

**SERVICE LETTER: # 2**

**DATE:** 03 June 2013

**AFFECTED PRODUCTS:** CH7 Kompres , CH7 Kompres Charlie , CH7 Kompres Charlie2 , CH77 Ran

**SUBJECT:** ULM EUROPEAN RULES

**INSPECTION:**

**REPLACEMENT:**

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**COMPLIANCE PROCEDURE:**

In accordance with its policy of continually striving to improve the safety of its aircraft, CH-7 Helisport reminds users of its products of the new European regulations governing microlight aircraft.

CH-7 Helisport's aircraft have evolved from the CH-7 Kompres to the CH-7 Kompres Charlie 2 and the CH-77 Ranabot. During the course of this constant development, CH-7 Helisport has been able to improve the quality and safety of the aircraft whilst maintaining compliance with the weight limitations of the microlight category.

In order to be considered an microlight, a helicopter not equipped with floats must be able to demonstrate a maximum empty weight that is determined by the maximum take off weight of 450 kg, less the minimum weight of fuel required for one hour's flight (12,75 kg in the case of the CH-7 and of the CH-77), less a standard weight of 156 kg considered to represent a pilot and a passenger. Thus all CH-7 and CH-77 helicopters not equipped with floats must have a maximum empty weight (including full fluids and unusable fuel) of 281,25 kg in order to be eligible for microlight classification.

In order to avoid potential civil and criminal consequences of any false declaration made in order to obtain microlight classification, or the risk of voided insurance after an accident, it is important for all operators to verify the empty weight of all CH-7 or CH-77 aircraft using certified scales. It is recommended that this procedure be carried out by a recognized workshop in order to obtain documentary evidence of the empty weight. Should the empty weight be in excess of the maximum allowed value, CH-7 Helisport should be contacted for advice concerning the modifications required.

It is important to understand that judgments made by the courts, as well as decisions made by insurance companies, may take into account the recommendations and stipulations contained with the manufacturer's documentation, including the Pilot's Operating Handbook and the Service Bulletins. The Pilot's Operating Handbook requires that this documentation be consulted by the pilot before flight, and Service Letter no.1 requires that each pilot must be registered on the website [www.ch-7helicopter.com](http://www.ch-7helicopter.com) in order to be able to prove that this consultation has taken place.