusion of MPD 2002-010 and BMAA SB 1661 Issue 1. J Barratt</td>
</tr>
<tr>
<td>6 05/07/04</td>
<td>Change to the organisation responsible for continued airworthiness support and additional MPDs J Barratt</td>
</tr>
</tbody>
</table>
ILLUSTRATION OF AIRCRAFT – 3 VIEW
### Service Bulletins and Mandatory Modifications

<table>
<thead>
<tr>
<th>Designation</th>
<th>Classification</th>
<th>Subject</th>
</tr>
</thead>
<tbody>
<tr>
<td>CFM SB 7</td>
<td>Recommended</td>
<td>Solar heating of upper wing surfaces coloured other than white</td>
</tr>
<tr>
<td>CFM SB 8</td>
<td>Optional</td>
<td>Alloy wheels</td>
</tr>
<tr>
<td>CFM SB 9</td>
<td>Recommended</td>
<td>Support for front hanger bracket</td>
</tr>
<tr>
<td>CFM SB 10</td>
<td>Recommended</td>
<td>Fore/aft wing movement</td>
</tr>
<tr>
<td>CFM SB 11</td>
<td>Recommended</td>
<td>Multi-strand elevator cable</td>
</tr>
<tr>
<td>CFM SB 12 &amp; MPD 1998-013 R2</td>
<td>Recommended</td>
<td>Replace/modify the rudder fin post</td>
</tr>
<tr>
<td>CFM SB 13</td>
<td>Recommended</td>
<td>Rudder pedal hinges</td>
</tr>
<tr>
<td>CFM SB 14 Issue 2 &amp; MPD 2001-002 R2</td>
<td>Mandatory</td>
<td>Cracking of tailplane spar leading edge spigot tubes</td>
</tr>
<tr>
<td>BMAA SB 1661 &amp; MPD 2002-010</td>
<td>Mandatory</td>
<td>Installation of ASI and altimeter correction placards</td>
</tr>
<tr>
<td>MPD 2004-007 R1</td>
<td>Mandatory</td>
<td>Main undercarriage replacement with approved alternative. Implement in accordance with MAAN 1762 Issue 2 or MAAN 1773 Issue 1</td>
</tr>
<tr>
<td>MPD 2004-008 R1</td>
<td>Mandatory</td>
<td>Nosewheel undercarriage. Inspect in accordance with MAAN 1762 Issue 2 Appendix A, or MAAN 1773 Issue 1 Appendix A</td>
</tr>
<tr>
<td>BMAA SB 2073</td>
<td>Recommended</td>
<td>Inspection of Part F153 Hanger Tube Bracket</td>
</tr>
<tr>
<td>BMAA SB 2329</td>
<td>Essential</td>
<td>Horizontal Tailplane Spar and Bush Wear</td>
</tr>
<tr>
<td>BMAA SB 2336</td>
<td>Essential</td>
<td>Fuel Tank Deterioration</td>
</tr>
</tbody>
</table>
ANNEX B
APPROVED OPTIONAL MODIFICATIONS

The installation of all optional modifications is to be inspected by a BMAA inspector and an entry made in the appropriate logbook(s). Involvement of the BMAA Technical Office is not required. Note that other approved modifications may exist which are not mentioned here. Contact the BMAA for details.

<table>
<thead>
<tr>
<th>Mod No.</th>
<th>Subject</th>
</tr>
</thead>
<tbody>
<tr>
<td>CFM 15 / AAN 21458</td>
<td>Electrically operated elevator trim tab</td>
</tr>
<tr>
<td>CFM 20 / AAN 21682</td>
<td>27 litre fuel tank in place of the rear occupant</td>
</tr>
<tr>
<td>CFM 28 / AAN 23713</td>
<td>Modification to allow aircraft to be flown without foot controls</td>
</tr>
<tr>
<td>CFM 28a / AAN 23713</td>
<td>Mechanically operated brakes replace pneumatic</td>
</tr>
<tr>
<td>CFM 29 / AAN 27392 / MAAN 1193 Issue 5</td>
<td>Slipper tank</td>
</tr>
<tr>
<td>CFM 31 / AAN 25545</td>
<td>Multi-strand elevator cable</td>
</tr>
<tr>
<td>CFM 32 / AAN 25545</td>
<td>Additional fuselage (shroud) window</td>
</tr>
<tr>
<td>MAAN 1762 Issue 2</td>
<td>Crosbie replacement undercarriage and introduction of new max continuous engine rpm (installation of this modification fulfils the requirements of MPD2004-007R1)</td>
</tr>
<tr>
<td>MAAN 1773 Issue 1</td>
<td>Cook replacement undercarriage and introduction of new max continuous engine rpm (installation of this modification fulfils the requirements of MPD2004-007R1)</td>
</tr>
</tbody>
</table>

ANNEX C
WEIGHING INFORMATION

| CG Datum: | 24” Fwd of Wing L/E at Wing Root |
| Weighing attitude: | Weigh at main wheels and tailskid with boom level |
| Mainwheel moment arm: | 46.75” aft of datum |
| Skid moment arm: | 165.75” aft of datum |
| Main tank moment arm: | 63.5” aft of datum, capacity 22.7 litres (16.3 kg) |
| Slipper tank moment arm: | 42” aft of datum, capacity 26.9 litres (19.4 kg) |
| Pilot moment arm: | 7.75” aft of datum for pilots below 75 kg |
| | 9.75” aft of datum for pilots above 75 kg |
| Passenger moment arm: | 42” aft of datum |
| Crew weights: | Front seat: minimum 55 kg / maximum 90 kg |
| | Rear seat: minimum 0 kg / maximum 90 kg |
| Aft CG Limit: | 45.2” aft of datum |
| Fwd CG Limit: | 39.3” aft of datum |
ANNEX D
EXAMPLE PLACARDS

(a) FLIGHT LIMITATIONS PLACARD AND MARKINGS

To be displayed next to the ASI.

- $V_{NE}$ (Never exceed speed): 108 mph or 94 knots IAS (to match ASI units)
- $V_A$ (Manoeuvring speed): 76 mph or 66 knots IAS (to match ASI units)

Alternatively the ASI may be marked with:
- A red radial line at $V_{NE}$
- An amber radial line at $V_A$
- A white arc from $V_{S0}$ to $V_{FE}$

(b) ASI CORRECTION PLACARD

To be displayed next to the ASI.

<table>
<thead>
<tr>
<th>Kt IAS (ASI units)</th>
<th>30</th>
<th>35 ($V_{S0}$)</th>
<th>40 ($V_{S1}$)</th>
<th>50</th>
<th>60 climb</th>
<th>66 ($V_A$)</th>
<th>70</th>
<th>80</th>
<th>90</th>
<th>94 ($V_{NE}$)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kt CAS</td>
<td>29</td>
<td>33</td>
<td>36</td>
<td>44</td>
<td>51</td>
<td>56</td>
<td>59</td>
<td>68</td>
<td>77</td>
<td>80</td>
</tr>
</tbody>
</table>

(c) ALTIMETER CORRECTION PLACARD

To be displayed next to the Altimeter.

<table>
<thead>
<tr>
<th>Kt IAS (ASI units)</th>
<th>30</th>
<th>40</th>
<th>50</th>
<th>60</th>
<th>70</th>
<th>80</th>
<th>90</th>
<th>94</th>
</tr>
</thead>
<tbody>
<tr>
<td>Altimeter over-read (feet)</td>
<td>0</td>
<td>10</td>
<td>25</td>
<td>40</td>
<td>60</td>
<td>75</td>
<td>90</td>
<td>95</td>
</tr>
</tbody>
</table>

(d) LOADING PLACARD

The placard is to be visible to the pilot.

- **EMPTY WEIGHT:** Enter weight from current weight report
- **MAX TAKE-OFF WEIGHT:** 374 kg
- **MINIMUM COCKPIT LOAD:** 55 kg in front seat
- **MAXIMUM COCKPIT LOAD:** 90 kg in each seat (may be reduced to 86 kg pilot to satisfy cg limit)
(e) ENGINE LIMITATIONS PLACARDS AND MARKINGS

To be displayed next to the engine instruments, and/or the instruments to be marked as detailed below.

- **MAX RPM:** 6800 and/or a red radial line
- **MAX CONT RPM:** 6000 and/or an amber sector between MAX CONT and MAX RPM
- **MAX EGT:** 650°C or 1200°F (to match units of instrument) and/or a red radial line
- **MAX CHT:** 250°C or 480°F (to match units of instrument) and/or a red radial line

(f) FUEL LIMITATIONS PLACARD

This must be based on the most recent weight report for the aircraft and displayed near to the filler cap. The examples below are for an empty weight of 186 kg. Adjust accordingly using empty weight from current weight report.

<table>
<thead>
<tr>
<th>With Slipper Tank</th>
<th>Without Slipper Tank</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>FUEL</strong></td>
<td><strong>FUEL</strong></td>
</tr>
<tr>
<td><strong>Capacity 49.6 Litres</strong></td>
<td><strong>Capacity 22.7 Litres</strong></td>
</tr>
<tr>
<td>2-stroke mix 50:1</td>
<td>2-stroke mix 50:1</td>
</tr>
<tr>
<td><strong>Cockpit Weight (kg)</strong></td>
<td><strong>Cockpit Weight (kg)</strong></td>
</tr>
<tr>
<td>180</td>
<td>180</td>
</tr>
<tr>
<td>175</td>
<td>175</td>
</tr>
<tr>
<td>170</td>
<td>171</td>
</tr>
<tr>
<td>165</td>
<td>31</td>
</tr>
<tr>
<td>160</td>
<td>38</td>
</tr>
<tr>
<td>155</td>
<td>45</td>
</tr>
<tr>
<td>152</td>
<td>FULL</td>
</tr>
<tr>
<td><strong>Max. Fuel Load (litres)</strong></td>
<td><strong>Max. Fuel Load (litres)</strong></td>
</tr>
<tr>
<td>11</td>
<td>95 RON minimum unleaded to BS(EN)228 or AVGAS 100LL</td>
</tr>
<tr>
<td>18</td>
<td>18</td>
</tr>
<tr>
<td>25</td>
<td>171</td>
</tr>
<tr>
<td>31</td>
<td>FULL</td>
</tr>
<tr>
<td>38</td>
<td>95 RON minimum unleaded to BS(EN)228 or AVGAS 100LL</td>
</tr>
<tr>
<td>45</td>
<td></td>
</tr>
</tbody>
</table>

(g) SWITCHES

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

(h) MISCELLANEOUS

Fireproof metal plate showing the aircraft registration to be mounted in a prominent position.

The additional limitations, warnings, and secondary controls and switches are to be placarded as below:
Front Cockpit

AEROBATICS AND SPINNING ARE PROHIBITED

TRIM:  NOSE UP  NOSE DOWN

THROTTLE:  INCREASE  DECREASE

CHOKE:  ON  OFF

EMERGENCY FUEL CUT OFF:  UP FOR OFF

IGNITION:  ON  OFF

FLAPS:  0°
15°  $V_{F1}$:  65 mph or 57 knots IAS  (to match ASI units)
30°  $V_{F0}$:  60 mph or 52 knots IAS  (to match ASI units)

Rear Cockpit

MAXIMUM SEAT LOAD:  90 kg

DO NOT GET OUT WHEN ENGINE IS RUNNING

CD only:  DO NOT ATTEMPT TO FLY THE AIRCRAFT SOLO FROM THE REAR SEAT

THROTTLE:  INCREASE  DECREASE
MANDATORY PERMIT DIRECTIVE

The following action required by this Mandatory Permit Directive (MPD) is mandatory for applicable aircraft registered in the United Kingdom operating on a UK CAA Permit to Fly.

MPD: 1998-013 R2  CFM

Subject: Rudder fin post.


Reason: There have been examples of cracking at the top of the rudder fin post where the fin post enters the boom tube. In addition, there is evidence that some microlights have been unofficially modified in this area.

Compliance: Before further flight from the effective date of this MPD inspect and, if necessary, replace/modify the rudder fin post in accordance with CFM Aircraft Service Bulletin No 12 Issue 1 dated 14 July 1998 or later CAA Approved issue.

Parts and installation instructions can be obtained from:

CFM Aircraft Ltd
Unit 2D
Eastlands Industrial Estate
Leiston
Suffolk
IP16 4LL


Enquiries regarding this MPD should be made to the United Kingdom Civil Aviation Authority, Applications and Certification Section, Safety Regulation Group, Aviation House, Gatwick Airport South, West Sussex RH6 0YR. Telephone: +44 (0)1293 573149 Telefax: +44 (0)1293 573993.
MANDATORY PERMIT DIRECTIVE

The following action required by this Mandatory Permit Directive (MPD) is mandatory for applicable aircraft registered in the United Kingdom operating on a UK CAA Permit to Fly.

MPD: 2001-002 R2 CFM

Subject: Cracking of tailplane spar leading edge spigot tubes.

Applicability: CFM Shadow, Streak Shadow and Star Streak Series aeroplanes.

Reason: A case has been reported of cracks developing in the male front spar spigot tube of the leading edge of the tailplane. This can result in disconnection of the front spar and loss of control of the aeroplane. Six months of feedback following the issue of the original Service Bulletin dated 15 May 2001, have revealed that the damage was likely to have been sustained as an isolated incident. As a result the Service Bulletin has been raised to issue 2, dated 15 November 2001 to reflect this information.

Compliance: At each routine inspection including pre-flight checks and at intervals not exceeding 20 flying hours, carry out the inspection/rectification action detailed in the Accomplishment Instructions of CFM Service Bulletin No 14 Issue 2 from the effective date of this MPD revision.

CFM Service Bulletin No 14 Issue 2 can be obtained from:

CFM Aircraft Ltd
Unit 2D, Eastlands Industrial Estate
Leiston
Suffolk
IP16 4LL

Tel: 01728 832353
Fax: 01728 832944
e-mail: HQ@cfm-aircraft.co.uk

Record compliance with this MPD in the aircraft log book.

The original MPD became effective on 15 May 2001 and Revision 1 became effective on 23 July 2001. Revision 2 becomes effective on 18 February 2002.

Enquiries regarding this MPD should be made to United Kingdom Civil Aviation Authority, Applications and Certification Section, Safety Regulation Group, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR
Phone: +44 (0) 1293 573149  Fax: +44 (0) 1293 573993
MANDATORY PERMIT DIRECTIVE

The following action required by this Mandatory Permit Directive (MPD) is mandatory for applicable aircraft registered in the United Kingdom operating on a UK CAA Permit to Fly.

MPD: 2002-010 CFM

Subject: Installation of ASI and altimeter correction placards.

Applicability: CFM Shadow Series C and CD aeroplanes.

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

Compliance: Before 1 January 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 1661 Issue 1.

A copy of BMAA Service Bulletin 1661 and further information can be obtained from:

British Microlight Aircraft Association
Bullring
Deddington
Banbury
Oxon
OX15 0TT

Tel: 01869 338888
Fax: 01869 337116
Email: cto@bmaa.org

Record compliance with this MPD in the aircraft log book.

This MPD becomes effective on 9 December 2002.
MANDATORY PERMIT DIRECTIVE

In accordance with Article 9A(5)(b) of the Air Navigation Order 2000 as amended, the following action required by this Mandatory Permit Directive (MPD) is mandatory for applicable aircraft registered in the United Kingdom operating on a UK CAA Permit to Fly.

MPD: 2004-002 R1  CFM

Subject: Under-fuselage ‘slipper’ fuel tank.


Compliance: Cancelled at Revision 1 and superseded by MPD 2004-007.

The original MPD became effective on 15 January 2004 and Revision 1 became effective 1 May 2004.
MANDATORY PERMIT DIRECTIVE

In accordance with Article 9A(5)(e) of the Air Navigation Order 2000 as amended, the following action required by this Mandatory Permit Directive (MPD) is mandatory for applicable aircraft registered in the United Kingdom operating on a UK CAA Permit to Fly.

MPD: 2004-007 R1 CFM

**Subject:** Main undercarriage

**Applicability:** All CFM Shadow B, BD, C, CD, D, DD, Streak Shadow and Starstreak Shadow series microlights.

**Reason:** The standard undercarriage assembly of CFM Shadow, Streak Shadow and Starstreak Shadow microlights consists of a steel framework attached to the composite fuselage. The outer section of the main undercarriage consists of two GRP pultrusion rods. An under-fuselage fuel tank, known as a ‘slipper tank’, is available as an optional modification or as part of the basic build standard.

There have been a number of cases of main undercarriage failure on these aircraft. There have also been cases of rupture of the under-fuselage fuel tank following failure of the undercarriage. Operation of microlights using the slipper tank has been prohibited by Mandatory Permit Directives (MPDs) 2003-019 R1 and 2004-002. This action was an interim measure pending resolution of the undercarriage problem.

This MPD has been raised to revision 1 to include all CFM Shadow aeroplanes and to reference the BMAA modification.

**Compliance:** Before further flight, replace the standard main undercarriage assembly with an approved alternative main undercarriage. Compliance with this MPD cancels MPD 2003-019R1 and 2004-002.

The following replacement undercarriage designs are available at this time:

For all Shadow B, BD, C, CD, DD aeroplanes and for Type Approved Shadow D series microlights, see British Microlight Aircraft Association (BMAA) Microlight Airworthiness Approval Note (MAAN) 1762. Copies of BMAA MAAN 1762 and further information can be obtained from:

| British Microlight Aircraft Association | Tel: 01869 338888 |
| Bullring | Fax: 01869 337116 |
| Deddington | |
| Banbury | Email: cto@bmaa.org |
| Oxon | |
| OX15 0TT | |

Enquiries regarding this MPD should be referred to Mrs J Barratt, Certification and Approvals Department, Civil Aviation Authority, Safety Regulation Group, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR. Phone: 01293 573945 Fax: 01293 573976 E-mail: jane.barratt@srg.caa.co.uk

continued overleaf
For Homebuilt Shadow D series aeroplanes, Streak Shadow and Starstreak microlights, see Popular Flying Association (PFA) Airworthiness Modification 11121 “Crosbie Main Undercarriage”.

For Streak Shadow aeroplanes only, PFA Airworthiness Modification 11132 “Alternative Moulded Composite Undercarriage” can be embodied as an alternative.

Copies of PFA Modifications 11121 and 11132 and further information can be obtained from:

Popular Flying Association
Turweston Aerodrome
Nr Brackley
Northants
NN13 5YD

Tel: 01280 846786
Fax: 01280 846780

Email: engineering@pfa.org.uk

Record compliance with this MPD in the aircraft log book.

The original MPD became effective on 1 May 2004, this MPD becomes effective 22 May 2004.
MANDATORY PERMIT DIRECTIVE

In accordance with Article 9A(5)(b) of the Air Navigation Order 2000 as amended, the following action required by this Mandatory Permit Directive (MPD) is mandatory for applicable aircraft registered in the United Kingdom operating on a UK CAA Permit to Fly.

MPD: 2004-008 R1 CFM

Subject: Nosewheel undercarriage


Reason: The nosewheel undercarriage of CFM Shadow, Streak Shadow and Star Streak series microlights consists of a short vertical tubular aluminium leg which is pivoted within the composite fuselage monocoque. There have been a number of cases of noseleg failure as a result of incorrectly tensioned or degraded noseleg bungees.

This MPD has been raised to revision 1 to include all CFM Shadow microlights.

Compliance: For all Shadow B, BD, C, CD, DD aeroplanes and for Type Approved Shadow D series microlights, before further flight and subsequently at each 50 hour and annual check, inspect the noseleg bungee in accordance with British Microlight Aircraft Association (BMAA) Microlight Airworthiness Approval Note (MAAN) 1762 Appendix A.

For all CFM Streak Shadow, Star Streak and Homebuilt Shadow D series microlights, before further flight and subsequently at each 50 hour and annual check, inspect the noseleg bungee in accordance with Popular Flying Association (PFA) Service Bulletin MOD/206/002 and replace components as required.

Copies of BMAA MAAN 1762 and further information can be obtained from:

British Microlight Aircraft Association
Bullring
Deddington
Banbury
Oxon
OX15 0TT

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continued overleaf
Copies of PFA SB MOD/206/002 and further information can be obtained from:

Popular Flying Association
Turweston Aerodrome
Nr Brackley
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NN13 5YD

Tel: 01280 846786
Fax: 01280 846780

Email: engineering@pfa.org.uk

Record compliance with this MPD in the aircraft log book.

The original MPD became effective on 1 May 2004, this MPD becomes effective 22 May 2004.