

Issued on behalf of the UK CAA by the BMAA, UK CAA organisation approval ref. DAI/8909/84

TYPE:	<b>QUIK GTR</b>	
(1)	MANUFACTURER:	Pegasus Sport Aviation Ltd, Clench Common Airfield, Marlborough, Wiltshire, SN8 4NZ Approval Ref: DAI/9970/19
(2)	UK IMPORTER:	N/A
(3)	CERTIFICATION:	BCAR section S issue 5
(4)	DEFINITION OF BASIC STANDARD:	Airworthiness Submission QUIK GTR, GA drawing YQF-000 issue A
(5)	COMPLIANCE WITH THE MICROLIGHT DEFINITION	
	(a) MTOW	450kg / 472.5kg*
	(b) No. Seats	2
	(c) Maximum Wing Loading	34.6kg/m <sup>2</sup>
	(d) V <sub>so</sub>	39mph CAS
	(e) Permitted range of pilot weights	55-110 kg front seat. 0-110 kg rear seat.
	Total Maximum crew weight	220kg
	(f) Typical Empty Weight (ZFW)	234kg
	(g) ZFW + 172 kg crew + 1 hr fuel (18litres /13 kg)	419kg
	(h) ZFW + 86 kg pilot + full fuel ( 65litres /47 kg)	367kg
	(i) Max ZFW at initial permit issue	265kg / 287.5kg*

\*Pegasus Sport Aviation Modification PSA-06 472.5kg AUW increase (without BPRS).

Issued on behalf of the UK CAA by the BMAA, UK CAA organisation approval ref. DAI/8909/84

## (6) POWER PLANTS

Designation	Rotax 912 ULS	Rotax 912 ULS	Rotax 912 UL	Rotax 912 UL
Engine Type	4 cylinder 4 stroke	4 cylinder 4 stroke	4 cylinder 4 stroke	4 cylinder 4 stroke
Reduction Gear	2.43:1 gearbox	2.43:1 gearbox	2.27:1 gearbox	2.27:1 gearbox
Exhaust System	CKT Twin Exhaust	Rotax Side Mounted	CKT Twin Exhaust	Rotax side mounted
Intake System	K&N intake filter With Skydrive carb body heater	K&N intake filter With Skydrive carb body heater	K&N intake filter With Skydrive carb body heater	K&N intake filter With Skydrive carb body heater
Propeller Type	Warp Drive	Warp Drive	Warp Drive	Warp Drive
Propeller Dia x Pitch	172cm Dia 16° at tip	172cm Dia 16° at tip	172cm, 11° at tip	172cm, 11° at tip
Noise Type Cert No.	187M issue 4	187M issue 4	187M issue 4	187M issue 4
AAN approving configuration	AAN BMAA-1050 Issue 1	AAN BMAA-1050 Issue 1	AAN BMAA-1050 Issue 1	AAN BMAA-1050 Issue 1



*Issued on behalf of the UK CAA by the BMAA, UK CAA organisation approval ref. DAI/8909/84*

(7) MANDATORY LIMITATIONS:

(A) Max Take-Off Weight	450kg / 472.5kg (PSA-06 Mod)		
(B) CG Limits	N/A not critical flexwing with predefined hang point position on the keel. The rear of the two hangpoints should be used.		
(C) CG datum	Nosewheel axle.		
(D) Cockpit Loadings (solo front seat only)	Front	Rear	Total
	Min 55kg	0	55kg
	Max 110kg	110kg	220kg
(E) Never Exceed Speed	120mph IAS		
(F) Manoeuvring Speed	90mph 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)	65L		



*Issued on behalf of the UK CAA by the BMAA, UK CAA organisation approval ref. DAI/8909/84*

(I) Power Plant see table

Engine	Rotax 912 ULS	Rotax 912 UL		
Max RPM	5800max 5min. 5500 cont	5800max 5min. 5500 cont		
MAX CHT	135°C **	150°C**		
MAX EGT	880°C	880°C		
Fuel Spec	95 RON minimum unleaded to BS(EN)228 or AVGAS 100LL.*			
Engine Oil Spec	API - SG semi synthetic 4 stroke motorcycle engine oil.	API SF or SG semi synthetic 4 stroke motorcycle engine oil.		
Gearbox oil spec	Common supply with engine	Common supply with engine		
Fuel/Oil Mix	N/A	N/A		
Coolant Temperature	120°C	120°C		
Oil Pressure	2-5 bar above 3500 rpm	2-5 bar above 3500 rpm		
Oil Temperature	50-130°C	50-140°C		
Fuel Pressure	0.4-0.15 bar	0.4-0.15 bar		

(I) \*Unleaded preferred. See flight manual for limitations on AVGAS.

(II) \*\*With 100% Ethylene glycol or Evans NPG coolant. See SB121

(8) INSTRUMENTS REQUIRED:

ASI	Altimeter	RPM	CHT EGT Optional	Compass	Coolant Temp	Oil Temp	Oil Pres	Fuel Pressure	VSI
(0-150mph.)	0-20,000 ft	0-6000	0-200°C 0-1000°C	Optional	Measured by CHT sensor	0-150 degC	0-8 bar	Optional	Optional

Issued on behalf of the UK CAA by the BMAA, UK CAA organisation approval ref. DAI/8909/84

(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
Trim switch up	=	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) QUIK GTR Operator's manual issue 1.2 or as amended.
- (b) Rotax 912-S Operator's manual.
- (c) Rotax 912 and 912-S Maintenance Manual.

10.2 The following placards are to be fitted:

- (a) Flight Limitations Placard (to be visible to the pilot)  
See Annex D and Operators Manual.
- (b) Engine Limitations Placard (to be located near to the engine instruments)  
N/A limitations are programmed into electronic Rotax FLYDAT instrument or marked as red lines on the instrument faces.
- (c) Occupant Warning Placard (to be visible to both occupants)  
See Operators Manual.
- (d) Fuel Filler Placard (to be located adjacent to the fuel filler cap)  
See Annex D.
- (e) Parachute Warning Placards (to be located on the exterior of the aircraft)  
If an Airframe Mounted Total Recovery Parachute System (AMTPRS) is fitted, placards complying with BCAR Section S Issue 7 (or later issue) must be fitted. See Operators Manual.

Issued on behalf of the UK CAA by the BMAA, UK CAA organisation approval ref. DAI/8909/84

- (f) Secondary Control Markings  
Choke, trim, fuel shut-off: see Operators Manual. Other secondary controls are to be placarded as per the associated Operators Manual supplement or normal aviation practice (if no associated Operators Manual supplement).
- (g) ASI Markings  
See Operators Manual.
- (h) Switches  
See Annex D. All switches are to be marked with function and sense (up=on, down=off).
- (i) Fuses and Circuit Breakers  
All fuses and circuit breakers are to be marked with function and rating.
- (j) Fireproof Metal Plate  
Showing the aircraft nationality and registration marks (e.g. G-ABCD) to be mounted in a prominent position on the fuselage.

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

**CAA MANDATORY PERMIT DIRECTIVES:**

<a href="#">2012-005-E</a>	Sail reinforcement degradation - Additional Test
<a href="#">2016-009</a>	Wing - Hang Bolt Installation - Inspection & Modification
<a href="#">2017-003 E</a>	Hang Bolt plus Lanyard - Inspection / Replacement
<a href="#">2017-004 E</a>	Rigging Cables with Roll Swaged End Terminals – Inspection / Replacement

SB132 Issue 4	Sail Reinforcement Test	Brooks testing	18/06/13
---------------	-------------------------	----------------	----------

Annual Bettsometer test with a 1.2mm diameter needle, with wing sails fitted and tensioned enough to prevent puckering of sailcloth at the needle, is to be carried out in accordance with Service Bulletin 133 issue 3.

Applied loads:

Upper & lower surface: 1000 grammes, for wings with Black Technora reinforcement. Loads to be applied spanwise and chordwise.



*Issued on behalf of the UK CAA by the BMAA, UK CAA organisation approval ref. DAI/8909/84*

Stitches: Zone A 1360 grammes, Zone B 1000 grammes using a 1.2mm diameter hook, pull at 90degs to surface of tensioned sail.

Annual Brooksmeter test after first 2 years, using Brooksmeter, on untensioned wing trailing edge is to be carried out in accordance with Service Bulletin 132 issue 4.

Applied loads:

Technora Black sail reinforcement: 8kgf

[Pegasus Sport Aviation – Service Bulletins Website Link](#)

(12) MINIMUM ISA PERFORMANCE AT MAX TAKE-OFF WEIGHT

Rate of Climb: 850 fpm at 55mph IAS (912UL engine)  
1000fpm at 55mph IAS (912ULS engine)

Stall or Minimum Flying Speed: 39mph IAS at MTOW / idle.

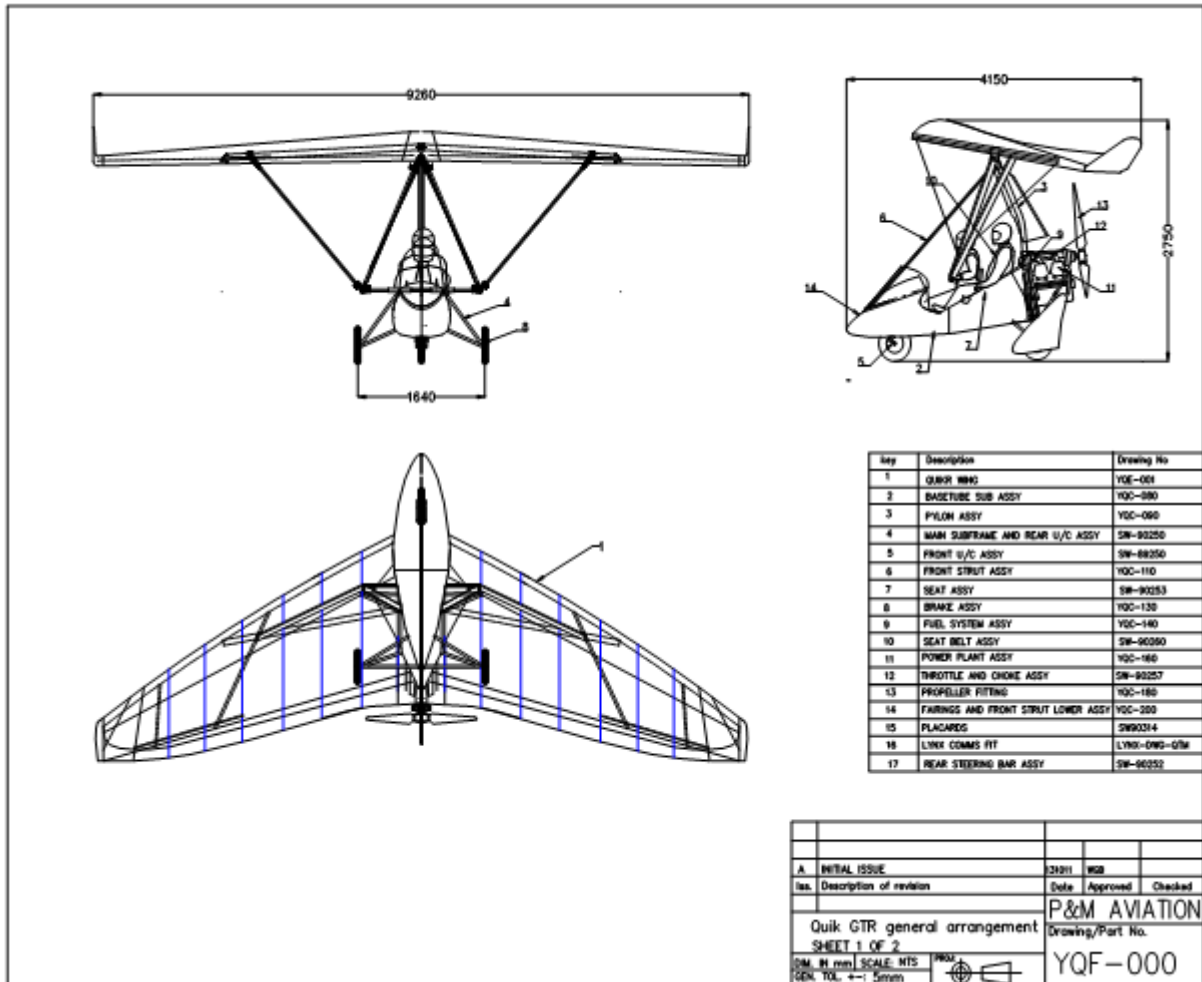
Issue History

<u>Issue No.</u>	<u>Reason and signatory</u>
01 30/04/2012	Initial Issue D S CORTIZO
02 18/03/2015	Betts & Brooks Test Limits Amended & General Update A C Love
03 15/08/2023	Update of manufacturer responsible for airworthiness, Optional Modifications added, included PSA-06 optional increase in AUW to 472.5kg. SBs updated. Minor formatting changes.  Approved for issue by the BMAA Chief Technical Officer

Issued on behalf of the UK CAA by the BMAA, UK CAA organisation approval ref. DAI/8909/84

Issued on behalf of the UK CAA by the BMAA, UK CAA organisation approval ref. DAI/8909/84

Illustration of Aircraft - 3 View



Issued on behalf of the UK CAA by the BMAA, UK CAA organisation approval ref. DAI/8909/84

ANNEX A  
MANDATORY MODIFICATIONS

**CAA Mandatory modifications:**

Nil

**Pegasus Sport Aviation compulsory modifications:**

M112 Safety start switch in hand throttle

ANNEX B  
APPROVED OPTIONAL MODIFICATIONS

The installation of all optional modifications is to be inspected by an inspector from an Organisation approved by the CAA for the purpose and an entry made in the appropriate logbook(s). Note that other approved modifications may exist which are not listed here.

**Essential modifications to bring Quik or GT450 trike to Quik-GTR standard (472.5kg AUW).**

Mod Ref	Description	Issued
M114	Warp Drive propeller on 912 engine.	26/04/04
M115	Warp Drive propeller on 912s engine.	26/04/04
M130/2	Telescopic front suspension, rising rate rear suspension, YQC-215 aerofoil extrusion U/C struts, Michelin S83 tyres.	22/11/04
M131	Overload clutch (912s only)	22/11/04
M138	Electric trim	06/04/05

**Standard Quik-GTR build and optional modifications.**

Mod Ref	Description	Notes	Issued
PG371	Instructor bars	Optional	03/10/02
M108	Disc Brakes	Optional, standard	20/01/04
M112	Safety starter switch in hand throttle	Standard	13/11/03
M113	Screen extension	Optional, standard	13/11/03
M123	Pylon bush sleeve	Strongly recommended, up to S/N 8037, SB117. Superseded by mod M148, standard	21/04/04
M130/1	65L tank	Optional, standard	22/11/04

*Issued on behalf of the UK CAA by the BMAA, UK CAA organisation approval ref. DAI/8909/84*

M135	BRS Softpack Parachute	Optional	04/02/05
M137	Low drag panniers	Optional	06/04/05
M147	Quik-GTR Bush tube sleeve for trike basetube	Optional, standard	12/05/05
M148	Quik-GTR/qtm/quasar hang point bobbin	Optional, standard	12/05/05
M152	Cranked brake pedal	Optional, standard	28/07/05
M153	Landing light	Optional	31/08/05
M156	Engine Cover & Large Radiator type ELR-003.	Engine cover standard	12/02/06
M157	Standard GPS & Power socket	Optional	12/01/06
M158	Quik-GTR - 2 Part Screen as per GT450	Optional, standard	13/01/06
M162	CKT twin exhaust system and cooling pack	Optional, Standard	15/11/06
M168	New coolant overflow bottle mounted on gearbox	Optional, standard	14/03/06
M176	Oil Hose Fastened to Gearbox	Optional, standard	27/07/06
M256 part 1	Black Max wheels and brakes	Explorer option	20/03/12
M315	Longer cross boom restraint cables	Lighter roll handling (see also SB158)	26/5/21
PSA1	Tig weld lift strap	Option instead of brazing	11/3/22
PSA3	3 spoke wheels	Grimeca wheels out of production	2/4/22
PSA4	Porcher sailcloth	Better UV performance	7/7/22
PSA6	GTR weight increase to 472.5kg	Regulation change, customer demand	30/12/22
PSA7	GTR keel kingpost hole bush	Wear/damage recovery	16/1/23

*Issued on behalf of the UK CAA by the BMAA, UK CAA organisation approval ref. DAI/8909/84*

ANNEX C  
WEIGHING INFORMATION

The table below is a guide only. Empty weights include unusable fuel, full oil, electrolyte and prepared ready for flight.

**ITEM WEIGHT kg**

Quik -912s Trike	174
GTR wing only	59

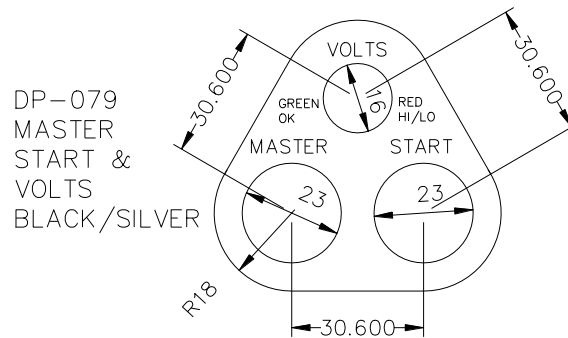
**OPTIONAL ITEMS**

DELUXE SEAT (1.150), ADD	0.46
50mm FRONT SEAT BOOSTER PAD	0.27
50mm FRONT S/BACK BOOSTER PAD ET	0.25
50mm REAR BOOSTER PAD	0.27
100mm REAR BOOSTER PAD	0.42
CONTROL BAR PROTECTION (2)	0.05
FRONT STRUT PROTECTION	0.04
LYNX ANTENNA	0.19
LYNX FILTER, POWER INT, PTT	0.81
INSTRUCTOR BARS	2.4
AEROTOW SYSTEM	1.5
ICOM HAND HELD RADIO	0.3
M135 BALLISTIC PARACHUTE	13

Issued on behalf of the UK CAA by the BMAA, UK CAA organisation approval ref. DAI/8909/84

**ANNEXE D**  
**EXAMPLE PLACARDS**

<b>Title</b>	<b>Location</b>
Flight Limitations:	On LH wing upright
Engine Limitations:	On panel
Aircraft Weights:	On basetube
Baggage Limitations:	On baggage container
Fuel Type, Capacity and Mix Ratio:	On rear suspension leg
Fuel Cock On/Off Positions:	On seat
Ignition Switch On/Off Positions:	On ignition switch bracket
Propeller Pitch Setting:	On airbox or radiator
Hand Throttle:	On throttle unit
Wiring Loom Disconnection Warning:	On airbox or carb covers
Trimmer Setting:	On trim switch (electric trim)
	On trim display (electric trim)
Tip Turn Adjusters:	On leading edge tube tips
Latch Locking:	On seat next to latch
Oil Type and Quantity:	On oil cap
Propeller Pitch:	On oil cooler
Fuel Load Limitations:	In the cockpit



TRIM INDICATOR AND TRIM SWITCH PLACARDS



Issued on behalf of the UK CAA by the BMAA, UK CAA organisation approval ref. DAI/8909/84

## MAIN PLACARD (Example)

<b>P&amp;M AVIATION</b>	
<b>QUIK GTR</b>	
<i><b>FLIGHT LIMITATIONS</b></i>	
MANOEUVRING SPD	90MPH
NEVER EXCEED V <sub>ne</sub>	120MPH
MAX CROSS WIND	12MPH
<i><b>ENGINE LIMITATIONS</b></i>	
MAX OIL PRESSURE	7 BAR
MIN OIL PRESSURE	1.5 BAR
MAX OIL TEMP	(912) 140 DegC (912S) 130 DegC
MIN OIL TEMP	50 DegC
MAX CHT	(912) 150 DegC (912S) 135 DegC
MAX CONT RPM	5500
MAX RPM5	800
<i><b>PAYLOAD LIMITATIONS</b></i>	
MAX. TAKE OFF WEIGHT	450/472.5KG
MAX. COCKPIT LOAD	220KG
MAX. P1 LOAD	110KG
MAX PASSENGER LOAD	110KG
MIN P1 LOAD	55KG
<b>DO NOT EXCEED MAX. LOAD</b>	
<b>WARNING</b>	
MINIMUM FULL POWER CLIMB SPEED 40 MPH	
DO NOT EXCEED 60 DEGREES ANGLE OF BANK	
THIS AIRCRAFT IS NON- AEROBATIC	
NO WHIPSTALLS, WINGOVERS, TAILSLIDES, LOOPS, ROLLS OR SPINS	
NO NEGATIVE G	
MAINTAIN POITIVE 'G' LOADING AT ALL TIMES	
FLY SOLO FROM FRONT SEAT ONLY	
<a href="http://www.pmaviation.co.uk">www.pmaviation.co.uk</a>	

Issued on behalf of the UK CAA by the BMAA, UK CAA organisation approval ref. DAI/8909/84

**MISCELLANEOUS PLACARDS. IGNITION SWITCH PLACARD IS SPLIT AND USED FOR BOTH MAG SWITCHES.**

