



**LAA TYPE ACCEPTANCE DATA SHEET**  
**835**  
**FOURNIER RF-5, RF-5B**

Issue 1	Initial issue	Dated 16/09/20	MR
---------	---------------	----------------	----

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-5 and RF-5B are single seat, low wing monoplane motor gliders manufactured by Sportavia-Putzer. The aircraft is a continued development the RF-4D, where the RF-5 and RF-5B have 2 seats arranged in tandem.

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-5 and RF-5B have utilised several powerplants, the most common being the Limbach SL1700-E. The RF-5 and RF-5B also has a small baggage compartment behind the pilot's seat.

The Fournier RF-5 and RF-5B are 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.



**LAA TYPE ACCEPTANCE DATA SHEET  
835  
FOURNIER RF-5, RF-5B**

**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-5 & RF-5B are factory-built aircraft.

2.2 Build Manual

Not applicable.

2.3 Build Inspections

Inspector approval codes A-A or A-M.

2.4 Flight Manual

Manuals are available for the [RF-5](#) and [RF-5B](#) (note that these may not be the most current).

2.5 Mandatory Permit Directives

[MPD 1995-001 R5](#) Sportavia–Putzer Fournier RF-5 series and RF-5B

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.

2.8 Control surface deflections

Ailerons	TBD
Elevators	TBD
Elevator tab	TBD
Rudder	TBD



**LAA TYPE ACCEPTANCE DATA SHEET**  
**835**  
**FOURNIER RF-5, RF-5B**

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: Two
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**  
Intentional spinning is allowed.  
The following aerobatic manoeuvres only permitted:  
Loops, stall turns, lazy eights, chandelles.  
Flick manoeuvres and those involving negative load factors are prohibited.
  - 2.2 **Loading Limitations**  
Maximum Total Weight Authorised: 650 kg  
CG Range: 231.3 cm to 251.3 cm aft of datum.  
Datum Point is: 200cm in front of leading edge of the mainplane at point 110cm from the centreline.
  - 2.3 **Engine Limitations**  
Maximum Engine RPM: 3400.  
Maximum continuous engine RPM: 3000.
  - 2.4 **Airspeed Limitations**  
Maximum Indicated Airspeed ( $V_{NE}$ ): 135 knots  
Max Indicated Airspeed Airbrakes Extended: 97 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.

2.10 Maximum permitted empty weight

Not applicable.



**LAA TYPE ACCEPTANCE DATA SHEET  
835  
FOURNIER RF-5, RF-5B**

**Section 3 – Advice to owners, operators and inspectors**

**3.1 Maintenance Manual**

The Fournier RF-5 and RF-5B were 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, SB S-02-82
Elevator Mass	Balance to be fitted (RF5B) MOD23	AD 79-533/2
Airbrake system bolts in wing	Inspect & replace as necessary	AD 92-351, SB S—2-91
Wing fold	Unlocked on take off	None.
Fuselage	Remove ground handling bar from the fuselage and inspect for grinding marks in the longitudinal direction of the fuselage centre line.	AD 72-24
Propeller	Replacement of propeller boss bolts and centring bushes	AD72-25, SL 02-72
Fin	Inspection/repair of aft fuselage and vertical fin spar.	AD83-15, TNS-02-82

**3.4 Special Inspection Points**

None.

**3.5 Operational Issues**

List any known issues.

1. *Safety Spot* reference

The following *Safety Spot* articles are relevant to Fournier RF-5 aircraft:

*Light Aviation* [Oct 2016](#) Fournier RF-5 – Canopy Opened in Flight  
Article discusses an RF-5 canopy that opened in flight. The cause and subsequent damage are discussed.



**LAA TYPE ACCEPTANCE DATA SHEET  
835  
FOURNIER RF-5, RF-5B**

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](#)).

[SM12824](#).      Issue 1      Castoring Tailwheel

----- END -----

Please report any errors or omissions to LAA Engineering: [engineering@laa.uk.com](mailto:engineering@laa.uk.com)