

# Harness Spreader Report

Inspection certificate number: **MISC\_149-2020**

## Manufacturer data:

Manufacturer name: **AIR MKG - Kortel Design**  
 Representative: **Max Jeanpierre**  
 Street: **1096 Avenue André Lasquin**  
 Post code place: **74700 Sallanches**  
 Country: **France**

## Sample data:

Name Spreader **Rigid (Bar)**  
 Max Load [kg]: **240**  
 Serial number: **n/a**  
 Date of reception: **13.05.2020**

## Test data

Place of test **Villeneuve**  
 Date of test: **13.05.2020**  
 Inspector: **Alain Zoller**

## Atmosphere AGL:

[C°]	21.7
RH [%]	46
[hPa]	969.5

## Summary of Spreader's test

Test id		Test configuration <sup>(2)</sup>	Top Att. Point	Bottom Attachment point		Min. Load [N]	Result
1	✓	Induced load from the pilot and a heavy passenger (short) to the main point	Main	Pilot	Short	21600.00	POSITIVE
2	✓	Induced load from the pilot and a light passenger (long) to the main point	Main	Pilot	Long	21600.00	POSITIVE
3		Induced load from the pilot and a heavy passenger (short) to the rescue point	Rescue	Pilot	Short	21600.00	n/a
4		Induced load from the pilot and a light passenger (short) to the rescue point	Rescue	Pilot	Long	21600.00	n/a
5	✓	Induced load from the main point to between the spreader bar	Main	between the spreader bar		9600.00	POSITIVE

## Issue data

Place of declaration **Villeneuve**  
 Date of issue: **17.06.2020**

Managing director **Alain Zoller**  
 Signature: 

Manufacture	Instrument	Type no	S/N	Validity Calibration
HBM	Load Sensor GE01	1-S9M/50KN-1	31314643	04.09.2023

This signature approve the validity of the test reports if available. **Air Turquoise SA**, having thoroughly assessed the sample mentioned above, declare it was found conform with all requirements defined by the following norms:

Airworthiness Requirements **LTF NFL II 91/09**

The model had been tested according to Nfl II 35/03 point 3.2.3, up to 9G of its total weight in flight or at least 1350 daN during 10 seconds.

<sup>(1)</sup> Calculated value in tests reports include the value minus the uncertainty (on safe side) / The uncertainty stated is the expanded uncertainty obtained by multiplying the standard uncertainty by the coverage factor  $k = 2$ . The value of the measurand lies within the assigned range of values with a probability of 95%.

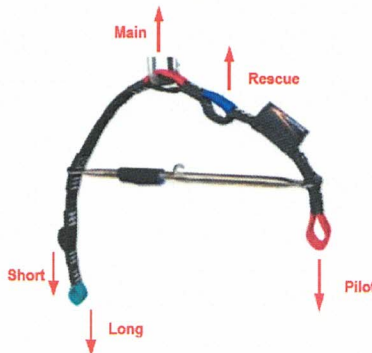
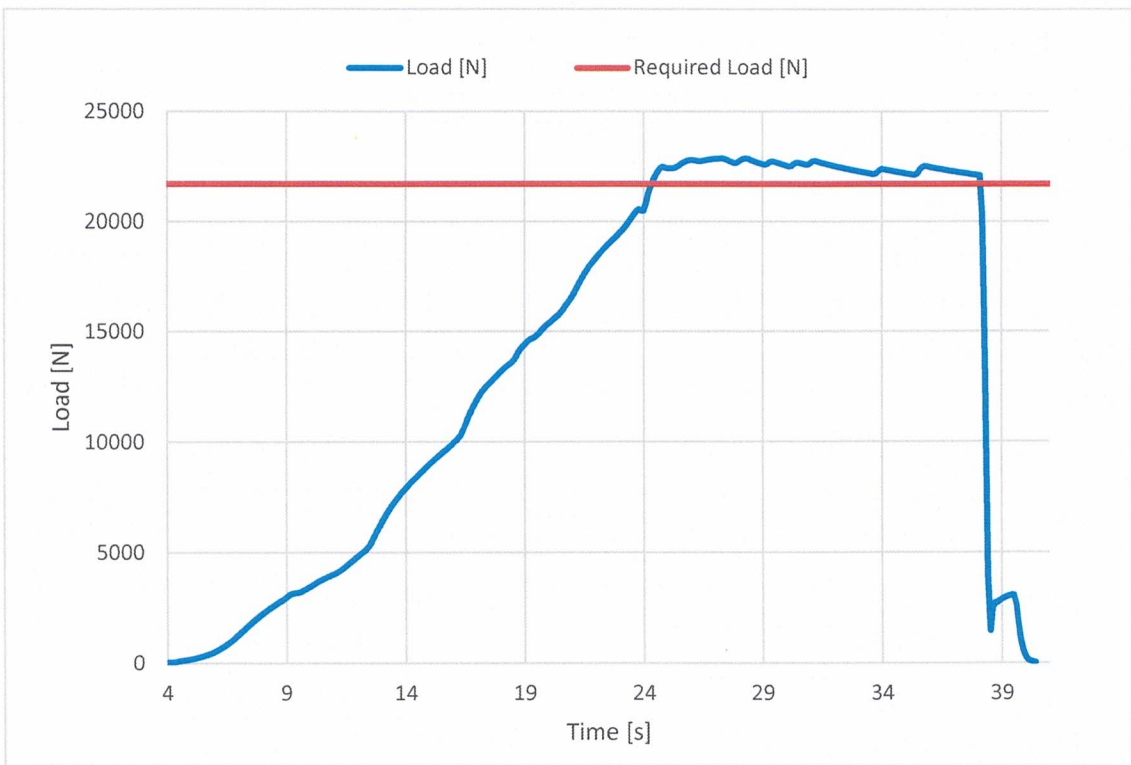
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Name **Spread Rigid (Bar)**

**Test 1**

Standard	<b>LTF nFL II 91/09</b>
Test setup	<b>Induced load from the pilot and a heavy passenger (short) to the main point</b>
Min. Required load [g]	<b>9</b>
Min. Required load [N]	<b>21600</b>
Min. Required duration [s]	<b>10</b>
<b>Result</b>	
Test duration [s]	<b>13.8</b>
Any signs of structural failure	<b>No</b>
Test results	<b>POSITIVE</b>

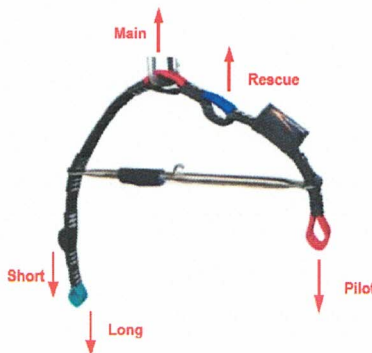
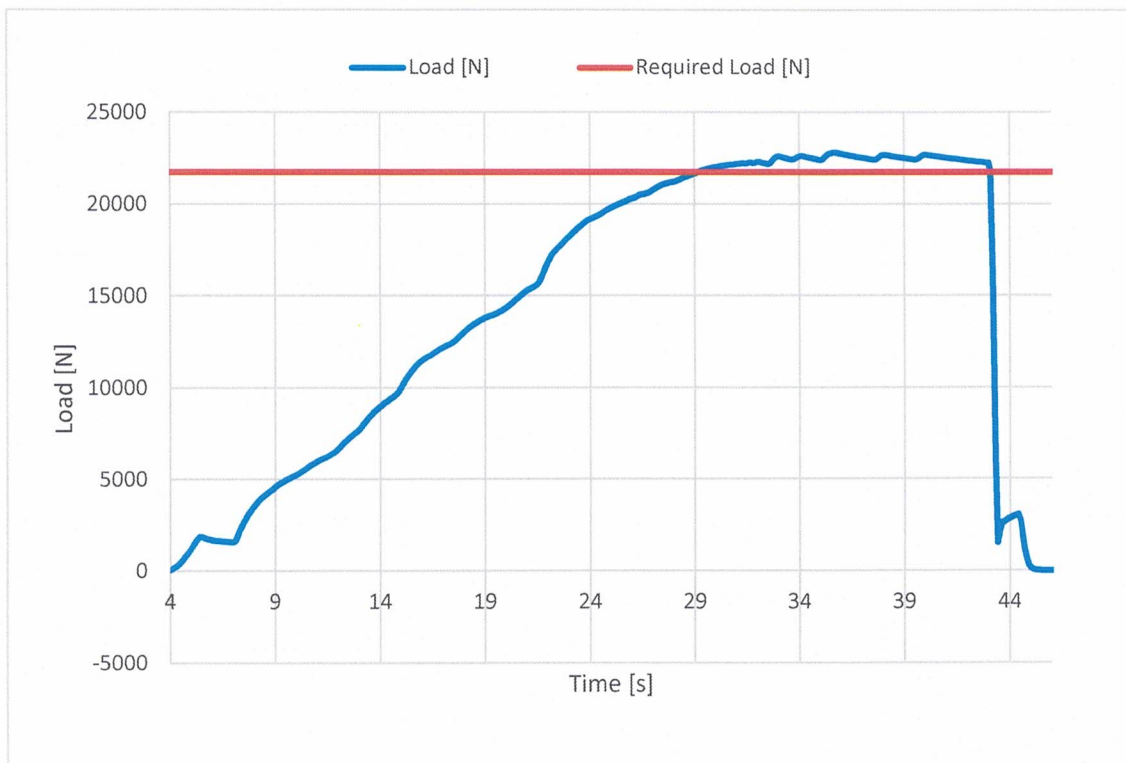



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Name **Spread Rigid (Bar)**

**Test 2**

Standard	<b>LTF nFL II 91/09</b>
Test setup	<b>Induced load from the pilot and a light passenger (long) to the main point</b>
Min. Required load [g]	<b>9</b>
Min. Required load [N]	<b>21600</b>
Duration [s]	<b>10</b>
<b>Result</b>	
Test duration [s]	<b>14</b>
Any signs of structural failure	<b>No</b>
Test results	<b>POSITIVE</b>

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Name Spread Rigid (Bar)

**Test 5**

Standard	<b>LTF nFL II 91/09</b>
Test setup	<b>Induced load from the main point to between the spreader bar</b>
Min. Required load [g]	<b>4</b>
Min. Required load [N]	<b>9600</b>
Duration [s]	<b>10</b>

<b>Result</b>	
Test duration [s]	<b>14.1</b>
Any signs of structural failure	<b>No</b>
Test results	<b>POSITIVE</b>