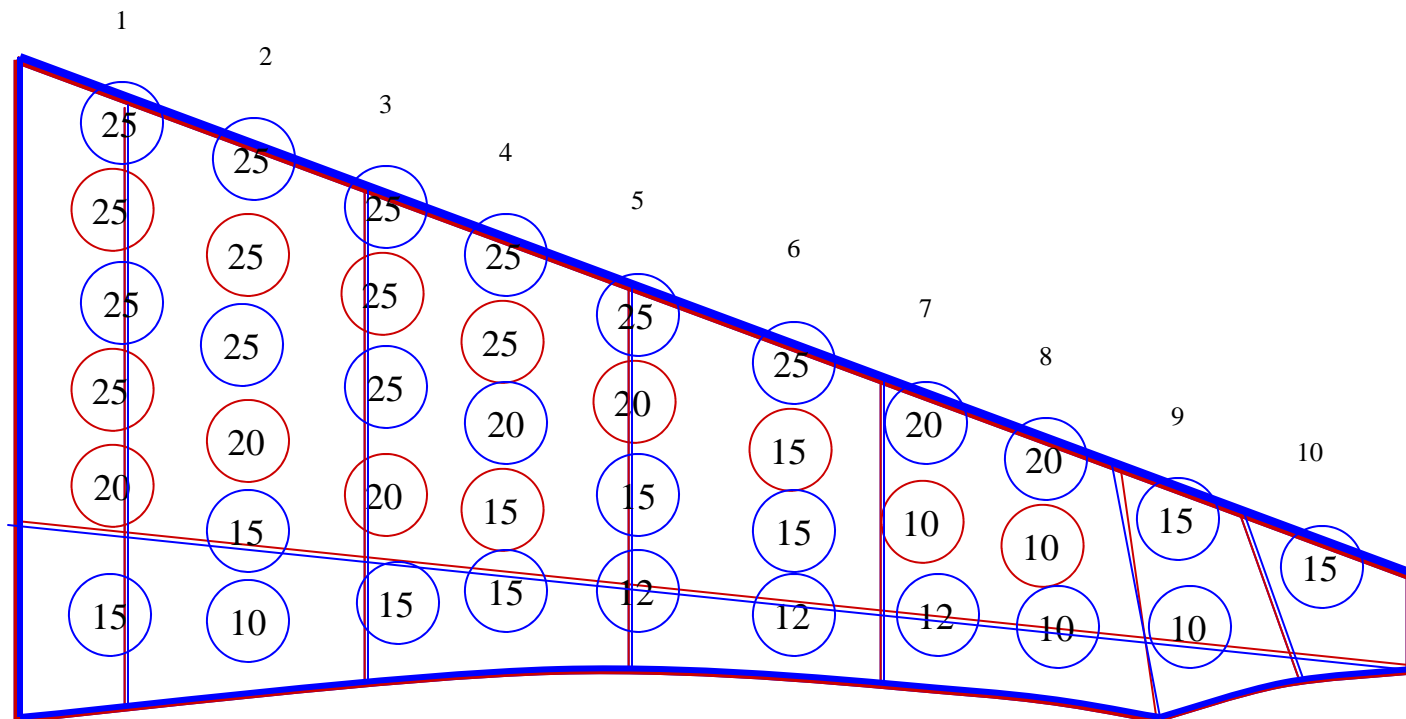


LASER Flexwing

6 G positive load test (2nd February 2007). The load test requirements were taken from the USA LSA rules and the German DUVL Ultralight rules. The Laser was loaded with 1452 KG`s (3195 lbs). On the LSA ruling this represents 264 KG`s (580) Maximum take off weight. On the German DUVL ruling and represents 276 KG`s (607 lbs) on the US LSA rules. The full weight was pulled through the hang block. No permanent deformation was seen on Inspection.



Laser Flexwing: weight distribution for 6 G`'s positive load test.
Weight distribution on total wing. Weights are in KG`s. Total weight: 1452 KG`s. This represents a Mauw of 264 KG`s (580 lbs) on the LSA load test rules and 276 Mauw for the Germany Duvl rules.



1	2	3	4	5	6	7	8	9	10
Kg	Kg	Kg	Kg	Kg	KG	Kg	Kg	Kg	Kg
25	25	25	25	25	25	20	20	15	15
25	25	25	25	20	15	10	10	10	
25	25	25	20	15	15	12	10		
25	20	20	15	12	12				
20	15	15	15						
15	10								
135	120	110	100	72	67	42	40	25	15

Total weight for the 10 sections across the span equals 726 Kg`s (1597 lbs).
 Whole wing span total weight equals 1452 KG`s (3194 lbs)

LASER Flexwing

4 G Negative load test (26th January 2007)

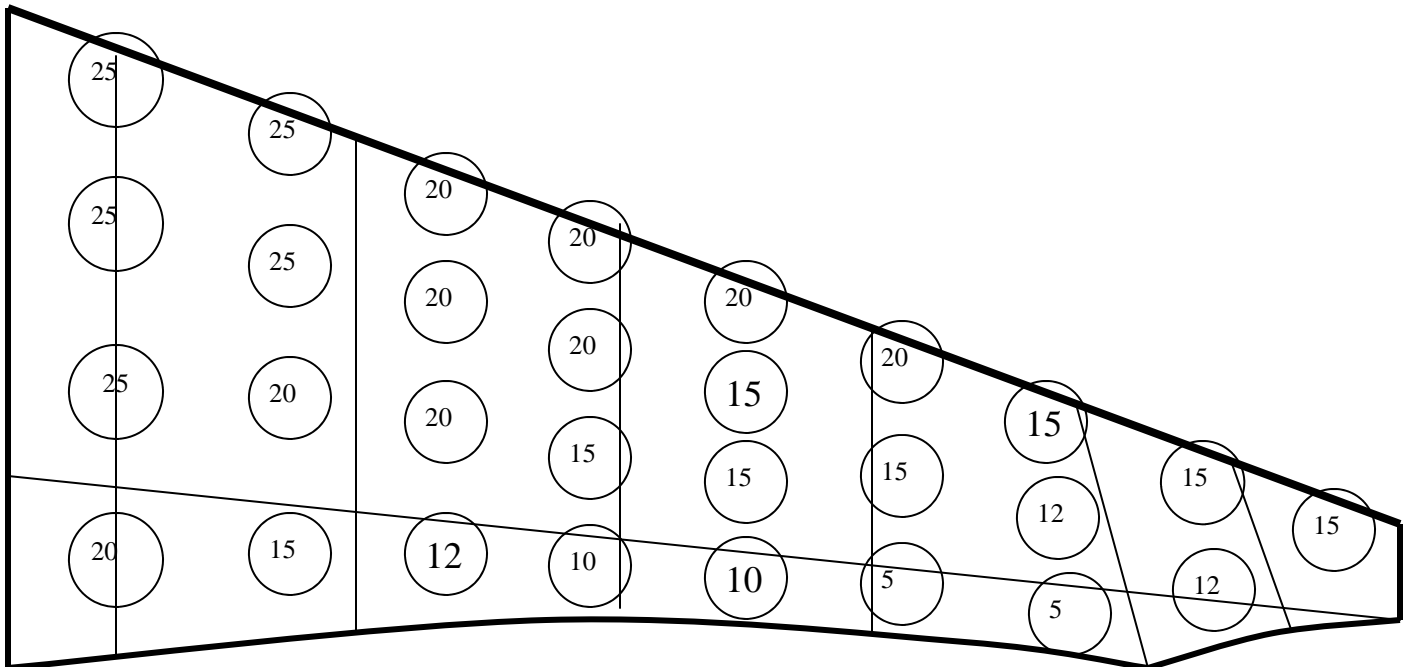
Load test requirements were taken from the USA LSA requirements and the German DUVL Ultralight requirements. The Laser was loaded with 980 KG`s . On the LSA requirements this represents 280 KG`s (616 lbs) Maximum take off weight. On the German DUVL requirements it represents 275 KG`s. (606 lbs).



LASER Flexwing

4 G Negative load test (26th January 2007)

Load test requirements were taken from the USA LSA rules and the German DUVL Ultralight rules. The Laser was loaded with 980 KG's. On the LSA ruling this represents 280 KG's (616 lbs) Maximum take off weight. On the German DUVL ruling it represents 275 KG's (606 lbs) Maximum take off weight. A cradle was made to pull up from underneath the hang block. The full weight was pulled through the hang block which was in the normal flight position. No deformation was seen on inspection.



The Laser wing produced by Ace Aviation Ooty, India was designed to exceed the U.S.A L.S.A. and the German DUVL load test requirements. The information on the previous pages is correct and all Magic Lasers produced from the 2nd February 2007 will have a Maximum take of weight of 245 KG's. Any deviation from this by any operator will not be Ace Aviation's responsibility.

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