ANUFACTURER: American Aerolights Inc., 700 Comanche NE.,
Albuquerque, New Mexico, U.S.A.

IMPORTER: Aerolite Limited, Long Marston Airfield,
Stratford upon Avon, Warks

CERTIFICATION BASIS: BCAR Section S. (Advance Issue) Requirements listed
in CAA note dated 19th June 1985, Ref: 9/30/UL18.

DEFINITION OF BASIC DESIGN STANDARD: Not available.

DIMENSIONS/WEIGHTS FOR COMPLIANCE WITH MICROLIGHT DEFINITION:

- Wing Area (inc. canard area, excluding winglets): 18.00 m² (193ft²)
- Span: 10.67 m² (35 ft)
- Standard Mean Chord: 1.52 m (5 ft)
- Dry Empty Weight: 95kg to 105kg.
- Wing Loading 5.28
  (Weight Empty/Wing Area: )
(7) MANDATORY LIMITATIONS: (*Indicates which are placarded)

(a) Max. Take-off Weight: 236 kgs
(b) C.G. Limits (3-axis aircraft): N/A
(c) C.G. Datum: N/A
(d) Cockpit Loadings:

<table>
<thead>
<tr>
<th>Front</th>
<th>Rear</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot and Baggage or Ballast</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Pilot and Baggage</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>
(e) Permanent Ballast, Weight and Position: N/A
(f) Empty C.G. (3-axis aircraft): N/A
(g) Never Exceed Speed: knots N/A
(h) Manoeuvring Speeds: knots N/A
(i) Permitted Manoeuvres: Non-Aerobatic
(j) Fuel Contents (Max. Useable): 4 gallons.
(k) Power Plant:

<table>
<thead>
<tr>
<th>Engine</th>
<th>Cuyuna 430 R</th>
<th>-</th>
<th>-</th>
<th>-</th>
<th>-</th>
<th>-</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max RPM</td>
<td>N/A</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Max CHT</td>
<td>N/A</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Fuel Spec.</td>
<td>Petrol</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Oil Spec</td>
<td>2 Stroke Oil Premium Grade</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Fuel/Oil Mix</td>
<td>40 : 1</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Max EGT</td>
<td>N/A</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Oil Press</td>
<td>N/A</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Oil Temp</td>
<td>N/A</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>
### (8) INSTRUMENTS REQUIRED FOR TYPE APPROVAL:

<table>
<thead>
<tr>
<th>Instrument</th>
<th>Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASI</td>
<td>N/A</td>
</tr>
<tr>
<td>Altimeter</td>
<td>Wrist Mounted</td>
</tr>
<tr>
<td>R.P.M.</td>
<td>N/A</td>
</tr>
<tr>
<td>CHT</td>
<td>N/A</td>
</tr>
<tr>
<td>Compass</td>
<td>N/A</td>
</tr>
</tbody>
</table>

### (9) CONTROL DEFLECTIONS (3-AXIS SYSTEMS)

- **Pitch Control**
  - Up: T/E 2" up
  - Down: Limited by stop

- **Tailplane Trim**
  - Up: N/A
  - Down: N/A

- **Ailerons**
  - Up: N/A
  - Down: N/A

- **Rudder**
  - Left: N/A
  - Right: N/A

- **Steering**
  - Left: N/A
  - Right: N/A

- **Spoilers**
  - N/A

### (10) PILOT'S NOTES, MAINTENANCE MANUALS AVAILABLE:


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

- See Appendix 1

### (12) MINIMUM PERFORMANCE AT MAX. T/O WT.

- **Rate of Climb:** 700 ft/min
- **Stalling Speed:** N/A
No. BMO2

Notes:

1. G.A. Drawings and/or colour photographs illustrating the principal features of the aircraft submitted for type approval shall be attached to, and form part of, this Data Sheet.

2. The basic data presented on this TADS relates to the power plant quoted in the first column of paragraph 6, and may not be applicable to the other power-plant installations listed.

FOR B.M.A.A. OFFICE.

LATEST ISSUE: 1 DATED: 30th August 85

SIGNED: G Furr

LATEST ISSUE: 2 DATED: 15th October 1987

SIGNED: F J Tucker

Issue 3 Additional Romain propeller type and noise certification.

Modifications

The following modifications must be incorporated on each Eagle microlight in order to comply with the requirements and to qualify for the issue of the Individual Exemption.

(a) A fire resistant fuel line must be fitted.

(b) The hot exhaust sections of the engine must be shielded from fuel leaks.

(c) The wiring for the ignition switch must either be fire resistant adjacent to the engine or located so that in the event of an engine fire the engine can be stopped.

(d) Control system pulleys must be equipped with close fitting guards to prevent the cable from being misplaced or fouled.

In addition as a further condition of Type Acceptance and the granting of Individual Exemptions, the pilot must carry a wrist altimeter if an altimeter is not mounted in the aeroplane and he must wear a protective crash helmet.

Inspection

The review of the compliance of the Eagle with the airworthiness requirements of the nominated paragraphs of BCAR Section S has indicated a number of areas where particular attention must be given by each BMAA Inspector responsible for inspection of Eagle aeroplanes and these are listed below:

(a) Although tubing supplied by Aerolight Eagle has been anodised internally and externally, parts obtained from other sources may not be protected in this manner. Inspection of the structure is required to determine that an adequate level of protection against corrosion has been provided.

(b) Structural cables are plastic coated. These are to be inspected to ensure that the coating is not opaque such that it would hide evidence of cable corrosion.

(c) Butterfly nuts are used at a number of locations and appear to be prone to corrosion. All corroded nuts are to be replaced and the condition of the tubing under corroded nuts examined to ensure that its protection is satisfactory.

(d) The bottom frame at the rear wheel mountings is to be inspected for signs of wear.

continued...
(e) The main frame tubing is to be inspected for signs of trapped moisture or corrosion at the point where the undercarriage mounting is attached.

(f) The leading edge tube is to be inspected for signs of damage that may be caused by the wing tip rudder cable pulleys during rigging and de-rigging.

(g) A check must be made to ensure that the specified amount of elevator travel is available.

(h) The fabric pocket in which the fuel tank is installed is to be inspected for signs of fuel soakage and deterioration. A fuel soaked fabric pocket is a fire hazard.

In addition the following Service Bulletins, issued by the Eagle Owners and Pilots Association, must be actioned on each Eagle aeroplane when being inspected for the purposes of issuing the Individual Exemption:

SB 001 Checks on the landing gear base tube for wear and cracks.

SB 002 Pilots to be aware of the possibility of jamming the handle bar/throttle twist grip when wearing thick gloves.

SB 003 Check for correct propeller/engine combination.

SB 004 Check for propeller/keel clearance.

SB 005 Modification to fuel tank filler cap.

The following American Aerolight Service Bulletin and News Letters are also to be actioned.

SB No. A-84-1020 to reinforce main sail trailing edge.

News letter 15.6.82 – Double sleeving of leading edges.