CIVIL AVIATION AUTHORITY – SAFETY REGULATION GROUP

MICROLIGHT TYPE APPROVAL DATA SHEET (TADS)

NO: BM-69, ISSUE: 1

TYPE: Airborne Edge XT-912

(1) MANUFACTURER: Airborne WindSports Pty Ltd, Unit 22/30 Kalaroo Road, PO Box 7042, Redhead 2290, NSW, Australia
(2) UK IMPORTER: Airborne Australia in UK
(3) CERTIFICATION: Primary Category
   BCAR Section S Issue 2 dated 31st August 1999
(4) DEFINITION OF BASIC STANDARD: Type Certificate VA 513
(5) COMPLIANCE WITH THE MICROLIGHT DEFINITION
   
   (a) MTOW 445 kg
   (b) No. Seats 2
   (c) Maximum Wing Loading 32.96 kg/m²
   (d) Vso 35 KCAS
   (e) Permitted range of pilot weights 55-100 kg front seat
                                       0-100 kg rear seat
   Total Maximum crew weight 200 kg
   (f) Typical (ZFW) 219 kg
   (g) ZFW + 172 kg crew + 1 hr fuel
       (18 litres / 13 kg) 404 kg
   (h) ZFW + 86 kg pilot + full fuel
       (70 litres / 49 kg) 354 kg
   (i) Max ZFW 258 kg
## POWER PLANTS

<table>
<thead>
<tr>
<th><strong>Designation</strong></th>
<th><strong>Rotax 912 UL 2</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Engine Type</strong></td>
<td>4 Cylinder</td>
</tr>
<tr>
<td></td>
<td>4 Stroke</td>
</tr>
<tr>
<td><strong>Reduction Gear</strong></td>
<td>2.4:1</td>
</tr>
<tr>
<td><strong>Exhaust System</strong></td>
<td>Rotax side mounted</td>
</tr>
<tr>
<td><strong>Intake System</strong></td>
<td>K7N intake filter</td>
</tr>
<tr>
<td></td>
<td>With AirBorne</td>
</tr>
<tr>
<td></td>
<td>carb body heater</td>
</tr>
<tr>
<td><strong>Propeller Type</strong></td>
<td>Bolly Bos 3</td>
</tr>
<tr>
<td><strong>Propeller Dia x Pitch</strong></td>
<td>66&quot; 20 deg at 24&quot; radius</td>
</tr>
<tr>
<td><strong>Noise Type Cert No.</strong></td>
<td>185M</td>
</tr>
<tr>
<td><strong>AAN approving configuration</strong></td>
<td>29042</td>
</tr>
</tbody>
</table>

## MANDATORY LIMITATIONS:

(A) Max Take-Off Weight 445 kg

(B) CG Limits N/A not critical, flex wing with defined hang position on keel

(C) CG datum (See annex C).

(D) Cockpit Loadings

<table>
<thead>
<tr>
<th>Mode</th>
<th>Front</th>
<th>Rear</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Min</td>
<td>55 kg</td>
<td>0 kg</td>
<td>55 kg</td>
</tr>
<tr>
<td>Max</td>
<td>100 kg</td>
<td>100 kg</td>
<td>200 kg</td>
</tr>
</tbody>
</table>

(E) Never Exceed Speed 85 KIAS

(F) Manoeuvring Speed 80 IAS

(G) Permitted Manoeuvres 45° Nose up / 45° nose down
Non Aerobatic, max bank 60°
Normal acceleration limits, +4 / -0g

(H) Fuel Contents (Max Useable) 67 Litres
## CIVIL AVIATION AUTHORITY – SAFETY REGULATION GROUP

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<table>
<thead>
<tr>
<th>(I)</th>
<th>Power Plant</th>
<th>See Table</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine</td>
<td>Rotax 912 UL2</td>
<td></td>
</tr>
<tr>
<td>Max RPM</td>
<td>5800 for 5mins</td>
<td></td>
</tr>
<tr>
<td></td>
<td>5500 continuously</td>
<td></td>
</tr>
<tr>
<td>MAX CHT</td>
<td>150°C</td>
<td></td>
</tr>
<tr>
<td>MAX EGT</td>
<td>800°C</td>
<td></td>
</tr>
<tr>
<td>Fuel Spec</td>
<td>En228 Premium/Regular. Super grade gasoline, lead free, min RON 90, or AVGAS 100LL. *</td>
<td></td>
</tr>
<tr>
<td>Engine Oil Spec</td>
<td>API SF or SG semi synthetic 4 stroke motorcycle engine oil.</td>
<td></td>
</tr>
<tr>
<td>Gearbox oil spec</td>
<td>Common supply with engine</td>
<td></td>
</tr>
<tr>
<td>Fuel/Oil Mix</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Coolant Temperature</td>
<td>150°C</td>
<td></td>
</tr>
<tr>
<td>Oil Pressure</td>
<td>7 bar max (after cold start)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2-5 bar above 3500 rpm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0.8 bar min below 3500 rpm</td>
<td></td>
</tr>
<tr>
<td>Oil Temperature</td>
<td>50-140°C</td>
<td></td>
</tr>
<tr>
<td>Fuel Pressure</td>
<td>0.15-0.4 bar</td>
<td></td>
</tr>
</tbody>
</table>

*Unleaded preferred. See Operator’s Manual for limitations on AVGAS.*

### (8) INSTRUMENTS REQUIRED:

<table>
<thead>
<tr>
<th>ASI</th>
<th>Altimeter</th>
<th>RPM</th>
<th>CHT / EGT</th>
<th>Compass</th>
<th>Coolant temp</th>
<th>Fuel Pressure</th>
<th>VSI</th>
<th>Slip ball</th>
</tr>
</thead>
<tbody>
<tr>
<td>Required (0-100 kts.)</td>
<td>Required 0-20,000 ft</td>
<td>0-6000</td>
<td>0-200°C</td>
<td>No</td>
<td>Measured by CHT sensor</td>
<td>No</td>
<td>Option included +/- 1500 fpm</td>
<td>N/A 2 axis control</td>
</tr>
</tbody>
</table>

TADS BM69 Issue 1
(9) CONTROL DEFLECTIONS:

N/A, weight shift control limits defined by structure geometry.
Control bar move right = roll left
Control bar push out = pitch up
Tighten trim cable = slow trim
Push left pedal = taxi steering right
Push left toe = brakes on
Push right toe = throttle open
Hand throttle forward = throttle open
Ignition switches up = switch on
Choke forward = choke on
Tap aligned with body = fuel on

(10) PILOT'S NOTES, MAINTENANCE MANUALS REFERENCES:

10.1 Manuals approved for use with this aircraft.

(a) Pilot's Operating Handbook XT 912 Streak (Issue 1.0)
(b) XT 912 Owner Maintenance Manual (Issue 1.0)
(c) Streak 3 Owner Maintenance Manual (Issue 1.0)
(d) Rotax 912 UL Operators Manual

10.2 The following placards are to be fitted:-
Aircraft placards are outlined in the pilot's Operating Handbook

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

(b) Engine Limitations Placard (to be located near to engine instruments)
   The engine limitations are programmed into the Skydat GX2 Engine Indication System and the engine parameter indication will flash if a limitation of that parameter has been exceeded.

(c) Fuel Limitations Placard (to be located near to filler cap)
   See Annex D.

(d) Switches
   See Annex D.
Mandatory Modifications / Service Bulletins / Airworthiness Directives etc:

See Annex A for required modifications.

Annual Bettsometer test with a 1.2mm diameter needle, with wing sails fitted and tensioned to flight is to be carried out to:
Upper & lower surface: 1360 grams.
Stitches: 1360 grams using a 1mm diameter hook, pull upwards

CASA AD/ROTAX/21

Minimum Performance at Max Take-Off Weight

Rate of Climb: 825 fpm at 49 kts IAS.

Stall or Minimum Flying Speed: 35 KIAS at MTOW / idle.
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Issue History

<table>
<thead>
<tr>
<th>Issue No.</th>
<th>Reason and signatory</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Initial Issue</td>
</tr>
</tbody>
</table>

[Signature]

22 December 2004

A C Love
Illustration of Aircraft - 3 View

Illustration of Aircraft - Photograph
ANNEX A – MANDATORY MODIFICATIONS

1. None

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). Note that other approved modifications may exist which are not listed here.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Notes</th>
<th>Issued</th>
</tr>
</thead>
<tbody>
<tr>
<td>106526</td>
<td>Training bars</td>
<td>Optional</td>
<td></td>
</tr>
<tr>
<td>105723</td>
<td>BRS Parachute</td>
<td>Optional</td>
<td></td>
</tr>
</tbody>
</table>

ANNEX C

WEIGHING INFORMATION

CG Datum: Nose wheel axle

<table>
<thead>
<tr>
<th>ITEM</th>
<th>WEIGHT kg</th>
</tr>
</thead>
<tbody>
<tr>
<td>Typical ZFW XT 912 Aircraft</td>
<td>219</td>
</tr>
<tr>
<td>Streak 3 Wing</td>
<td>50</td>
</tr>
<tr>
<td>Typical ZFW XT 912 Base</td>
<td>169</td>
</tr>
<tr>
<td><strong>OPTIONAL ITEMS</strong></td>
<td></td>
</tr>
<tr>
<td>BRS Parachute</td>
<td>11</td>
</tr>
<tr>
<td>Antenna and cable</td>
<td>0.40</td>
</tr>
<tr>
<td>Intercom and PTT</td>
<td>0.43</td>
</tr>
<tr>
<td>Instructor Bars</td>
<td>1.4</td>
</tr>
<tr>
<td>Microair Radio and cabling</td>
<td>.57</td>
</tr>
</tbody>
</table>
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ANNEX D

EXAMPLE PLACARDS

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

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

Empty weight must match the most recent W&CG report for the aircraft.

The engine limitations are programmed into the Rotax FLYDAT Engine Indication System and the engine parameter indication will flash if a limitation of that parameter
has been exceeded.

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

55mm

FUEL TANK CAPACITY
70 LITRES

RECOMMENDED FUEL
SUPER GRADE
LEAD FREE MIN RON 90

P/No. 105709

(d) Switches

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

In accordance with Article 11(6)(a) of the Air Navigation Order 2005 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: 2005-012 AIRBORNE EDGE

Subject: Airborne Edge – Streak 3 Wing Knuckles

Applicability: Airborne Edge Microlight aircraft with Streak 3 & Cruze Wings.

Reason: The knuckles on Streak 3 and Cruze wing control frames have exhibited stress corrosion cracking. Failure of the part in flight would be catastrophic. The Australian CASA has mandated SB-003 to address this issue – this MPD is to promulgate the same action on UK registered aircraft.

Compliance:

From the effective date of this MPD, the aircraft is not to be flown until Airborne Service Bulletin SB-003 is complied with.

For each detailed inspection by disassembly carried out in accordance with the referenced service bulletin (2-monthly following the initial inspection) compliance with this MPD and duplicate inspection are to be recorded in the aircraft logbook.

Further information can be obtained from:
1. Airborne Australia’s web site at www.airborne.com.au, or by writing to Airborne Australia PO Box 7042, Redhead, NSW 2290 Australia (Tel: +61 2 4944 9199.

2. The UK importer, Graham Webster, Airborne Aviation in UK, Tel: 01952 254949

Record compliance with this MPD in the aircraft log book.

This MPD becomes effective on 5 December 2005.

Enquiries regarding this MPD should be referred to Mr Tony Love, Certification and Approvals Department, Civil Aviation Authority, Safety Regulation Group, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR. Phone: 01293 573726 Fax: 01293 573976 E-mail: department.certification@arg.caa.co.uk