

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

TYPES:

Ikarus C42 FB80 and Ikarus C42 FB80 Bravo
Ikarus C42 FB100 and Ikarus C42 FB100 Bravo

(1)	MANUFACTURER:	The Light Aircraft Company Limited - DAI/9957/14 Hangar 4, Little Snoring Airfield, Fakenham, NR21 0JL (UK type approval holder for Comco Ikarus GmbH)
(2)	UK IMPORTER:	N/A
(3)	CERTIFICATION:	BCAR Section S Issue 2 dated August 1999
(4)	DEFINITION OF BASIC STANDARD:	Build Standard Sheet referenced in Procedure P.01, "Control and Storage of Drawings, Configuration Control"
(5)	COMPLIANCE WITH THE MICROLIGHT DEFINITION	
	(a) MTOW	450 kg pre Performance Aviation Mod C42PAUK/001 472.5 kg post Performance Aviation Mod C42PAUK/001 or TLAC TMC42-15 Mod applied.
	(b) No. Seats	2
	(c) Maximum Wing Loading	36 kg/m ² at 450 kg
	(d) Vso	37 mph (32 kt) IAS at 450 kg
	(e) Permitted range of pilot weights	55 – 172 kg total, Max 120 kg per seat
	(f) Typical Empty Weight (ZFW)	257.5 kg
	(g) ZFW + 172 kg crew + 1 hr fuel (10 kg C42 FB 80 & 12.5 kg C42 FB 100)	439.5 kg C42 FB80 442 kg C42 FB100
	(h) ZFW + 86 kg pilot + full fuel (50 litres / 36 kg) (65 litres / 47 kg)	379.5 kg 390.5 kg
	(i) Max ZFW at initial permit issue	C42 FB80 268 kg Pre Performance Aviation Mod C42PAUK/001 290.5 kg post Performance Aviation Mod C42PAUK/001 or TLAC TMC42-15 C42 FB100 265.5 kg Pre Performance Aviation Mod C42PAUK/001 288 kg post Performance Aviation Mod C42PAUK/001 or TLAC TMC42-15

Note: References in this TADS to C42 FB 80 and C42 FB100 must also be taken to include C42 FB80 Bravo and C42 FB100 Bravo respectively unless otherwise stated. The Bravo models are introduced by Performance Aviation Mod C42PAUK/002 and approved by AAN BMAA-1045.

(6) POWER PLANTS

Designation	<i>C42 FB80</i>	<i>C42 FB80</i>	<i>C42 FB80</i>	<i>C42 FB80</i>
Engine Type	<i>Rotax 912 UL</i>	<i>Rotax 912 UL</i>	<i>Rotax 912 UL</i>	<i>Rotax 912 UL</i>
Reduction Gear	<i>2.27:1</i>	<i>2.27:1</i>	<i>2.27:1</i>	<i>2.27:1</i>
Exhaust System	<i>Heggerman</i>	<i>Heggerman</i>	<i>Heggerman</i>	<i>Heggerman</i>
Intake System	<i>Twin carburettor</i>	<i>Twin carburettor</i>	<i>Twin carburettor</i>	<i>Twin carburettor</i>
Propeller Type	<i>Warp Drive 2 blade</i>	<i>Ecoprop 170R 110/3 3 blade</i>	<i>Warp Drive 3 blade</i>	<i>Neuform Fixed Pitch 3 blade</i>
Propeller Dia x Pitch	<i>68" x 25° @ 400 mm from hub edge</i>	<i>170 cm x 20° @ 75% radius</i>	<i>68" x 21° @ 400 mm from hub edge</i>	<i>175 cm x 23° @ 310 mm from hub edge</i>
Max Static RPM	<i>5000</i>	<i>5000</i>	<i>5000</i>	<i>4700</i>
Noise Type Cert No.	<i>179M</i>	<i>179M</i>	<i>179M</i>	<i>179M</i>
AAN approving configuration	<i>27832</i>	<i>27832</i>	<i>29023</i>	<i>29073 Addendum 1</i>

Designation	<i>C42 FB80</i>	<i>C42 FB80 Bravo Serial No: 1110-7175</i>	<i>C42 FB100</i>	<i>C42 FB100</i>
Engine Type	<i>Rotax 912 UL</i>	<i>Rotax 912 UL</i>	<i>Rotax 912 ULS</i>	<i>Rotax 912 ULS</i>
Reduction Gear	<i>2.27:1</i>	<i>2.27:1</i>	<i>2.43:1</i>	<i>2.43:1</i>
Exhaust System	<i>Heggerman</i>	<i>Heggerman</i>	<i>Heggerman</i>	<i>Heggerman</i>
Intake System	<i>Twin carburettor</i>	<i>Twin carburettor</i>	<i>Twin carburettor</i>	<i>Twin carburettor</i>
Propeller Type	<i>Kiev prop 263/1700 3 blade</i>	<i>Kiev prop 263/1700 3 blade</i>	<i>Warp Drive 3 blade</i>	<i>Ecoprop 170R 130/3 3 blade</i>
Propeller Dia x Pitch	<i>170 cm x 24° @ 350 mm radius</i>	<i>170 cm x 24° @ 350 mm radius</i>	<i>68" x 25° @ 400 mm radius</i>	<i>170 cm x 20° @ 75% radius</i>
Max Static RPM	<i>5000</i>	<i>5000</i>	<i>5000</i>	<i>5000</i>
Noise Type Cert No.	<i>179M</i>	<i>179M</i>	<i>179M</i>	<i>179M</i>
AAN approving configuration	<i>BMAA - 1047</i>	<i>29359</i>	<i>27832 Addendum 1</i>	<i>27832 Addendum 1</i>

Designation	<i>C42 FB100</i>	<i>C42 FB100</i>	<i>C42 FB100</i>	<i>C42 FB100</i>
Engine Type	<i>Rotax 912 ULS</i>	<i>Rotax 912 ULS</i>	<i>Rotax 912 ULS</i>	<i>Rotax 912 ULS</i>
Reduction Gear	<i>2.43:1</i>	<i>2.43:1</i>	<i>2.43:1</i>	<i>2.43:1</i>
Exhaust System	<i>Heggerman</i>	<i>Heggerman</i>	<i>Heggerman</i>	<i>Heggerman</i>
Intake System	<i>Twin carburettor</i>	<i>Twin carburettor</i>	<i>Twin carburettor</i>	<i>Twin carburettor</i>
Propeller Type	<i>GSC Tech-III 3 blade</i>	<i>Neuform Fixed Pitch 3 blade</i>	<i>Neuform Variable Pitch 3 blade</i>	<i>Kiev Prop 283/1800 3 blade</i>
Propeller Dia x Pitch	<i>68" x 25° @ 400 mm from hub edge</i>	<i>175 cm x 27° @ 310 mm from hub edge</i>	<i>180 cm x 24 to 31° @ 310 mm from hub edge</i>	<i>180 cm x 24° @ 485 mm radius</i>
Max Static RPM	<i>5000</i>	<i>4700</i>	<i>5400 (fully fine)</i>	<i>4850</i>
Noise Type Cert No.	<i>179M</i>	<i>179M</i>	<i>179M</i>	<i>179M</i>
AAN approving configuration	<i>27832 Addendum 1</i>	<i>29073</i>	<i>29089</i>	<i>BMAA-1044</i>

Designation	<i>C42 FB100</i>
Engine Type	<i>Rotax 912 ULS</i>
Reduction Gear	<i>2.43:1</i>
Exhaust System	<i>Heggerman</i>
Intake System	<i>Twin carburettor</i>
Propeller Type	<i>Neuform Fixed Pitch 3 blade</i>
Propeller Dia x Pitch	<i>175 cm x 25° @ 310 mm from hub edge</i>
Max Static RPM	<i>5100</i>
Noise Type Cert No.	<i>179M</i>
AAN approving configuration	<i>BMAA-1057</i>

Note: The maximum ground static engine RPM quoted is an indicative value achieved by a correctly pitched propeller.

(7) MANDATORY LIMITATIONS:

(a) Max Take-Off Weight		450 kg pre Performance Aviation Mod C42PAUK/001 472.5 kg post Performance Aviation Mod C42PAUK/001 or TLAC TMC42-15 Mod applied.
(b) CG Limits	Aft Limit	560 mm aft of datum
	Fwd Limit	350 mm aft of datum
(c) CG datum		Wing Leading Edge
(d) Cockpit Loadings	Total	
	Min	55 kg
	Max	172 kg
		Max 120 kg per seat
(e) Never Exceed Speed		139 mph (121 kt) IAS 103 mph (90 kt) IAS Post Aerosport Mod. C42/019, Flying Without Doors
(f) Manoeuvring Speed		94 mph (82 kt) IAS 80 mph (70 kt) IAS Post Aerosport Mod. C42/019, Flying Without Doors
(g) Permitted Manoeuvres		Maximum bank angle 60° Non Aerobatic Normal acceleration limits, +4g / -2g
(h) Fuel Contents (Max Usable)		50 litres (Pre Aerosport Mods C42/005 and /011) 65 litres (Post Aerosport Mod C42/011) 100 litres (Post Aerosport Mod C42/005)

(i) Power Plant

Engine	Rotax 912 UL	Rotax 912 ULS
Max RPM	5800	5800
MAX CHT*	150 °C	135 °C
MAX EGT	N/A	N/A
Fuel Spec	Unleaded MOGAS Minimum Fuel Grade MON 83, RON 91, AKI 87 AVGAS 100LL Avoid prolonged use of AVGAS	Unleaded MOGAS Minimum Fuel Grade MON 85, RON 95, AKI 91 AVGAS 100LL Avoid prolonged use of AVGAS
Engine Oil Spec	API Class SF or SG	API Class SF or SG
Gearbox oil spec	N/A	N/A
Fuel/Oil Mix	N/A	N/A
Max Coolant Temperature *	120 °C	120 °C
Oil Pressure	2 to 5 bar	2 to 5 bar
Oil Temperature	50 °C to 140 °C	50 °C to 130 °C
Fuel Pressure	N/A	N/A

* For engine S/N with Suffix -01 Coolant Temperature is monitored. Otherwise (older engines) CHT is monitored.

(8) INSTRUMENTS REQUIRED:

ASI	Altimeter	RPM	CHT or Coolant Temperature	Oil Temperature	Oil Pressure	Compass	VSI	Slip ball
Required (0 to 150 mph / 130 kt min.)	Required	Required 0-6000 rpm	Required	Required	Required	Optional	Optional	Optional

(9) CONTROL DEFLECTIONS:

Elevator UP:	30° ± 3°	Tailplane trim tab UP:	1° to 5° (relative to elevator)
Elevator DOWN:	20° ± 3°	Tailplane trim tab DOWN:	25° ± 3° (relative to elevator)
Ailerons UP:	20° ± 2°	Rudder LEFT:	32° ± 3°
Ailerons DOWN:	14° ± 2°	Rudder RIGHT:	32° ± 3°
Flaps (DOWN):	4.5°, 15° and 42°	(relative to the fuselage tube)	

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

10.1 Manuals approved for use with this aircraft:

C42 Owner's Manual or later issue.	OHB/C42/001
C42 Owner's Manual Issue 19 or later for operation at 472.5kg without a BPRS	OHB/C42/001
Neuform Variable Pitch Propeller, Assembly and Maintenance Manual	NAM/C42/001
Neuform Variable Pitch Propeller, Operating Manual	NOM/C42/001

10.2 The following placards are to be fitted:

- (a) Flight Limitations Placard (to be visible to pilot)
See Annex D.
- (b) Engine Limitations Placard (to be located near to engine instruments)
See Annex D.
- (c) Fuel Limitations Placard (to be located near to filler cap)
See Annex D.
- (d) Switches
See Annex D.
- (e) Parachute System
See Annex D.

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

See Annex A for required modifications.

Annual Bettsometer Test

Stitching only: 1000 grammes using a 1.2mm diameter hook, pull at 90deg to surface of tensioned sail.

(12) MINIMUM PERFORMANCE AT MAX TAKE-OFF WEIGHT (450 kg – ISA – Sea Level)

Rate of Climb: C42 FB80 700 fpm at 70 mph (60 kt) IAS.
C42 FB100 1000 fpm at 70 mph (60 kt) IAS.

Stall or Minimum Flying Speed: 37 mph (32 kt) IAS at MTOW / idle / full flap.

All figures are based on Maximum All Up Weight of 450kg. Where performance at 472.5kg is not known, the performance figures for operation at 450kg should be used for planning purposes using the following factors to convert from 450kg to 472.5kg (from CAA Safety Sense leaflet 7 – Aeroplane Performance):

- TODR – multiply by 1.1.
- LDR – multiply by 1.05.

Issue History

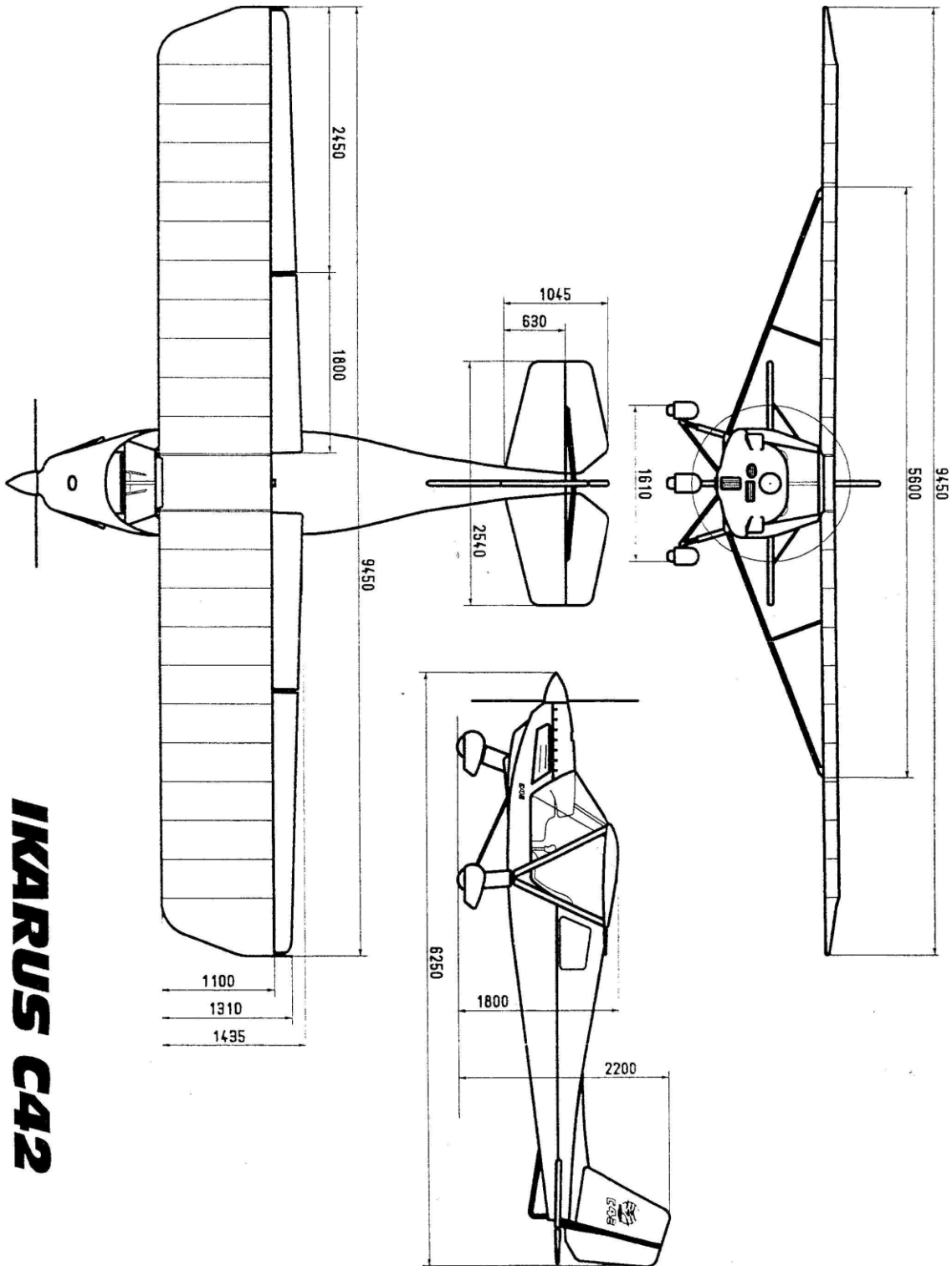
Issue No. Reason and signatory

1	20/10/03	Initial Issue.
2	18/12/03	Ikarus C42 FB80 now approved by AAN 27832. Note deleted from page 1. OSB 16 added to Annex A.
3	02/11/04	Flybuy Ultralights Ltd address amended. Warp Drive 3 blade propeller added as alternative for C42FB 80. OSB 18 added to Annex A.
4	11/01/05	65 Litre Fuel Tank, Modification C42/011, added.
5	10/10/05	Company name and address changed. Neuform Fixed Pitch 3 blade propeller added as alternative for C42 FB100, Modification C42/006. Falcon Artificial Horizon, Modification C42/003 added. Samsonite Luggage Case, Modification C42/004 added. Additional 50 Litre Fuel Tank, Modification C42/005 added. Vertical Card Compass, Modification C42/012 added. Filser ATR 500 Transceiver, Modification C42/016 added. Filser TRT 600 Transponder, Modification C42/017 added. Flying Without Doors, Modification C42/019 added. Seat Load Limit Increase to 120 kg, Modification C42/020 added. Filser ATR 600 Transceiver, Modification C42/022 added.
6	06/12/05	Neuform Variable Pitch 3 blade propeller added as alternative for C42 FB 100,

Issue No.		Reason and signatory
		Modification C42/007. Neuform Fixed Pitch 3 blade propeller added as alternative for C42 FB 80, Modification C42/027. Minimum Performance values in para (12) amended.
7	10/03/11	Company name and address changed. Flybuy, Aerosport or Performance Aviation added as descriptor to various modifications. Flap Deflections added to paragraph (9). OSB 24 and OSB 25 added to Annex A. References to Performance Aviation Mods C42PAUK/001 to /005 added. Parachute System Placards added to Annex D.
8	13/04/11	Reference to Performance Aviation Mods: C42PAUK/006 and /012 added.
9	08/08/12	Company name and address changed. C42 FB80 Bravo Serial No. 1110-7175 added to paragraph (6).
10	07/08/17	Company name and address changed. C42 FB100 designation table added to paragraph (6). Coolant temperature limits and associated note added to Power Plant limitations table at paragraph (7)(i). Coolant temperature limitations added to instruments required at paragraph (8). Mandatory Modifications / Service Bulletins updated at Annex A: Main Fuselage Tube Cracking Modification OSB 29 added, Neuform Prop Hub Cracking OSB 30 added. Optional modifications list at Annex B re-identified as "Red-Air / Red Aviation Optional Modifications" and Optional Modifications 26 through 32 added. Placarded engine limits amended at Annex D to include 120 deg. C max Coolant Temperature applicable to both 80hp and 100 hp engines with S/N with Suffix -01.
11	29/11/2021	Update of organisation responsible for airworthiness Max static rpms added for all propeller configurations Optional Modifications for TLAC Added Including 472.5kg Operation without a BPRS POH / MM Issue 19 added Addition of Bettsometer Testing, SBs & MPDs Cg limit for operation between 450 and 472.5 kg removed. 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

Illustration of Aircraft - 3 View



ANNEX A – MANDATORY MODIFICATIONS / SERVICE BULLETINS

CAA Mandatory Permit Directives (AIRFRAME ONLY)

2004-005 R1	Elevator Horn Cracking
2004-013	Stub Axle Shock Absorber Attachment Cracking
2007-007	Fouling of Rear Fuselage Composite Fairing on Rudder Horn Bolts
2007-008	Cracking in Weld on Wing Root Rib
2016-004-E	Inspection of Main Fuselage Tube for Cracking
2016-006-E	Inspection of Neuform Prop Hub for Cracking
2019-005¹	Placarding Requirements for Aircraft fitted with a BPRS 4 (for more info see TIL063)

Manufacturer Essential Service Bulletins

Flybuy Ultralights	OSB 16	Elevator Horn Cracking
Flybuy Ultralights	OSB 18	Stub Axle Cracking
Aerosport Ltd	OSB 24	Rudder Horn Bolt Clearance
Aerosport Ltd	OSB 25	Wing Root Rib Weld Cracking
Red Aviation	OSB 29	Main Fuselage Tube Cracking
Red Aviation	OSB 30	Neuform Prop Hub Cracking
Red Aviation	OSB 31	Inspection of inside of A-strut for cracking
TLAC	OSB 32	Inspection of nosewheel steering pushrods
TLAC	OSB 33	Inspection of control surface hinge and horn attachments for corrosion or cracking

Latest Bulletins - <https://www.g-tlac.com/login/> (User Name: **G-WOLV** Password: **BMAA**)

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.

Flybuy/Aerosport Optional Modifications

1.	Landing Light	42UKA11.10.00
2.	Strobe	42D03.05.00
3.	MIPS	42E10.02
4.	Composite Wing Tips	42CA00
5.	Folding Wings	42A07.00
6.	Microair 760 VHF COM (CAA Approval LA 301068) and Lynx Intercom	42J01A01.00
7.	Provision for ICOM A22E or ICOM A3 VHF COM and Lynx Intercom	42J01A01.01
8.	Microair T2000 Transponder (CAA Approval VC 01206)	42J02A01.00

¹ with approved Airframe Mounted Total Recovery Parachute System (AMTPRS)

9.	65 Litre Fuel Tank	C42/011
10.	Falcon Artificial Horizon	C42/003
11.	Samsonite Luggage Case	C42/004
12.	Additional 50 Litre Fuel Tank	C42/005
13.	Vertical Card Compass	C42/012
14.	Filser ATR 500 Transceiver	C42/016
15.	Filser TRT 600 Transponder	C42/017
16.	Flying Without Doors	C42/019
17.	Seat Load Limit Increase to 120 kg	C42/020
18.	Filser ATR 600 Transceiver	C42/022

Performance Aviation Optional Modifications

19.	472.5 kg Weight Increase (an approved Parachute System must also be fitted)	C42PAUK/001
20.	Introduction of Ikarus C42 FB80 Bravo and Ikarus C42 FB100 Bravo	C42PAUK/002
21.	Junkers Reserve Parachute	C42PAUK/003
22.	Beringer Brakes	C42PAUK/004
23.	Kiev 283/1800 Propeller	C42PAUK/005
24.	Galaxy Reserve Parachute	C42PAUK/006
25.	Kiev 263/1700 Propeller	C42PAUK/012

Red-Air / Red Aviation Optional Modifications

26.	FUNKE ATR833 Radio	C42RAUK/02
27.	FUNKE TRT800H Transponder	C42RAUK/03
28.	Super B 5200 LiFePO4 Battery	C42RAUK/09
29.	Cowl flap with Warning light (Bravo only)	C42RAUK/10
30.	Sailplane Tow Kit	C42RAUK/12
31.	Tubular engine mount (Bravo only)	C42RAUK/15
32.	Electric Flaps	C42RAUK/19

The Light Aircraft Company Optional Modifications

33.	Rudder Pedal Extensions	TMC42-03
34.	Wing Design Standardisation	TMC42-05
35.	Main Gear Leg Standardisation	TMC42-06
36.	Trig Radio & Transponder	TMC42-08
37.	Wing Leading Edge Cap Replacement	TMC42-09
38.	Nose Wheel Fork Standardisation	TMC42-10
39.	Pilotaware Rosetta/Trig TN72 GPS/ADS-B/Tablet Holder/Charge2	TMC42-13
40.	Generic EFIS Installation	TLAC-FB-004
41.	Operation at 472.5kg without a BPRS	TMC42-15

ANNEX C - WEIGHING INFORMATION

- | | |
|--------------------------|--------------------------------------------|
| 1. CG Datum: | Wing Leading Edge |
| 2. Weighing attitude: | Stabiliser horizontal |
| 3. Mainwheel moment arm: | See Owner's Manual for individual aircraft |
| 4. Nosewheel moment arm: | See Owner's Manual for individual aircraft |
| 5. Fuel moment arm: | 950 mm aft of datum |
| 6. Crew moment arm: | 400 mm aft of datum |
| 7. Crew weights: | Minimum 55 kg / maximum 172 kg |
| 8. Aft CG Limit: | 560 mm aft of datum |
| 9. Fwd CG Limit: | 350 mm aft of datum |

ANNEX D - EXAMPLE PLACARDS

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

V _{NE}	139 mph (121 kt)
V _{FE}	72 mph (63 kt)

Flying Without Doors	
V _{NE}	103 mph (90 kt)
V _A	80 mph (70 kt)

**This aircraft has not been certified to an international requirement.
Aerobatics and spinning prohibited.
Flight by day and in VFR only.
Smoking prohibited.**

Empty weight *	<input type="text"/>
Date of Weighing	<input type="text"/>
Max. Weight ***	450 / 472.5 kg
Max cockpit load	172 kg
Min. cockpit load	55 kg
Max. load per seat	120 kg
Max. permitted fuel at max. cockpit load **	litres
Max. permitted cockpit load with max. fuel **	kg

* This must match the most recent W&CG report for the aircraft.

** Actual values to be entered following the most recent W&CG report for the aircraft

*** 472.5kg with Mod. C42PAUK/001 and an approved Parachute System or TLAC Modification TMC42-15

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

For the 80hp:

RPM max. (5 mins)	5800 rpm
RPM max. continuous	5500 rpm
Oil pressure	2 – 5 bar
Oil Temp.	Min. 50°C
Oil Temp.	Max. 140°C
CHT*	Max. 150°C

* For engine S/N with Suffix -01, CHT replaced with Coolant Temp. Max. 120°C

For the 100hp:

RPM max. (5 mins)	5800 rpm
RPM max. continuous	5300 rpm
Oil pressure	2 – 5 bar
Oil Temp.	Min. 50°C
Oil Temp.	Max. 130°C
CHT*	Max. 135°C

* For engine S/N with Suffix -01, CHT replaced with Coolant Temp. Max. 120°C

(c) Fuel Limitations Placards

Usable Fuel Capacity 50 Litres

or

Usable Fuel Capacity 65 Litres

or

Usable Fuel Capacity 100 Litres

For the 80 hp Rotax:

Unleaded MOGAS
Minimum Fuel Grade
MON 83, RON 91, AKI 87
AVGAS 100LL
Avoid prolonged use of Avgas

For the 100 hp Rotax:

Unleaded MOGAS
Minimum Fuel Grade
MON 85, RON 95, AKI 91
AVGAS 100LL
Avoid prolonged use of Avgas

(d) Switches

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

(e) Parachute System

Within pilots view:

Occupant Warning
The parachute recovery system installation has been approved by BMAA on the basis that, as far as is practicable to demonstrate, it will create no hazard to the aeroplane, its occupant(s) or ground personnel whilst the system is not deployed; and that when properly maintained, the risk of malfunction, deterioration or inadvertent deployment is minimised. The BMAA has not approved the system itself or considered the circumstances, if any, in which it might be deployed. The effectiveness of the system for the safe recovery of the aeroplane has not been demonstrated.

Close to deployment handle:

WARNING – EMERGENCY PARACHUTE
Pull Handle Firmly to Deploy
Unapproved Equipment - see Pilot's Handbook

On exterior of aircraft, close to parachute breakthrough panel:

DANGER

and:

Ballistic Recovery System
Inside

ANNEX E – POINTS FOR SPECIAL ATTENTION

NOTIFICATIONS

18th July 2018 FUEL FILLER HOSE CRACKING

Issue with older fuel filler hoses cracking. Recommend inspection and replacement where necessary available from TLAC.

22nd Feb 2019 NOSEWHEEL STEERING PUSHRODS

Reference OSB 32, inspection of nosewheel steering pushrods for abrasion, owners of Bravo models have also reported this issue. Hence it is recommended that these are also checked and not just Alpha's.

Latest Notifications - <https://www.g-tlac.com/login/> (User Name: **G-WOLV** Password: **BMAA**)

Tyre Pressures

Main wheels 1.8 - 2.5 bar 26 to 36 psi.

Front wheel 1.5 - 1.8 bar 22 to 26 psi.

Shock absorbers – DO NOT attempt to adjust, contact TLAC for help as special equipment is required!

Annual Bettometer Test

Stitching only: 1000 grammes using a 1.2mm diameter hook, pull at 90deg to surface of tensioned sail.

Baggage Allowance

10kg using approved modification (Samsonite Case or TLAC Basket), weight report and CG to be checked before use.