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SAFETY ALERT / SAFETY DIRECTIVE

| | |
|----------------|-----------------------|
| IMPORTANCE | CRITICAL |
| AREA AFFECTED | OPERATING LIMITATIONS |
| SA/B NUMBER | SA 006-06-2018 |
| EFFECTIVE DATE | 15 JUNE 2018 |

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1. Applicability:

All Cheetah-XLS/BushCat aircraft within the serial number range:

| | |
|-------------------------|-----------------|
| CH-001 to CH-049 | Not affected |
| CH-050 to CH-053 | Affected |
| CH-054 | Not affected |
| CH-055 onwards | Affected |

2. Subject:

Amendments to operating limitations: Stall speeds and weight and balance

3. Purpose:

This safety alert warns operators of amendments to operational limitations which ensure compliance with 'Light-Sport aircraft' (hereafter LSA) definitions and general safety standards.

4. Background:

During the course of recent performance flight data capture which has been ongoing by Rainbow SkyReach (Pty) Ltd in order to show proof of compliance with EASA CS-LSA requirements, it was found that the aircraft stall speeds are higher than those initially published, that there are certain combinations of CG position, flap setting, speed, and power setting for which the aircraft is not trim-able, and other combinations of the same variables which could result in static instability.

5. Discussion:

In order to maintain compliance with LSA definitions calibrated stall speed requirements must be met. The findings mentioned in section 4 showed stall speeds (at maximum all-up masses of 560kg and 600kg) higher than those previously determined, and currently published. For some territories these new stall speeds are still within limits for a maximum take-off mass of 560kg, however non-compliance with the LSA definition in most cases would cause an immediate withdrawal of airworthiness certificate. In order to prevent this, the maximum all-up mass has been reduced to ensure that stall speeds fall within the allowable limits. It should be mentioned that LSA definitions are not consistent in all operating territories, and the reader is referred to the updated operating manual for specific figures.

Additionally, during the course of the longitudinal stability data capture it was found that the neutral point of the aircraft (the furthest aft CG location for which positive static stability occurs) was further forward than the aft CG limit previously determined, and currently published. This limitation was only observed at certain combinations of CG position, flap setting, speed, and power setting. Furthermore, it was noted that for certain combinations of

these variables the aircraft was not trim-able for zero longitudinal control force. As a result, the aft CG position limitation in the revised operating manual has been moved further forward to prevent operators from operating within the flight parameters identified as being unsafe.

6. Required action:

An updated aircraft operating manual (pilot operating handbook) has been published. Operators are required to download and print this revised manual, and replace their existing operating manual with the new version. No further flight is permissible under the operating limitations published in previous operating manual versions.

The revised operating manual can be identified by its document number:

BCPH-NT-011-000

The revised operating manual can be downloaded from:

<http://www.fly-skyreach.com/manuals/>

7. Effective date:

This notice takes effect as of the 15th June 2018.

8. Contact:

Questions and/or comments regarding this safety alert should be directed to Rainbow SkyReach (Pty) Ltd on:

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