



Pilot's Operating Handbook

Trike Type :

TANARG neo

912 IS

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3 General

3.1 About this Document

This manual is a legal document which is approved for use with Air Creation TANARG trikes.

It must be used in conjunction with the particular wing's operating handbook and the Rotax 912 IS Owner's Manual.

It must remain with the aircraft, and not be amended or altered without authority from Air Creation.

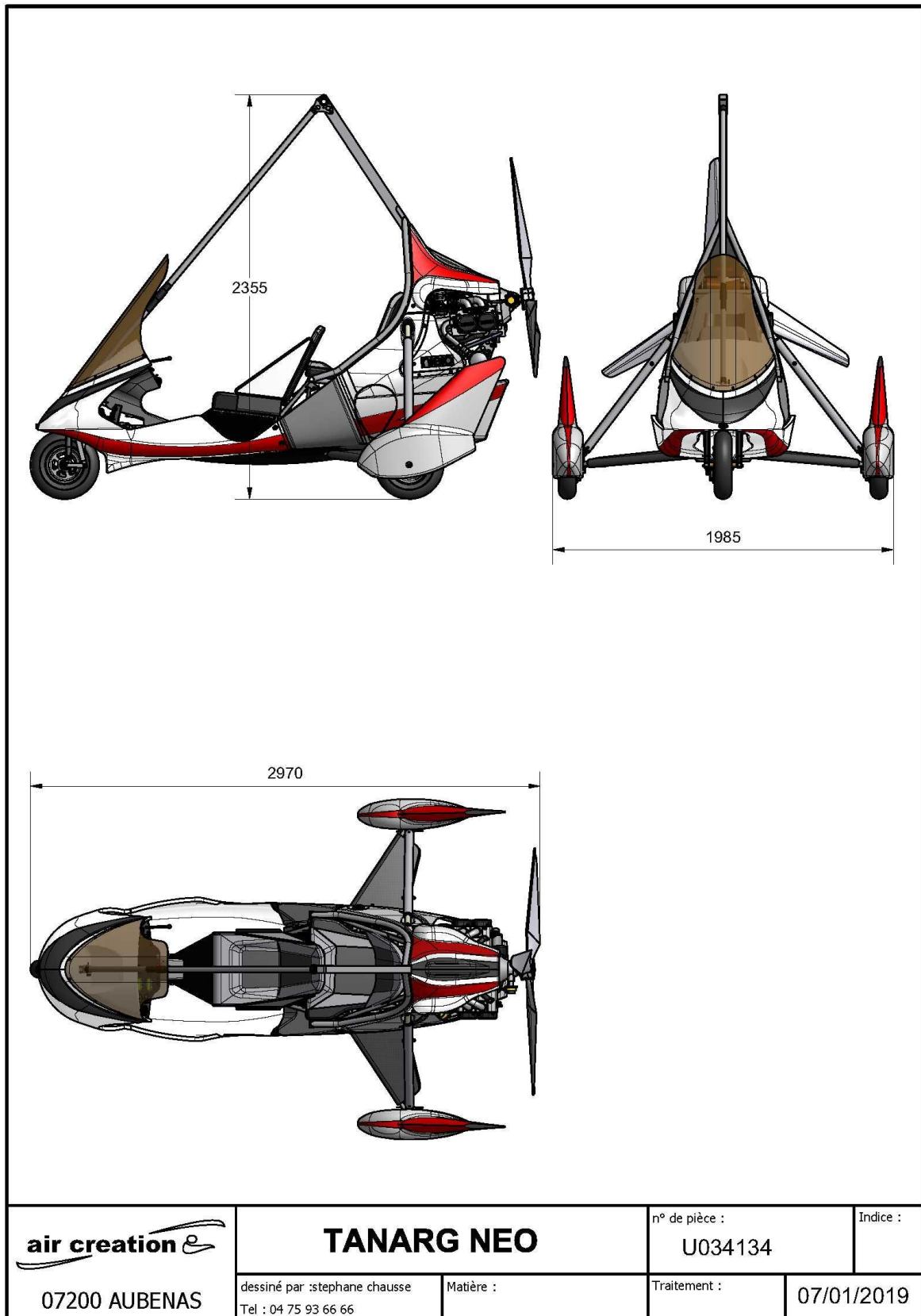
All pilots should read this manual before flying as pilot in command of the aircraft to which it refers.

This manual is not intended to teach you how to fly the aircraft. Learning to fly should be accomplished under the supervision of a suitably qualified flight instructor experienced in flying this type of aircraft.

What this manual will do is provide the information necessary to a qualified pilot for the safe flight of this weight-shift aircraft.

3.2 Drawings

Figure 3-1: Tanarg 912 in 3 Perspectives



4 Technical specifications – Performance

Motorization	912 IS	912 IS	912 IS
Propeller	Neuform <i>TXL3-65-47-101.6</i>	Neuform <i>CL3 -65-(IP)-47-101,6</i>	E-props <i>Excalibur 4 – 100 (168)</i>
Empty weight (standard)	203,5 kg 449 lbs	203 kg 448 lbs	202 kg 445 lbs
Maximum weight without wing *	420 kg 930 lbs	420 kg 930 lbs	420 kg 930 lbs
Ultimate load factors at max weight	+6g -3g	+6g -3g	+6g -3g
Limit load factors	+ 4g - 2g	+ 4g - 2g	+4g - g
Fuel tank capacity	65 Liters 17 US Gal	65 Liters 17 US Gal	65 Liters 17 US Gal
Engine	Rotax 912 IS	Rotax 912 IS	Rotax 912 IS
Maximum power	73.5 kW	73.5 kW	73.5 kW
Maximum rpm	5800 rpm	5800 rpm	5800 rpm
Maximum continuous power	69 kW	69 kW	69 kW
Rpm	5600 rpm	5600 rpm	5600 rpm
Reduction drive	Mechanical	Mechanical	Mechanical
Ratio	1:2.43	1:2.43	1:2.43
Maximum propeller rpm	2386 rpm	2386 rpm	2386 rpm
Minimum height from ground for a noise level less than 65 dB at maximum power	250 m 820 ft	290 m 952 ft	325 m 1067 ft

* For the limits of use of an ultralight equipped with this trike, refer to the user manual of the wing.

5 Instructions for use

5.1 Adapting Wings & Trikes

In our current production, the two-seater wings iXess, Kiss 450, Fun 450, iFun 16, NuviX and BioniX are the only ones to equip a.r.v. TANARG trikes.

5.2 Assembling

1. Assemble the wing as indicated in the Pilot's Operating Handbook of the wing, rest it on its nose faced into the wind.
2. Wheel the trike behind the wing, in the keel axis, remove the windshield, pull the upper beam down and take the front strut out.
3. Raise the upper beam, push the hang point into the hang bracket, position the Ø10 hang bolt, install the butterfly nut, tilt the lever back in order to tighten the plates, and secure with the safety ring.
4. Slip the backup fastening cable through the belt loop at the kingpost level, make one turn around it. Slip it through the belt loop again and fasten it to the trike upper beam. The backup fastening cable should pass under the tensioning cables, and between the keel and the fine cord of the CORSET in the NuviX & BioniX wings. This operation secures both the trike to the wing and the wing crossbar tensioning system.
5. Raise the wing nose by pulling the trike back or by slipping the control bar until the keel meets the upper arch.
6. Attach the front strut between the plates at the top of the upper beam using the bolt, the butterfly nut and the safety ring.
7. Hold the control bar and lift the wing. The front tube base is fixed to the frame at windshield level.
8. Set the safety bolts of the upper beam (above the passenger seat) without forgetting the warning levers for locking, screw the butterfly nuts, then slip the safety rings into the drilling of the bolts.
9. Set the bolt connecting the front tube with the lower beam; screw the butterfly nut, and secure with the split ring.
10. Assemble the windshield using the ¼ turn plastic screws.
11. To disassemble, reverse the assembly operations.

5.3 Setting & Function of Controls

5.3.1 Master Switch

The key switch located on the lower right side of the dashboard allows the circuit board to be supplied by the battery. A green light confirms that the circuit is activated.

5.3.2 Instrumentation power switch

The switch located on the upper right part of the dashboard allows the power supply of the electronic instruments by the battery.

5.3.3 Ignition Switches

Each ignition line has its own switch, positioned to the right of the dashboard, which makes it possible to operate them simultaneously or to select one of them. Line A is controlled by the left switch, line B by the right switch.

5.3.4 Starter buttons

The engine start is activated by two push buttons located in the lower part of the dashboard. The one on the right is the start power switch. It allows the momentary power supply of the engine by the battery and activates the fault detection system. The one on the left activates the starter.

5.3.5 Battery Backup switch

In the event of a malfunction of the two ignition lines, the engine may be restarted by switching the emergency switch located at the bottom of the instrument panel to the "on" position. This activates the permanent power supply of the engine by the battery to allow to extend the flight to an emergency landing place.

5.3.6 Throttle

The primary throttle control is a foot throttle which is connected to the right foot pedal. This is activated by pressing the foot pedal. There is also an additional hand throttle which is located on the right side of the instrument panel. Both throttles work in the conventional manner, i.e. forwards to increase power. An additional foot throttle may be fitted for the rear seat occupant/instructor.

5.3.7 Ground steering

The nose wheel is steered by the foot pedals via cables. They work in the normal weight shift aircraft manner – i.e. push right to go left.

Rear seat steering is also an option and operates in the same manner via a rear steering bar and linking cables.

5.3.8 Brake

Push the left pedal forward to apply the hydraulic disc brakes upon the wheels.

5.3.9 Parking Brake

Push the brake pedal (brake action), lift the parking brake rack located on the right of the left pedal and slowly release the brake pedal. The rack is blocked. The parking brake is spring loaded and automatically returns to the off position when the brake pedal is pressed again.

5.3.10 Fuel Cock

The fuel supply valve is located near the right articulation of the upper beam, in front of the fuel tank. The tap is positioned so that it is open when the tap is in line with the fuel line and shut off when the tap is perpendicular to the fuel line.

5.3.11 Fuel Pumps

The two fuel pumps are controlled by switches positioned on the left side of the dashboard. The left switch acts on the main pump, the one on the right on the auxiliary pump.

5.4 Ergonomics

5.4.1 Pedal Set

The position of the foot pedals can be adjusted to provide the most comfortable and efficient piloting position.

The range of adjustment of the rudder pedal is up to 6.30 inches (16 cm) with 6 horizontal positions.

The rudder pedal is blocked in the selected position with a fast tightening bolt.

5.4.2 Passenger Footrest

The footrest can be adjusted by rotation on its axis once it has been unlocked. To do so, remove the locking pin to allow movement of each foot clip by pulling it outwards, then insert it into the desired position.

5.4.3 Pilot's Backrest

The front seat backrest can be inclined in various positions thanks to two adjustable straps set along the bucket seat. The lower fixation on the frame can also be moved back for taller people.

5.4.4 Harnesses

The Tanarg is fitted with lap straps which utilize conventional airline-type buckles. There are also additional inertia reel shoulder harnesses for the pilot and passenger which attach to the lap strap buckles.

5.4.5 Baggage Storage

Baggage can be stowed in the following areas:

- Storage baskets located in the cockpit fairing under the pilots legs. These baskets are fixed to the aircraft with two zippers each and can be removed, if desired. Maximum load for these is 4 Kg each.
- In the stowage area under rear seat. This can be accessed either by tilting the seat backrest forwards or from a removable hatch on the right side of the aircraft. Maximum load in this area 14 Kg.
- Rear seat stowage bag. This can be fitted when flying solo and is secured by two webbing straps with buckles at the rear, and two 'poppers' which attach to the back of the pilot's seat. Max load 10 Kg.
- Seat backrest pockets. These can be used to carry small items and documents. Max load 2 Kg.
- Document pocket behind the base of the front seat. This is removable, if desired. Max load 2 Kg.

Loads carried in these areas must be accounted for when working out the takeoff weight of the aircraft.

5.5 Preflight check

The following is a brief summary of the minimum pre-flight inspection, which assumes that the scheduled maintenance checks outlined in the maintenance manual has been performed.

If you are unsure, it does no harm to increase the number of items in your inspection in accordance with the recommendations of the maintenance manual.

1. Check the wing as indicated in the user's manual.
2. Ignition switches and master switch OFF
3. Check the trike-to-wing fastenings and every safety device (bolt, nut and split ring).
4. Check that the pylon backup cable is correctly positioned and fastened.
5. Check the lower and upper fixing of front strut and every safety device (bolts, nuts and split rings).
6. Pylon fixation bolts secure and pinned.
7. Engine bonnet secured
8. Engine mount, rubber mounts, security and condition
9. Check the air filter, the propeller, the exhaust, its fastening springs and rubber mounts.
10. Check the fuel tank, sight gauge and cap, the fuel filter, the fuel valve and the fuel hose for security, integrity, and leaks.
11. Check the coolant level in the expansion tank located behind the passenger seat and any leakage from hoses. Make sure the water cooler box is unobstructed.
12. Check the oil level with the gauge placed in the bottle located on the engine's left side, behind the rear strut's shock absorber, in accordance with the recommendations given in the Rotax engine manual (rotation of the propeller).
13. Check that the radiator's lower air inlet is not obstructed.
14. If there may be water in the fuel tank (due to condensation, fuel quality) eliminate it with the help of the drain system located on the right side, behind the passenger seat. To drain, open the door of the luggage container, take the draining tube out and press the button. Fix the draining tube back into place after use. Also drain the fuel prefilter located behind the rear seat on the right side of the trike.
15. Lock-to-lock check of steering, tension of cables, brake lines, position and fixing of pedals, tires condition and inflation.
16. Rear wheels, brake lines and wheel spats security and conditions, tire and suspension units condition and inflation.
17. Seat cushions and backrests, position and security
18. Condition of seat belts and function of buckles
19. Check the side bags, the bag placed on the passenger seat while flying solo and the trap of the luggage container at the level of the water cooler's right intake.
20. Check the operation and friction of the hand and foot throttles to detect possible jamming of the throttle cables. Starting the engine under these conditions may cause loss of control of the aircraft and cause a serious accident, or even death, due to the strong push after starting.
21. Brake pedal operation
22. Security of windscreen
23. Loose item check in cockpit fairing.

5.6 Boarding

5.6.1 General

- When flown solo, the aircraft must be flown from the front seat only !
- A protective helmet must always be worn, fit correctly and secured. A positive lock must be fitted to the visor and be engaged during flight.
- Check that neither pilot nor passenger has any objects that can fall out of their pockets.
- Ensure articles of clothing, such as gloves, scarves, glasses/sun-glasses, as well as cameras, maps, knee boards, portable navigation instruments etc. are secured, no loose objects in the cockpit !
- Any loose object is likely to pass through the propeller arc, destroy the propeller or/and throw debris through the sail and seriously threaten the safety of the aircraft and its occupants.
- Occupants with long hair, particularly in the back seat, must have it tied up to ensure that it cannot reach moving or hot parts of the engine.

5.6.2 Pilot in the Front Seat

Get on board from the left-hand side of the trike. The pilot should place his heel on the right pedal while holding the front strut with the left hand and resting his right hand on the articulation of the upper arch. The reverse operation is recommended to exit the trike.


5.6.3 Passenger

Once the back of the pilot seat has been pulled down, the passenger embarks from the left of the trike by placing his left foot on the passenger's footrest and holding the front strut with the left hand.


Passenger minimum briefing:

- Do not touch instructor foot throttle or ignition switch, if fitted.
- Do not touch the control frame and cables.
- Fold arms, or rest them on knees.
- Do not under any circumstances, touch the hot and/or rotating engine parts directly behind.


5.7 Start-up

 *Rotating propellers are almost invisible and can cause injury or death. Ensure that all spectators/children/pets are kept well clear of the propeller arc. On certain surfaces, stones can bounce into the propeller blades and become projectiles. Do not start an engine if any loose stones are in the vicinity of the aircraft with any spectators present at all.*


1. The ultralight has to be in a secure zone; make sure it is facing an unobstructed place while taking into account the effect of the blast of the propeller upon the surroundings.
2. Fill the fuel tank (please refer to the engine user's manual for fuel details). The gauge is located on the right at the front of the tank.
3. Make sure the fuel valve is open (see 5.3.10).
4. Sit in the trike, pilot pilot in the front seat, parking brake engaged, safety belt fastened. Pull the buckle to release the winding system of the shoulder straps and fix it on the locating lug provided for this purpose, on the belt's side.

 *Safety belts should be placed at hip level and tightened correctly. Safety belts fastened at abdominal level may cause internal injury in the event of a violent shock.*


5. Rotate the battery ignition key to the "On" position (the green battery indicator light on the dashboard will illuminate).
6. Turn on the electronic instruments using the switch on the top right of the dashboard.
7. Set the switch off the main fuel pump to "On".
8. Set the two switches of the ignition lines to "On".
9. Press the Start Power Switch. Keep it pressed during steps 9 to 12.
10. Check that the two red lights above the ignition line switches turn on and off after about 3 seconds. If not, consult the Rotax engine manual to identify the problem.
11. Check that the fuel pressure reaches 3 bar (43.5 psi).
12. Depress the accelerator pedal by 1 to 2 cm from the "idle" position (refer to the Rotax manual for precise information on this operation depending on the temperature).
13. Make sure no one is standing close to the propeller and say aloud: "Clear prop", then pause. Engage the starter by pressing the starter button. Release the pressure on both pushers as soon as the engine starts and runs at 1500 rpm minimum. Activate starter for max 10 seconds only, followed by a cooling period of 2 minutes.

 *Be prepared to cut the engine immediately in case of runaway due to a blocked throttle mechanism.*

14. Check the extinction of the warning lights and the engine parameters. The oil pressure should rise within 10 seconds after starting.
15. Adjust the throttle for more than 2500 rpm for 5 seconds (generator B switches to A) if the oil pressure is stable and above 3 bar (43.5 psi).

 *If a warning light comes on or flashes after starting, perform a line and ignition test. After this test, both warning lights must be off, otherwise a problem exists and no takeoff must be undertaken.*

16. Set the auxiliary fuel pump switch to "On".
17. Start taxiing only after the engine has reached its operating temperature parameters. Release the parking brake by a short push on the brake pedal.

 *If the parking brake has been engaged with little pressure and has not been released, the pilot may not feel his action when taxiing, but the take-off distance will be much longer.*

5.8 Flight

5.8.1 Prior to Take-Off

Your ultralight must be in good flight condition, that is to say maintained and used as prescribed by Air Creation.

1. Harnesses and helmets secure.
2. Clothes, personal effects & accessories attached; pockets empty or closed.

3. Controls full and free.
4. Parking brake disengaged.
5. Red warning light for the correct lock of the upper beam unlit. If the light is on, the upper beam is not properly locked.
6. Lower and upper fixing of front strut, trike-to-wing fastenings in position and secure.
7. Instruments all serviceable, reading correctly.
8. Fuel on, sufficient for the flight, cock open.
9. Proper operation of both ignition lines. The test is performed at a speed of 4000 rpm by cutting the ignition line A. The engine speed change must be at most 250 rpm. Reposition the ignition switch of line A to On and reproduce the operation with line B. Put both switches back On after the test.
10. Proper operation of both fuel pumps. The test is performed by cutting off the auxiliary fuel pump at a speed of 2000 rpm. No loss of power or abnormal operation should be observed. The fuel pressure limits must not be exceeded. After restarting the auxiliary pump, repeat the operation with the main pump. Restore both switches to On after the test.
11. Minimum parameters of engine temperature reached.
12. Corset (if fitted) set to relaxed (slow) position.
13. Wind speed and direction checked, and suitable for safe take-off on selected runway.
14. All Clear, all around the circuit, final clear and runway unobstructed.
15. Power, check full power is achieved early in the take-off run.

5.8.2 Take-Off

Use the foot pedal to progressively attain full throttle when carrying a passenger.

When flying solo, 3/4 throttle will be enough for take-off and climbing. Use full power only under critical conditions (short take-off runs, obstacles and high altitude flight). In this case *never reduce or cut the engine* below the 300 ft (100 m) altitude to avoid dynamic stalling.

The recommended speed for initial climb is indicated in the wing's manual.

5.8.3 Cruising

Keep the aircraft level with the throttle between 1/4 and full power, depending on given airspeed and load. Avoid repeated and sudden power climbs and idle dives to prevent quick engine temperature changes, which could damage the engine by thermal shock.

The auxiliary fuel pump can be shut off when the acquired altitude allows a safe emergency landing.

To avoid permanent pressure on the right foot throttle, push the hand lever on the right of the control panel until it resists, then release the pedal. To return to pedal control, press the pedal until it resists, then pull back the lever.

Fuel tank content is easy to check from pilot's and passenger's seats as the tank has a side gauge. A landing should be considered before tank contents reach 1.5 US gallons (5 liters). This allows approximately 30 minutes reserve of flight at economical cruising speed.

5.8.4 Landing

The landing approach is best executed using the foot throttle pedal and both hands on the control bar. At maximum load, keep the throttle at 1/4 of full power when on final to facilitate flare-out. Throttle back when the wheels touch the ground.

The recommended approach speed is indicated in the instruction and maintenance manual of the wing.

5.8.5 Parking

1. Park the aircraft in the crosswind and place the extremity of the half-wing in the wind on the ground.
2. Reduce engine rpm to idling speed. Allow the engine to cool down at idle for at least two minutes at high operating temperatures.
3. Deactivate the two ignition lines one after the other, starting with B and then A.
4. Shut off both fuel pumps.
5. Turn off electronic instruments.
6. Cut the battery power using the key. The green light goes out.
7. Block the parking brake.
8. Block the control bar on the front strut of the trike using Velcro strap.
9. Leave the trike, pilot first, then passenger, and always to the left side.

5.9 Emergency procedures

5.9.1 Power failure on take-off

Should the power unit fail after take-off while still at low height, maintain aircraft control and safety approach speed, and land the aircraft straight ahead without attempting to turn back to the landing field. If time allows, set ignition switch and fuel cock off.

5.9.2 Power failure at altitude

If the engine fails for any reason, prepare for landing and carry out the emergency procedures as follows:


1. Immediately establish the best glide angle speed.
2. Check for suitable landing sites. Choose a number of preliminary options if possible.
3. Set ignition and fuel pumps switches off. Close the fuel cock if time allows.
4. Check that pilot and passenger seat belts are tight and secure.
5. Check wind direction, either by natural indications such as smoke rising or by judging drift of aircraft over the ground.
6. Choose the most appropriate landing site.
7. Set up an approach as accurate as possible into wind.
8. Remember that your aircraft cannot be heard. Check that no one is on the landing site.
9. Finalize your approach, deciding upon the best landing free of any obstacles.
10. Use a short landing technique.
11. Evacuate the aircraft as quickly as possible, encouraging the passenger to do the same if there is damage to the unit that could result in a fire.

If the engine stop in flight is due to the failure of the two power sources of the EMS (Alternators A and B), an attempt to restart can be made by switching the battery backup switch placed at the bottom right of the dashboard on the position On. Once the engine is restarted, a safety landing will have to be made as soon as possible on an emergency landing place.

5.9.3 Restart the engine in flight

1. Set the two ignition switches to ON.

2. Set the main fuel pump switch to the ON position.
3. Operate the starter with the two push buttons (see 5-7 Start)
4. Adjust the throttle.

 *Restarting in flight may be hazardous. Keep enough altitude and stay close to a landing field.*

5.9.4 Engine fire

Should an engine fire occur during flight:

1. Maintain your flying speed.
2. Set ignition, pumps and battery switches off.
3. Set fuel cock off.
4. Carry out the emergency landing procedures as above.

5.10 Options

The standard empty weight used as reference to calculate the empty weight of the trike does not include the options stated hereafter. Thus it is necessary to subtract from the payload, detailed in particular wing's Pilot Operating handbook, the weight of each option installed.

5.10.1 Parachute

The Tanarg can be equipped with a pyrotechnic rocket parachute BRS, inside the special container placed under the passenger seat.

The parachute will slow the descent of both aircraft and occupants if a major problem occurs (collision, flight envelope exceeded, etc.). *It is advised to use it only as last resort to save life or prevent injury.*

- Before starting the engine, the safety cotter pin placed on the launching handle should be removed. Then it should be replaced after landing, before disembarking, to avoid unintentional firing. It is recommended to link the engine key with the safety cotter pin, so its removal while using the trike cannot be forgotten.
- Before firing the parachute it is advised, if altitude allows, switching the engine off to avoid damaging the main bridle with the rotating propeller.
If you cannot stop the engine, it will be stopped at the same time you pull the handle of the parachute, due to the switch integrated on the handle fitting.
- The activating of the rocket motor is made by pulling the red handle located between the pilot's legs, on the seat frame.

 *A strong pull on the handle is needed, at maximum available length.*

Always inspect bridle connection points and activation cables before flying; do not modify them. When rigging the wing, bridles must be fixed with the link shackle.

The recommendations concerning inspection, activation and unloading of the rocket, maintenance periods and overall care are stated in the user's manual provided with the parachute.

The parachute does not change the flight behavior of the aircraft but its weight reduces the payload by 26 lbs (12 kg).

5.10.2 Dual Control for Instruction

This option allows for control of the ground steering and the engine power from the rear seat. It allows full control from the rear seat of the aircraft.

Its weight reduces the payload of the TANARG trike by 2.20 lbs (1 kg).

5.10.3 Towing System

It allows streamers, advertising signs and hang glider towing. Pull the lever, set on the left lower part of the seat frame, backward to release the towing cable.

The towing system increase by 2.20 lbs (1 kg) the payload.

5.10.4 Skis

This option allows use of the trike on packed snow after removing the wheels. The whole series of wings supports this option.

The lower weight is down to 8 lbs (2.5 kg) and increase the payload of the trike by the same amount.

5.10.5 HP

This option increases the possibilities of use on rough short fields and includes a hydraulic brake system on the 3 wheels with ultra-wide tires.

Its weight is up to 5,5 lbs (2,5 kg) and reduces the payload of the trike by the same amount.

5.10.6 Strobes

This option which improves the visibility of the aircraft consists of 2 flashing lights placed on the side of the wheel fairings. Its weight of 0.5 kg (1 lbs) reduces the payload of the trike.

5.10.7 4-points harness

This option that allows a better hold back of the passenger (child, disabled person) consists of a harness with two shoulder straps. Its weight of 0.5 kg (1 lbs) reduces the payload of the trike.

5.10.8 Oil Thermostat

This option that allows faster engine warm-up consists of a thermostat and different outputs straight or bent. It is fitted in the luggage compartment next to the oil tank. Its weight of 0.5 kg (1 lbs) reduces the payload of the trike.

5.10.9 MGL Explorer EFIS

This option allows to concentrate all engine, flight and mapping data into a single instrument. It is installed as a replacement for Blaze EMS 2 + ASV 2 + compass

instruments. Its weight of 1.1 kg (2.4 lbs) reduces the payload of the trike by 0.5kg (1 lbs).

5.10.10 Radio Dittel KRT 2 Radio + antenna

This option allows the pilot to communicate with the outside environment. Its weight of 0.6 kg (1.3 lbs) reduces the payload of the tricycle.

5.10.11 ICA 12 or ICA 13 Intercom

This option allows the pilot to communicate with his passenger. Its weight of 0.5 kg (1 lbs) reduces the payload of the tricycle.

5.10.12 Dittel KTX 2 Transponder

This option allows the identification of the aircraft by the air traffic control services. Its weight of 0.5 kg (1 lbs) reduces the payload of the tricycle.

5.11 Specific Use / Safety Instructions

5.11.1 Towing

- The towline must include a fuse gauged at 80 daN maximum in order to allow an automatic release in case of over-tensioning.
- Release the towline above a fully clear ground before landing.
- Test systematically the releasing device of the trike before take-off.
- The ideal speed for towing streamers is 47 mph (75 km/h). In the case of a glider, the speed should be adapted to its performances. The emergency procedures stated in 5.9 remain applicable; the towing must be launched above a fully clear field prior to landing. Characteristics, listed in the applicable wing user's manual, are diminished due to the drag of towing and flying level requires a higher engine power. Minimum speed and stall speed remain unchanged.

5.11.2 Load Carriage, Survey Material, Data Transmission, Photography, Video &c.

- Install the loads to be carried on the passenger seat. The holding device has to support efforts up to 9 g forward, 3 g upward et 1.5 g laterally.
- Limit the dimensions of the loads carried to avoid any contact, stress marks or blocking with the wing structure and particularly with the inferior longitudinal cables.
- Mounting any kind of camera at the tip of the wing is possible up to a maximum weight of 2 kg if you install a counterweight at the extremity of the opposite wing. The inertia of the wing on its roll axis will increase.
- The emergency procedures stated in chapter 5.9 remain applicable.

5.11.3 Sky jumpers

- Training on the ground is absolutely necessary before take-off.
- The skydiver always leaps from the back seat, in normal tandem or "sidesaddle" position, body perpendicular to the trike axis.
- The pilot cuts the engine before the preparatory step of the jump. The skydiver may use the wheel leg gear as a step.
- The emergency procedures stated in 5.9 remain applicable. If altitude allows, the sky jumper will return to normal position before landing.

5.11.4 Skis

- Mounting the ski system in place of the wheels reduces performance globally due to the increase of drag.
- The lack of brakes makes perfect speed management necessary and makes stopping possible only on a flat surface, engine off.
- The emergency procedures stated in 5.9 remain applicable.

6 Appendix

6.1 Trike – Quality Form

Anxious to ensure the perfection of our products, we have set up a sequence of controls covering all steps of production. We are continuously working on their improvement and we are in need of your help.

Please return this reply form accurately filled in if you find any issues or problems concerning your trike that could affect its quality or finish, even if it is a minor matter.

Name
Address
Telephone
E-Mail
Type of Wing & Trike
Delivery Date
Trike Serial Number
Engine Serial Number
Distributor
Hours Flown

Problems noticed: (explanations and/or drawing)



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