

| | | | |
|---------------------------------------|---|--|--|
| <u>Engine</u> | Bombardier-ROTAX GMBH Model 912 A2 | | |
| <u>Fuel</u> | Aviation gasoline 100/130 LL | | |
| <u>Lubricating Oil</u> | Automotive Engine Oil. Approved Oil brands listed in AFM | | |
| <u>Engine Limits</u> | Takeoff: | 5800 rpm (81hp/59.6kw), limited to 5 minutes | |
| | Max. Continuous Power: | 5500 rpm (79hp/58kw) | |
| <u>Propeller and Propeller Limits</u> | Hoffmann HO-V62R-170 FA Hoffmann HO-V62R-1/170 FA (installed on Rotax 912 A2 engines s/n 4.380.600 and on) Diameter 67 in + 0, -3.94 in (1700mm + 0, -100mm) Blade angle settings - 3 positions: takeoff, cruise, and feather. | | |
| <u>C. G. Range</u> | +50.8 in to | +52.2 in | (1290 to 1326 mm) at 1874 lbs (850 kg) |
| | +50.8 in to | +54.0 in | (1290 to 1372 mm) at 1499 lbs (680 kg) or less |
| | Straight line variation between points given. | | |
| <u>Empty Weight C.G. Range</u> | None. | | |
| <u>Maximum Weight</u> | 1874 lbs (850 kg) | | |
| <u>Fuel Capacity</u> | 2 Wing tanks, 11.62 U.S. gal. (45 liters) each at +48.8 in (1240mm) of the reference plane. | | |
| <u>Oil Capacity</u> | 0.79 U.S. gal (3 liters) | | |
| <u>Serial Nos. Eligible</u> | 200.040 and up. See Note 7. | | |

3. Model AMT-300 (Turbo Ximango Shark) (Utility Category), approved July 19, 1999.

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|------------------------|--|---|--|
| <u>Engine</u> | Bombardier-Rotax GMBH Model 914F3 | | |
| <u>Fuel</u> | Aviation gasoline 100 LL | | |
| <u>Lubricating Oil</u> | Automotive Mineral Multigrade Oil. API classification SF or SG with GL4 or GL5 Additives. Approved oil brands listed in AFM. | | |
| <u>Coolant</u> | 80% monoethylene glycol with anticorrosion additive and 20% water; quantity 0.59 gallons (2.5 liters) | | |
| <u>Engine Limits</u> | Takeoff: | 5800 rpm (115hp/84.5kw), 38.4 in. Hg manifold pressure; limited to five minutes | |
| | Max. Continuous Power | 5500 rpm (100hp/73.5kw), 34.0 in. Hg manifold pressure; | |

| | | | | |
|---------------------------------------|---|----------|-------------------|---------------------------------|
| <u>Propeller and Propeller Limits</u> | Diameter 65 in + 0,-5.9 in (1650 mm + 0,-150 mm) Variable pitch, Woodward governor: Low pitch: 16.5 deg. \pm 0.2 deg. High pitch: 83.0 deg. \pm 1.0 deg. | | | |
| <u>C. G. Range</u> | +50.8 in. to | +52.2 in | (1290 to 1326 mm) | at 1874 lbs (850 kg) |
| | +50.8 in. to | +54.0 in | (1290 to 1372 mm) | at 1499 lbs (680 kg) or less |
| | Straight line variation between points given. | | | |
| <u>Empty Weight C.G. Range</u> | None | | | |
| <u>Maximum Weight</u> | 1874 lbs (850kg) | | | |
| <u>Fuel Capacity</u> | 2 Wing tanks, 11.62 U.S. gal. (45 liters) each at +48.8 in (1240mm) of the reference Plane. | | | |
| <u>Oil Capacity</u> | 0.79 U.S. Gal (3 liters) | | | |
| <u>Serial Nos. Eligible</u> | 300.106 and up. See Note 7. | | | |

4. Model AMT-200S (Super Ximango)(Utility Category), approved August 25, 2000

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|---------------------------------------|--|---|-------------------|---------------------------------|
| <u>Engine</u> | Bombardier-Rotax GMBH Model 912S4 | | | |
| <u>Fuel</u> | Aviation gasoline 100 LL. | | | |
| <u>Lubricating Oil</u> | Automotive Mineral Multigrade Oil. API classification SF or SG. Approved oil brands listed in AFM. | | | |
| <u>Engine Limits</u> | Takeoff: | 5800 rpm (99 hp/73.8 kw), limited to five minutes | | |
| | Max. Continuous Power | 5500 rpm (93hp/ 69.4 kw) | | |
| <u>Propeller and Propeller Limits</u> | Hoffmann Propeller Rosenhein Model HO-V62R-1/170 FA Diameter 67 in + 0, -3.94in (1700 mm + 0,-100 mm) Type: two wood blades coated with fiberglass Blade angle settings - 3 positions: Takeoff, cruise and feathe r | | | |
| <u>C. G. Range</u> | +50.8 in. to | +52.2 in | (1290 to 1326 mm) | at 1874 lbs (850 kg) |
| | +50.8 in. to | +54.0 in | (1290 to 1372 mm) | at 1499 lbs (680 kg) or less |
| | Straight line variation between points given. | | | |
| <u>Empty Weight C.G. Range</u> | None | | | |
| <u>Maximum Weight</u> | 1874 lbs (850kg) | | | |
| <u>Fuel Capacity</u> | 2 Wing tanks, 11.89 U.S. gal. (45 liters) each at +48.8 in (1240mm) of the reference Plane. | | | |
| <u>Oil Capacity</u> | 0.79 U.S. Gal (3 liters) | | | |
| <u>Serial Nos. Eligible</u> | 200.119 and up. See Note 7. | | | |

DATA PERTINENT TO ALL MODELSControl Surface Movements.

| <u>Aileron:</u> | <u>Degrees</u> | <u>In (mm) (*)</u> |
|-------------------|------------------------|---------------------------|
| Up: | 15 ± 1 | 2.91 ± 0.16 in (74 ± 4mm) |
| Down: | 15 ± 1 | 2.91 ± 0.16 in (74 ± 4mm) |
| Neutral Pos. (**) | 3 ± 1/3 (AMT-100/200) | 0.59 ± 0.08 in (15 ± 2mm) |
| | 0 ± 1/3 (AMT-300/200S) | 0.00 ± 0.08 in (0 ± 2 mm) |

(*) Measured at 10.83 in (275mm) from the aileron hingeline to the aileron trailing edge at the first aileron rib.

(**) Measured down from the aligned position on the wing.

| <u>Elevator:</u> | <u>Degrees</u> | <u>In (mm)</u> |
|------------------|----------------|---------------------------|
| Up: | 21 ± 2 | 2.72 ± 0.24 in (69 ± 6mm) |
| Down: | 23 ± 2 | 2.99 ± 0.24 in (76 ± 6mm) |

Neutral Position: Control surface aligned with the stabilizer profile.

Measurement is made at 7.09 in (180mm) from the hinge line.

| <u>Rudder:</u> | <u>Degrees</u> | <u>In (mm)</u> |
|----------------|----------------|-----------------------------|
| Left | 28 ± 2 | 7.32 ± 0.47 in (186 ± 12mm) |
| Right | 28 ± 2 | 7.32 ± 0.47 in (186 ± 12mm) |

Neutral Position: Control surface aligned with the vertical fin profile.

Measurement is made at 13.78 in (350mm) from the hinge line.

| <u>Elevator Trim Tab (AMT-100 and AMT-200 only):</u> | <u>Degrees</u> | <u>In (mm)</u> |
|--|----------------|---------------------------|
| Down: | 43 ± 4 | 2.80 ± 0.20 in (71 ± 5mm) |
| Up: | 36 ± 4 | 2.17 ± 0.20 in (55 ± 5mm) |

Neutral Position: Control surface aligned with elevator profile.

Measurement is made at 2.99 in (76mm) from the hinge line.

| <u>Airspeed Limits (CAS)</u> | | <u>kts</u> | <u>mph</u> | <u>km/h</u> |
|------------------------------|--------------------------|------------|------------|-------------|
| V _{NE} | (Never exceed) | 132 | 152 | 245 |
| V _B | (Rough Air) | 97 | 112 | 180 |
| V _A | (Maneuvering) | 97 | 112 | 180 |
| V _{LE} | (Landing gear extended) | 81 | 93 | 150 |
| V _{LO} | (Landing gear operating) | 81 | 93 | 150 |
| V _{SB} | (Speed brakes extended) | 132 | 152 | 245 |

Datum Front surface of engine firewall.

Leveling Means Wedge of 19.7 x 1.00 in (500 x 25.5mm) placed on canopy trail (see AFM).

Minimum Crew One pilot.

No. of Seats Two side-by-side at 41.3 in (1050mm) from datum for AMT-100 S/Ns 100.001 to 100.021 and all AMT-200, AMT-200S and AMT-300, and 38.8 in (985mm) from datum for AMT-100, S/N 100.022 and on.

Maximum Baggage

11.0 lbs (5kg) at +71.6 in (1.82m) for solo flight.

22.0 lbs (10kg) at 71.6 in (1.82m) for two occupants.

Certification Basis

Code of Federal Regulations (CFR), 14 CFR 21, Effective February 1, 1965, Amendments 21-1 through 21-68, Sections 21.17, 21.29, and 21.50;

For the model AMT-100 and model AMT-200:

Joint Airworthiness Requirements for Sailplanes and Powered Sailplanes, JAR-22 Amendment 2, effective September 13, 1982;

Plus the following paragraphs of JAR-22, Change 4:

- 22.1, Applicability, Amdt. 22/85/1, eff. Dec. 12, 1985,
- 22.175, Demo. of static long. stab. Amdt. 22/85/1, eff. Dec. 12, 1985,
- 22.395, Control system loads, Amdt. 22/85/1, eff. Dec. 12, 1985,
- 22.397, Loads-limit pilot forces, Amdt. 22/85/1, eff. Dec. 12, 1985,
- 22.411, Control sys. stiffness and stretch, Amdt. 22/84/1, eff. Dec. 14, 1984,
- 22.441, Maneuvering Load, Amdt. 22/86/1, eff. Oct. 22, 1986,
- 22.443, Gust Loads, Amdt. 22/86/1, eff. Oct. 22, 1986,
- 22.477, Landing gear arrangement, Amdt. 22/86/1, eff. Oct. 22, 1986,
- 22.483, One-wheel landing, Amdt. 22/86/1, eff. Oct. 22, 1986,
- 22.591, Rigging/de-rigging loads, Amdt. 22/86/1, eff. Oct. 22, 1986,
- 22.785, Seats and safety harnesses, Amdt. 22/86/1, eff. Oct. 22, 1986,
- 22.786, Protection from injury, Amdt. 22/86/1, eff. Oct. 22, 1986,
- 22.857, Elect. bonding, Amdt. 22/86/1, eff. Oct. 22, 1986,
- 22.1581, Flt. manual-general, Amdt. 22/86/1, eff. Oct. 22, 1986;

Plus the following paragraphs to be incorporated in Change 5:

- 22.221, Spinning-general, Amdt. 22/90/1, eff. June 30, 1990,
- 22.779, Motion and effect of cockpit controls, Amdt. 22/90/1, eff. June 30, 1990;

For the model AMT-300:

Joint Airworthiness Requirements for Sailplanes and Powered Sailplanes, JAR-22 Amendment 2, effective September 13, 1982, through Change 5, effective October 28, 1995;

For the model AMT-200S:

Joint Airworthiness Requirements for Sailplanes and Powered Sailplanes, JAR-22 Amendment 2, effective September 13, 1982;

Plus the following paragraphs of JAR-22, Change 4, effective May 7, 1987:

- 22.1, Applicability, Amdt. 22/85/1, eff. Dec. 12, 1985,
- 22.175, Demo. of static long. stab. Amdt. 22/85/1, eff. Dec. 12, 1985,
- 22.395, Control system loads, Amdt. 22/85/1, eff. Dec. 12, 1985,
- 22.397, Loads-limit pilot forces, Amdt. 22/85/1, eff. Dec. 12, 1985,
- 22.411, Control sys. stiffness and stretch, Amdt. 22/84/1, eff. Dec. 14, 1984,
- 22.441, Maneuvering Load, Amdt. 22/86/1, eff. Oct. 22, 1986,
- 22.443, Gust Loads, Amdt. 22/86/1, eff. Oct. 22, 1986,
- 22.477, Landing gear arrangement, Amdt. 22/86/1, eff. Oct. 22, 1986,
- 22.483, One-wheel landing, Amdt. 22/86/1, eff. Oct. 22, 1986,
- 22.591, Rigging/de-rigging loads, Amdt. 22/86/1, eff. Oct. 22, 1986,
- 22.785, Seats and safety harnesses, Amdt. 22/86/1, eff. Oct. 22, 1986,
- 22.786, Protection from injury, Amdt. 22/86/1, eff. Oct. 22, 1986,
- 22.857, Elect. bonding, Amdt. 22/86/1, eff. Oct. 22, 1986,

22.925, Propeller clearance, Amdt. 22/85/1, eff. Dec. 12, 1985,
22.1529, Maintenance manual, Amdt. 22/84/1, eff. Dec. 14, 1984
22.1581, Flt. manual-general, Amdt. 22/86/1, eff. Oct. 22, 1986;

Plus the following paragraphs incorporated in Change 5, effective on October 28, 1995:

22.221, Spinning-general, Amdt. 22/90/1, eff. June 30, 1990,
22.375, Winglets, Amdt. 22/90/1, eff. June 30, 1990
22.779, Motion and effect of cockpit controls, Amdt. 22/90/1, eff. June 30, 1990;

For all models:

Plus the following means of compliance from FAA Advisory Circular 21.17-2, dated July 13, 1989:

JAR 22.177(b), including AC 21.17-2 par. 6.c. (6)(i)(A), (B), (C), and (D),
JAR 22.777, including AC 21.17-2 par. 6.c. (7)(i)(A), (B), (C), and (D),
JAR 22.903(b), including AC 21.17-2 par. 6.c. (7)(iii),
JAR 22.1093 including AC 21.17-2 par. 6.c. (7)(iv),
FAR 23.1153, including AC 21.17-2 par. 6.c. (7)(vi),
JAR 22.1555 including AC 21.17-2 par. 6.c. (7)(vii);

Plus the special condition established in letter No. 54085 SFAT/TC, dated October 15, 1984 (established by the DGAC, airworthiness authority in France, to provide additional requirements for composites - high temperatures and an increased safety margin to account for aging of the structure).

Exemption from FAR 45.11 (a) and (d) as specified in Exemption No. 4988 (external marking of gliders).

Date of application for Type Certificate September 4, 1990. Type Certificate No. TG00004AT issued December 29, 1993.

Import Requirements

A U.S. Standard Airworthiness Certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by a representative of the Centro Tecnico Aeroespacial (CTA), containing the following statement: "The powered glider covered by this certificate has been examined, tested and found to conform to the type design approved under FAA Type Certificate No. TG00004AT and is in condition for safe operation."

Modifications pre-dating the issuance of this type certificate and not included in paragraph 1 of this note and modifications dated after the issuance of this type certificate not covered by note contained in the Service Information paragraph of this type certificate must be assumed not to be approved under this type certificate.

The following AEROMOT Service Bulletin must be incorporated in Models AMT-100 or AMT-200 prior to issuance of a U.S. Airworthiness Certificate:

| <u>Service Bulletin</u> | <u>Date</u> | <u>Subject</u> | <u>S/N's Affected</u> |
|-------------------------|-------------|--|---|
| 100-11-001 Rev. 2 | Sep 10, '93 | Placards | 100.001-100.007 |
| 100-24-003 Rev. 1 | Sep 10, '93 | Landing Gear Warning | 100.001-100.009 |
| 100-24-005 Rev. 1 | Sep 10, '93 | Alternator Control | 100.001-100.013 |
| 100-24-011 Rev. 2 | Oct 8, '93 | Fusebox Cover | 100.001-100.012 |
| 100-24-012 Rev. 2 | Sep 10, '93 | Starter Button | 100.001-100.015 |
| 100-25-025 Rev. 1 | Sep 10, '93 | Baggage Retaining Net | 100.001-100.039, 100.041-100.044, 100.046, 200.040 |
| 100-27-024 Rev. 1 | Sep 10, '93 | Elev Trim Tab Cable Connection | 100.001-100.039, 100.041-100.044, 100.046, 200.040 |
| 100-28-002 Rev. 1 | Sep 10, '93 | Fuel Filter | 100.001-100.008 |
| 100-28-027 No Rev. | Dec 17, '93 | Placard-Fuel Gage | 100.001-100.039, 100.041-100.044, 100.046, 200.040 |
| 100-32-004 Rev. 3 | Sep 10, '93 | Landing Gear Bolts | 100.003-100.006 |
| 100-32-015 Rev. 1 | Sep 10, '93 | Landing Gear Locking Pin | 100.001-100.029 |
| 100-32-016 Rev. 2 | Sep 10, '93 | Landing Gear Strut Spring | 100.001-100.032 |
| 100-32-017 Rev. 3 | Oct 8, '93 | Landing Gear Additional Locking Device | 100.001-100.034 |
| 100-52-006 Rev. 1 | Sep 10, '93 | Placard-Canopy Locking | 100.001-100.013 |

| | | | |
|--------------------|-------------|---------------------------------|---|
| 100-52-018 Rev. 3 | Sep 10, '93 | Canopy Latches | 100.001- 100.034 |
| 100-52-026 Rev. 1 | Oct 8, '93 | Canopy Latches | 100.035- 100.039, 100.041- 100.044, 100.046, 200.040, 200.045 |
| 100-55-001 Rev. 2 | Sep 10, '93 | Elevator Interference | 100.002, 100.005- 100.007 |
| 100-57-23 Rev. 2 | Sep 10, '93 | Wing Drain Holes | 100.001- 100.039, 100.041- 100.044, 100.046, 200.040, 200.045 |
| 100-57-028 No Rev. | Dec 17, '93 | Wing Red Mark and Guide Trim | 100.001- 100.039, 100.041- 100.044, 100.046, 200.040 |
| 100-76-001 Rev. 1 | Sep 10, '93 | Throttle Jam | 100.001- 100.015 |

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the powered glider for certification. In addition, the following items of equipment are required:

1. Basic equipment and instruments

- a) airspeed indicator
- b) altimeter
- c) magnetic compass
- d) variometer
- e) slip-skid indicator
- f) tachometer
- g) fuel quantity indicator
- h) oil temperature indicator
- i) oil pressure indicator
- j) hourmeter
- k) cyl. head temp. (AMT 200, AMT-200S and AMT 300)
- l) manifold pressure indicator (AMT 300)

2. Operations Manual (containing Flight Manual, Repair and Maintenance Manual) approved by CTA.

Service Information

Service bulletins, structural repair manuals, vendor manuals, aircraft flight manuals, and overhaul and maintenance manuals, which contain a statement that the document is CTA approved are accepted by the FAA and are considered FAA approved. These approvals pertain to the type design only.

Available documents for AMT-100:

Flight Manual No. 100-04, Issued December 29, 1993, and subsequent revisions, CTA approved.

Maintenance Manual 100-10, September 1993.

Parts Catalog 100-02, September 1993.

Engine Manual Limbach L2000 and Series

Hoffman Owner's Manual No. E0107.72

Available documents for AMT-200:

Flight Manual No. 200-07, Issued December 29, 1993, and subsequent revisions, CTA approved.

Maintenance Manual 200-13, September 1993.

Parts Catalog 100-02, September 1993.

ROTAX Operator's Manual, approved by Austria Federal Office of Civil Aviation.

Available documents for AMT-300:

Flight Manual No. 300-20, issued July 19, 1999, and subsequent revisions, CTA approved.

Maintenance Manual 300-22, March 1, 1999.

Parts Catalog 300-23, April, 1999.

ROTAX Operator's Manual, approved by Austria Federal Office of Civil Aviation.

MT Propeller Operation and Installation Manual E-124

Available documents for AMT-200S:

Flight Manual No. 200-24, issued June 26, 2000, and subsequent revisions, CTA approved.

Maintenance Manual 200-25, Revision 1, dated June 26, 2000, or later revisions.

Parts Catalog 200-26, April 10, 2000.

ROTAX Operator's Manual, approved by Austria Federal Office of Civil Aviation.

Hoffman Owner's Manual No. E0107.72

NOTES:

- NOTE 1** Current weight and balance report including the list of equipment included in the certified empty weight, and loading instructions, when necessary, must be provided for each motorglider at the time of original certification. The certificated empty weight and corresponding center of gravity locations must include the following: total motorglider unusable fuel of 0.52 U.S. gal at +48.8 in.
- NOTE 2** The placards listed in the Flight Manual must be displayed. A complete listing of all placards is shown in the applicable Maintenance Manuals.
- NOTE 3** The inspections, maintenance, repair and painting must be accomplished according to the Maintenance Manual. Major structural repairs can only be accomplished by the manufacturer.
- NOTE 4** All external surfaces of the motorglider exposed to the sunlight must be painted white, except for areas provided for registration marking and anticollision paint.
- NOTE 5** A variable ballast weight attached to the engine firewall of each aircraft is required to keep the cg range of the loaded aircraft within limits. (AMT-100 only).
- NOTE 6** The motorglider life limit may be extended from 3000 to 6000 hours, in steps of 1000 hours, if the Extension Life Limit Program specified in Service Bulletin No. 100-10-021, Rev. 1, September 10, 1993, or later CTA approved revision, has been complied with. A copy of the inspection results must be sent to the FAA, Atlanta Aircraft Certification Office.
- NOTE 7** The Model AMT-200, AMT-200S and AMT-300 serial numbers will follow the sequence of the Model AMT-100, changing only the prefix. The last three digits of the serial number refer to the production sequence. The first three digits mean: 100, model AMT-100; 200, models AMT-200 and AMT-200S; 300, model AMT-300.
- NOTE 8** The following Master Drawing Lists, or later CTA approved revisions, apply:
AMT-100 Master Drawing List No. LP-10000, Rev C, dated 08 April 1994.
AMT-200 Master Drawing List No. LP-20000, Rev F, dated 21 September 1995.
AMT-300 Master Drawing List No. 06000-3, Rev A, dated 24 February 1999.
AMT-200S Master Drawing List No. 06000-4, Rev A, dated 02 May 2000.

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