CIVIL AVIATION AUTHORITY  
SAFETY REGULATION GROUP  

MICROLIGHT TYPE ACCEPTANCE DATA SHEET (TADs)  

NO: BMO-12 ISSUE: 2  

TYPE  
Typhoon/Triflyer  

(1) MANUFACTURER:  
Wing: Solar Wings (UK)  
Trike: Mainair Sports Ltd (UK)  

(2) UK IMPORTER:  
N/A  

(3) CERTIFICATION BASIS:  
Reduced BCAR Section S, as per CAA letter of 17 January 1986, Ref: 9/30/UL18.  

(4) DEFINITION OF BASIC STANDARD:  
Not available (but see BMAA documents WS.003 and TS.005)  

(5) DIMENSIONS/WEIGHTS FOR COMPLIANCE WITH MICROLIGHT DEFINITION  

(a) Wing area (inc canard area, excluding winglets): 15.4 to 16.6 m²  
(b) Span: 10 to 10.6 m  
(c) Standard Mean Chord: 1.54 to 1.57 m  
(d) Dry Empty Weight: 86 kg  
(e) Max Take-Off Weight: 250 kg  
(f) Wing Loading (Weight Empty/Wing Area): 5.2 - 5.58 kg/m²  
(g)翼 Loading (Max Take-Off Weight/Wing Area): 15.1 to 16.2 kg/m²  
(h) Fuel Capacity Depends on variant  

(6) POWER PLANTS  

<table>
<thead>
<tr>
<th>Designation</th>
<th>Typhoon/Triflyer</th>
<th>Typhoon/Triflyer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine Type</td>
<td>Fuji Robin EC25PS Inv</td>
<td>Fuji Robin EC34PM Inv</td>
</tr>
<tr>
<td>Reduction Gear</td>
<td>2.33:1</td>
<td>2.3:1</td>
</tr>
<tr>
<td>Exhaust system</td>
<td>Huntair/ Rotaflow</td>
<td>Huntair/ Rotaflow</td>
</tr>
<tr>
<td>Intake System</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Propeller Type</td>
<td>Romain Square Tip</td>
<td>Laminated Wood</td>
</tr>
<tr>
<td>Propeller Dia x Pitch</td>
<td>54&quot; x 27&quot;</td>
<td>54&quot; x 30&quot;</td>
</tr>
<tr>
<td>Noise Cert No.</td>
<td>75M</td>
<td>57M</td>
</tr>
</tbody>
</table>

Noise requirement  
Registered Pre 1/4/86 80 dBA 84 dBA N3-6, 3 Iss 4  
Registered Post 1/4/86 76 dBA 80 dBA N3-6, 4 Iss 4
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(7) **MANDATORY LIMITATIONS:** * To be placarded

*(a) Max Take-off Weight: 250 kg
*(b) C G Limits: N/A
*(c) C G Datum: N/A
*(d) Cockpit Loadings: Front Rear Total
   Pilot or Ballast (min) 55 kg - 55 kg
   Pilot or Ballast (max) 90 kg - 90 kg
*(e) Permanent Ballast, Weight and Position: None
*(f) Empty C G: N/A
*(g) Never Exceed Speed: 47 knots (55 mph)
*(h) Manoeuvring Speed: Non Aerobatic
*(i) Manoeuvre Limitations: Non Aerobatic
*(j) Fuel Contents (Max Usable): Max Reported: 5 gallons

(k) Power Plant: See Table

<table>
<thead>
<tr>
<th>Engine</th>
<th>Fuji Robin EC25PS</th>
<th>Fuji Robin EC34PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max RPM</td>
<td>6500</td>
<td>7500</td>
</tr>
<tr>
<td>Max CHT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Max EGT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel Spec</td>
<td>2 Star Petrol/Oil</td>
<td>2 Star Petrol/Oil</td>
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<tr>
<td>Engine Oil Spec</td>
<td>Self Mix 2 Stroke</td>
<td>Self Mix 2 Stroke</td>
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<tr>
<td>Gearbox Oil Spec</td>
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<tr>
<td>Fuel/Oil Mix</td>
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<td>40:1</td>
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<tr>
<td>Oil Press</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil Temp</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coolant Temp</td>
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</tbody>
</table>
(8) INSTRUMENTS REQUIRED FOR TYPE APPROVAL:

<table>
<thead>
<tr>
<th>ASI</th>
<th>Altimeter</th>
<th>RPM</th>
<th>CHT</th>
<th>Compass</th>
<th>EGT</th>
<th>Coolant Temp</th>
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<tbody>
<tr>
<td>Required</td>
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<td></td>
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<tr>
<td>0-55 mph</td>
<td>Wrist Type</td>
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<tr>
<td></td>
<td>Acceptable</td>
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<td></td>
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</tbody>
</table>

(9) CONTROL DEFLECTIONS (3-AXIS SYSTEMS): N/A

- Pitch Control: Up: - Down: -
- Tailplane Trim: Up: - Down: -
- Ailerons: Up: - Down: -
- Rudder: Left: - Right: -
- Steering: Left: - Right: -
- Spoilers

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

Not Available

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

BMAA Inspectors Manual, BMAA documents WS.003 and TS.005. See Appendix 1 of this document.

(12) MINIMUM PERFORMANCE AT MAX T/O WT

- Rate of Climb: 522 ft/min (with Fuji Robin EC34PM engine)
- Climb Speed:

Stall or Minimum Flying Speed: 28 mph
MICROLIGHT TYPE ACCEPTANCE DATA SHEET (TADS)

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Notes:

1. GA 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.

<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
<th>CAA Approval</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>19/Dec/1989</td>
<td></td>
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</tbody>
</table>

Amendments

Issue 2  Correction to Appendix 1 TS.005 was TS.003
The Typhoon/Triflyer must satisfy the modification and inspection provisions set out in BMAA documents WS.003 and TS.005 (latest issue). The areas affected are as follows:

a) Modifications

Pylon back up wire.

S605  Engine mounting washers; keel; axle anti-drag wires.
S627  Non-flexible coating.
S689  Throttle installation (on certain Triflyers).
S786  Safety helmet placard.
S787  Baggage compartment max load placard (if fitted).
S901  c)  Engine to airframe electrical bonding.
S967  b)  Fuel tank (if installed above engine).
S993  d)  Fuel lines.
S995  Fuel cock.
S1141  Ignition switch wiring.
S1303  1)  Airspeed indicator
S1303  2)  Altimeter placard (where applicable).
S1541  Placards.

b) Inspection

Triflyer weight, and hang attitude.

S29
S605  Security/tightness of pylon back up wire and axle tie wire.
S607  Propeller shaft retention nut. Wheels to axle attach- ment. (Wing): Batten retainers
S623  Hang channels and trike attachments.
S626  Cable swages and rigging cables.
S775  Windshield (where fitted).
S785  Safety harness/seat belt and attachments.
S901  b)  1)Powerplant installation.
S925  Clearance between propeller and aircraft structure.
S951  Fuel system - vapour locks.
S959  Unusable fuel.
S967  Fuel tank installation.
S975  c)  Fuel tank vents.
S1125  Exhaust.
S1301  1)  Installed equipment.

In addition, Inspectors must pay attention to the relevant 'Spotlight' and Defect Warning Reports in the BMAA Inspectors Manual.
MICROLIGHT TYPE ACCEPTANCE DATA SHEET (TADS)

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TYPHOOON WING and MAINAIR TRIFLYER TRIKE with pod.

Appendix 2