

MICROLIGHT TYPE APPROVAL DATA SHEET (TADS)

**NO: BM 86 ISSUE: 1**

TYPE:

**AEROCHUTE HUMMERCHUTE**

- (1) MANUFACTURER: Aerochute Industries Pty. Ltd., 12 Acheson Place,  
North Coburg, VIC 3058, Australia
- (2) UK IMPORTER: Aerochute UK, 28 Kipling Drive, Melton Mowbray,  
Leicestershire, LE13 1LW, UK
- (3) CERTIFICATION: BCAR Section S issue 6
- (4) DEFINITION OF BASIC STANDARD: Hummerchute trike base: Drawing list MRI 001, Issue 2  
Aerochute 34 m<sup>2</sup> canopy: Drawing list MRI 015, Issue C
- (5) COMPLIANCE WITH THE MICROLIGHT DEFINITION

(a) MTOW	360 kg
(b) No. Seats	2
(c) Maximum Wing Loading	10.6 kg/m <sup>2</sup>
(d) V <sub>so</sub>	-
(e) Permitted range of pilot weights	0-120 kg (each) See (7)(D) for cockpit loads
(f) Typical Empty Weight (ZFW)	125 kg
(g) ZFW + 172 kg crew + 1 hr fuel (25 litres / 18 kg)	315 kg
(h) ZFW + 86 kg pilot + full fuel (46 litres / 33 kg)	244 kg
(30 litres / 22 kg)	233 kg
(i) Max ZFW at initial permit issue	170 kg

(6) POWER PLANTS

Designation	Hummerchute			
Engine Type	Rotax 582 UL DCDI			
Reduction Gear	2.58 : 1			
Exhaust System	Rotax			
Intake System	K&N intake filter or Rotax intake silencer			
Propeller Type	Bolly 3-blade			
Propeller Dia x Pitch	60" x 9°			
Noise Type Cert No.	191M			
AAN approving configuration	AAN BMAA-1081			

(7) MANDATORY LIMITATIONS:

- (A) Max Take-Off Weight 360 kg
- (B) CG Limits See Annex C
- (C) CG datum See Annex C
- (D) Cockpit Loadings
- |                       |   |
|-----------------------|---|
| min solo pilot        | 58 kg (requires 12 kg solo weight fitted) |
| min cockpit weight    | 70 kg                                     |
| max occupant weight   | 120 kg                                    |
| max gross seat weight | 230 kg                                    |
- (E) Never Exceed Speed N/A
- (F) Manoeuvring Speed N/A
- (G) Permitted Manoeuvres Non Aerobatic
- (H) Fuel Contents - Max Useable **29 litres** (30 litre tank) **or**  
**44 litres** (46 litre tank)

(l) Power Plant See Table

Engine	Rotax 582 UL DCDI			
Max RPM	6800			
Max Continuous RPM	6500			
Fuel Spec	MOGAS min 90 RON to EN228 AVGAS only i.a.w Rotax 582 UL DCDI Operator's Manual			
2-Stroke Oil Spec	i.a.w Rotax 582 UL DCDI Operator's Manual			
Rotary Valve Oil Spec				
Gearbox Oil Spec				
Fuel/Oil Mix	50:1			
Coolant Temperature	65-80°C			
Exhaust Gas Temp'	650°C			
Oil Pressure	N/A			
Oil Temperature	N/A			
Fuel Pressure	0.2-0.4 bar			

(8) INSTRUMENTS REQUIRED:

ASI	Altimeter	RPM	EGT	Compass	Coolant temp	Fuel Pressure	VSI
-	Required	-	-	-	Required	-	-

(9) CONTROL DEFLECTIONS:

Canopy trailing edge maximum deflection 838 mm.

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

10.1 Manuals approved for use with this aircraft.

- (a) HummerChute Operators Manual, Issue 2
- (b) HummerChute Maintenance Manual, Issue 2
- (c) Aerochute 34m<sup>2</sup> Ram Air Parachute Owner's Manual, Issue C

10.2 The following placards are to be fitted

(a) Standard Hummerchute placards

See Operator's Manual. Note that the empty weight on the Operating Limitations placard must match the most recent weight report for the aircraft.

(b) UK additional placards

See Annex D.

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

See Annex A for required modifications.

See Aerochute Industries Pty Ltd website for list of applicable Service Bulletins.

See Australian Government Civil Aviation Safety Authority (CASA) website for any applicable Airworthiness Directives (ADs).

(12) MINIMUM PERFORMANCE AT MAX TAKE-OFF WEIGHT

Rate of Climb: 364 fpm.

Stall or Minimum Flying Speed: N/A

Issue History

<u>Issue No.</u>	<u>Reason and signatory</u>
1	Initial approval  N J Davis

Illustration of Aircraft - 3 View

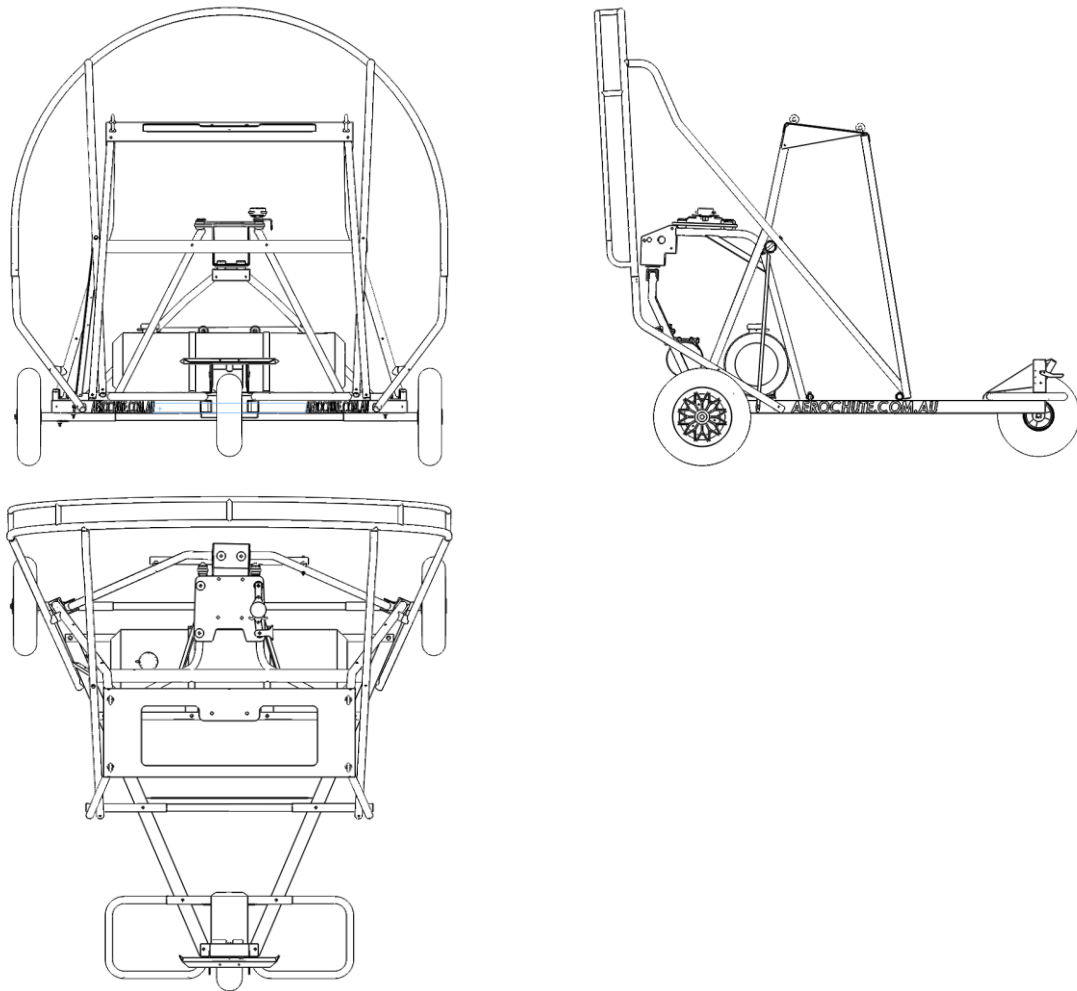


Illustration of Aircraft – Photograph



## ANNEX A – MANDATORY MODIFICATIONS

Mod. No.	Description
-	-

## ANNEX B - APPROVED OPTIONAL MODIFICATIONS

The installation of all optional modifications is to be inspected by a BMAA Inspector and an entry made in the appropriate logbook(s). The aircraft's new actual empty weight must be determined, a new weight report generated and placards updated as required. The aircraft's balance should also be considered as described in Annex C below. (The incremental weight and its position relative to the datum of each approved optional modifications is contained in the Hummerchute Operator's Manual.)

Mod. No.	Description
a.	Aerochute Electronic Flight Control Sticks
b.	Aerochute Starter Motor & Starter Battery
c.	Aerochute Solo Weight (Optional Ballast)
d.	Aerochute Dual Ignition Tacho
e.	Aerochute Disc Brakes Set
f.	Aerochute Cruise Control
g.	Aerochute Tiny Tacho
h.	Aerochute Large Foot Rest

Note that other approved modifications may exist which are not listed here.

## ANNEX C - WEIGHING INFORMATION

The balance of the trike is only significantly affected if significant masses are added or removed away from the trike's centre of gravity. For a routine weighing the aircraft may therefore be weighed without considering balance. If balance of the trike is required to be checked, details of the weighing methodology and CG limits are provided in the Maintenance Manual.

ANNEX D - UK ADDITIONAL PLACARDS

(a) Cockpit Load versus Max Fuel Load trade-off placard (visible to pilot)

This must be similar to this example (for a Hummerchute with an actual empty weight of 130kg and a 46 litre fuel tank), and based on the most recent weight report for the aircraft.

<b>Cockpit Load (kg)</b>	<b>Max Fuel Load (litres)</b>
220	13
210	27
200	41
196	46 (full)

(b) Maximum occupant/seat weights (adjacent to Operating Limitations placard)

<b>MAX. OCCUPANT WEIGHT 120 KG</b> <b>MAX. GROSS SEAT WEIGHT 230 KG</b>
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Alternatively these limits may be added to the Operating Limitations placard.

(c) Occupant Warning placard (visible to occupants)

<b>Occupant Warning</b> This aircraft has not been certificated to an International Requirement
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(d) Miscellaneous

Fireproof metal plate showing the aircraft registration to be mounted in a prominent position.

All switches to be oriented down for off, and placarded with sense and function.