



RECREATIONAL AVIATION AUSTRALIA INC

19 July 2005

ULTRALIGHT AIRCRAFT AIRWORTHINESS NOTICE

AIRWORTHINESS NOTICE IDENTIFICATION NUMBER : 190705-1

LIGHTWING LW1

To: All owners and operators of LIGHTWING LW1 Aircraft.

Background: Information review on structural integrity on the LIGHTWING LW1 which have been fitted with engines other than which the aircraft was certificated with. This includes Rotax 912 installations.

Discussion: People have modified the Lightwing LW1 aircraft with engines other than the Rotax 582. In order for the MTOW for LW1's to be increased from 400kg to 480kg, the factory has advised that the following modifications need to be incorporated for the higher MTOW to be applicable:

- Installation of GR912 undercarriage
- Firewall forward kit
- 2 of 25mm x 25mm x 1.2mm x 3000mm, 6061T6 angles on the top and bottom of the mainspar from the wing root.
- Increase the main wing crossover tube in the fuselage from 1" .045" diameter 4130 material to 1 1/8" diameter .045" diameter, 4130 material.

If the aircraft was not modified i.a.w the factory engineering order, CAR35 signature approval must be provided which approves the installation and allows the aircraft to fly at a higher MTOW. CAR35 approval for engine installation only without an increase in MTOW is acceptable.

Compliance: BEFORE NEXT FLIGHT – Check for compliance of the above mentioned modifications. Please note that **ALL** of the above mentioned modification steps must be completed for the aircraft to be recognised as having a MTOW of 480kg. Any aircraft which does NOT have ALL the modifications incorporated will remain at a MTOW of **400kg**. Register compliance with AN 190705-1 in the aircraft log book.

Further Action: A weight and balance must be completed after the modification and recorded in the log book.

Technical Manager

Defect Reporting is one of the primary ways we have in ensuring continued safety in our operations.