



LAA TYPE ACCEPTANCE DATA SHEET
TADS 834
FOURNIER RF-4D

Issue 1	Initial issue	Dated 16/09/20	MR
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This TADS is intended as a summary of available information about the type and should be used during the build, operation and permit revalidation phases to help owners and inspectors. Although it is hoped that this document is as complete as possible, other sources may contain more up to date information, e.g. the manufacturer's website.

Section 1 contains general information about the type.

Section 2 contains information about the type that is **MANDATORY** and must be complied with.

Section 3 contains advisory information that owners and inspectors should review to help them maintain and operate the aircraft in an airworthy and safe condition. If due consideration and circumstances suggest that compliance with the requirements in this section can safely be deferred, is not required or not applicable, then this is a permitted judgement call. This section also provides a useful repository for advisory information gathered through defect reports and experience.

Section 1 - Introduction

1.1 UK contact

No UK contact available.

1.2 Description

The Fournier RF-4D is a single-seat, low-wing monoplane motor glider of French origin. The aircraft is a development the RF-3, where the RF-4D has been optimised further. Compared with the RF-3, the fuselage underside is rounded, the exhaust system optimised for quieter operation and a stronger airframe built of aircraft grade wood as against the marine ply used on the RF-3. The RF-4D is aerobatic (although restrictions apply within the UK).

The aircraft is constructed primarily of wood with a built-up spruce fuselage structure with birch plywood covering. The fuselage has several fiberglass components for cowling, fairings and the housing for the single mechanically retractable main wheel. The wing is assembled with a single main spar and built up ribs; the leading-edge D box is formed with plywood around the leading-edge ribs. The centre section also has a plywood skin for the wing's walkway. The wing also incorporates the retractable outriggers that make up the aircraft undercarriage along with the steerable tail wheel and retractable main wheel. The wing attaches to the fuselage structure using 4 bolts. The tail plane is built using a similar method to the wing though the whole tail plane structure is plywood covered. All the control surfaces are fabric covered as is the entire aircraft structure. The RF-4D has utilised several powerplants though by far the most common in the UK is the VW 1200 (Rectimo) conversion. The RF-4D also has a small baggage compartment behind the pilot's seat.

The Fournier RF-4D is operated as an SLMG within the UK.

Note that the only propeller(s) approved for an individual aircraft are those listed on the individual aircraft's Operating Limitations document or in the [PTL/1](#) (Propeller Type List) for the type.



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Section 2 – Mandatory information for owners, operators and inspectors

At all times, responsibility for the maintenance and airworthiness of an aircraft rests with the owner. A Condition of a Permit to Fly requires that: *"the aircraft shall be maintained in an airworthy condition"*.

2.1 Fast Build Kit 51% Compliance

Not applicable – the Fournier RF-4D is a factory-built aircraft.

2.2 Build Manual

Not applicable.

2.3 Build Inspections

Inspector approval codes A-A, A-M, A-W or V.

2.4 Flight Manual

Alpavia supplied a flight manual with the aircraft.

2.5 Mandatory Permit Directives

[MPD 1995-001 R5](#) All aircraft previously operating on a certificate of airworthiness.

Also check the LAA website for MPDs that are non-type specific ([TL2.22](#)).

2.6 LAA Required Modifications (including LAA issued AILs, SBs, etc)

None.

2.7 Additional engine operating limitations to be placarded or shown by instrument markings

Notes:

- Refer to the engine manufacturer's latest documentation for the definitive parameter values and recommended instruments.
- Where an instrument is not fitted, the limit need not be displayed.

With VW Rectimo 1200 engine:

Maximum RPM: 3600
Maximum Oil Temp: 107°C
Oil Pressure: 2 - 3.5 Bar



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2.8 Control surface deflections

Ailerons	Up: 19° ±1° Down: 12° ±1°
Elevators	Up: 20° ±2° Down: 20° ±2°
Elevator tab	Up: 40° ±2° Down: 40° ±2°
Rudder	Left: 25° ±2° Right: 25° ±2°

2.9 Operating Limitations and Placards

(Note that the wording on an individual aircraft's Operating Limitations document takes precedence, if different.)

1. Maximum number of occupants authorised to be carried: One
2. The aircraft must be operated in compliance with the following operating limitations, which shall be displayed in the cockpit by means of placards or instrument markings:
 - 2.1 Aerobatic Limitations
Aerobatic manoeuvres are permitted.
Intentional spinning is permitted.
Aerobatic manoeuvres permitted: Slow Roll, Inside Loop, Stall Turns, half loop and Roll out. Manoeuvres exceeding +4g and -2g are prohibited.
 - 2.2 Loading Limitations
Maximum Total Weight Authorised: 390 kg
CG Range: 11.3 inches to 19.3 inches aft of datum.
Datum Point is: Leading edge of the wing at the root.
 - 2.3 Engine Limitations
Maximum Engine RPM: 3600.
 - 2.4 Airspeed Limitations
Maximum Indicated Airspeed (V_{NE}): 135 knots
Maximum Indicated Airspeed, Rough Air (V_{NO}): 113 knots
Maximum Manoeuvring Speed (V_a): 108 knots
 - 2.5 Other Limitations
The aircraft shall be flown by day and under Visual Flight Rules only.
Smoking in the aircraft is prohibited.

Additional Placards:

"Occupant Warning - This Aircraft has not been Certificated to an International Requirement"

A fireproof identification plate must be fitted to fuselage, engraved or stamped with aircraft's registration letters.



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2.10 Maximum permitted empty weight

Not applicable.

Section 3 – Advice to owners, operators and inspectors

3.1 Maintenance Manual

The Fournier RF-4D was supplied with a maintenance manual.

3.2 Standard Options

None.

3.3 Manufacturer’s Information (including Service Bulletins, Service Letters, etc)

In the absence of any over-riding LAA classification, inspections and modifications published by the manufacturer should be satisfied according to the recommendation of the manufacturer. It is the owner’s responsibility to be aware of and supply such information to their inspector.

Rear fuselage	Bottom & rudder post inspect for water damage	AD 83-49
Main U/C fork failed	Inspect	None
Fuselage	Inspection/repair of aft fuselage and vertical fin spar	AD83-15
Tail plane	Inspection/replacement of the rear stabiliser mounts	AD85-207

3.4 Special Inspection Points

None.

3.5 Operational Issues

None.

3.6 Standard Modifications

The following Standard Modifications have been approved on the type. The Standard Modification leaflet associated with each modification (published on the website) must be followed and an [LAA/MOD1](#) form completed and return to LAA Engineering in each case (see also [TL 3.06](#)).

[SM11545](#) Issue 1 Alternative Undercarriage Springs

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Please report any errors or omissions to LAA Engineering: engineering@laa.uk.com