



MCR-4S

Four-Seat High-Performance Kit Aircraft



Dyn'Aero MCR-4S

Pleasant and easy to fly, with powerful, offers a superb view and plenty of weight of only 310kg and a maximum exceeding its own weight. Safe, with four adults from a grass runway, and climbs at more than 750fpm at full load. It can be equipped with most of the 100hp range of power plants available on the market. With a Rotax 912S engine, for example, the 4S cruises at 130 knots with a fuel consumption as low as 20 litres per hour.

Four-Seat Tourer

well-harmonised controls, the MCR-4S room for its occupants. With an empty mum weight of 750kg, it offers a payload excellent STOL performance, it easily lifts

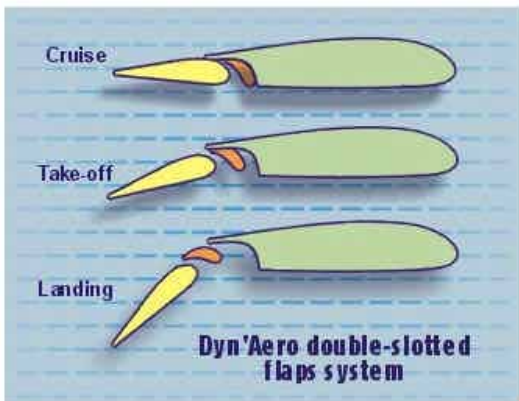


Left: The 4S offers generous shoulder-, leg- and headroom for four occupants. The front seats and rudder pedals are both adjustable.

The front seats tip forwards to make entry easy for rear-seat passengers.

The rear seat folds down to make extra luggage space.

The large instrument panel has been designed to accommodate full VFR instrumentation. Electric flap control and pitch trim are standard features.



Flexible Build Program

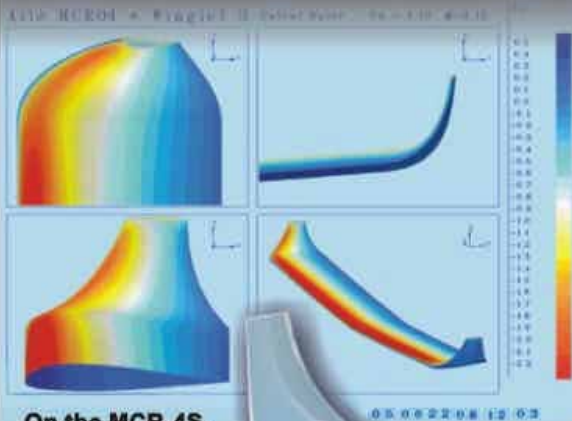
The MCR-4S kit is available in three stages, from "Standard Fast Build", which requires some supervised work in the factory, using special jigs for the initial structure, to "Super fast Build", with primary structure bonded, flying surfaces skinned and many parts ready assembled.

Comprehensive, illustrated, step-by-step instructions are offered on CD or through the Internet, and training course is organised at the factory.

Advanced technology

The MCR-4S is the result of 20 years of work to produce low-powered, lightweight aircraft with high performance.

It features a monocoque composite fuselage and fin, made of a carbon reinforced skin, with a tough oleo-pneumatic fixed undercarriage. It's 8.72 m span wing has an aerobatic-type carbon wing spar, tested to 10 G, foam ribs and a carbon skin.

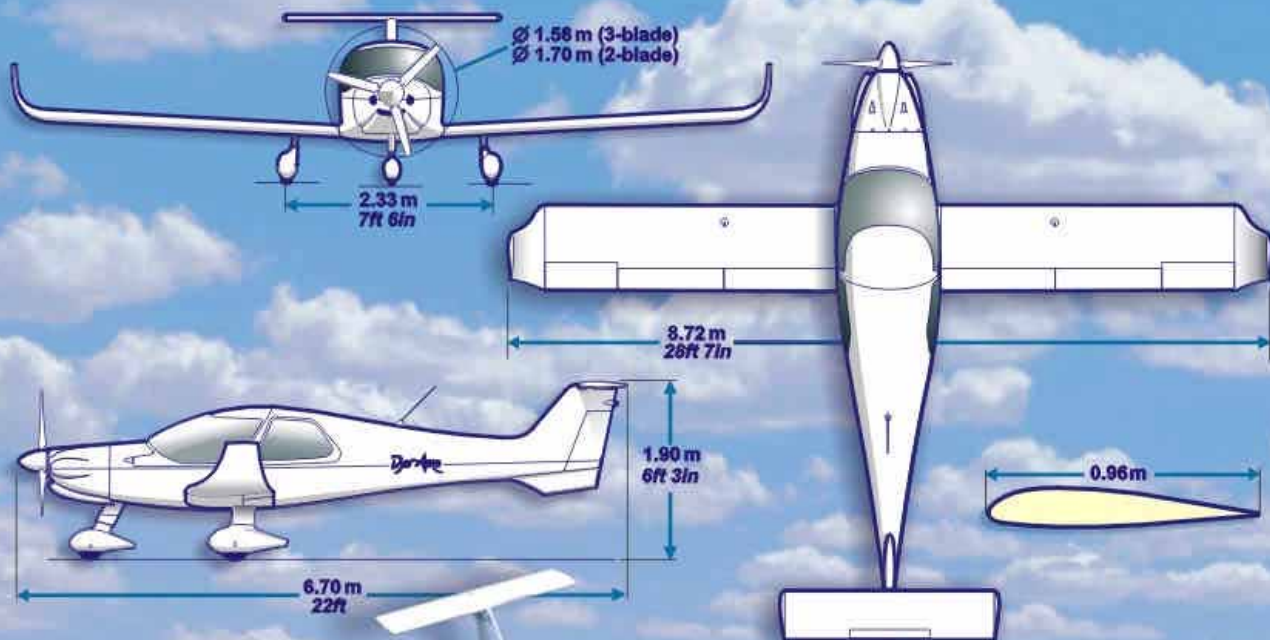


On the MCR-4S, careful attention has been given to every detail on the aerodynamics:

The wing is equipped with sophisticated, high-efficiency double-slotted flaps.

The wingtips have been designed and tunnel tested in collaboration with the French Aerospace Research Agency (ONERA) to reduce induced drag to a minimum. The engine cowls are designed to minimise cooling drag and the undercarriage comes with slippery wheel spats.

MCR 4S



Dyn'Aero

Dyn'Aero SA 19, rue de l'Aviation 21121 DAROIS France
Tel 33(0)3 80 35 60 62 - Fax 33 (0)3 80 35 60 63
www.dynaero.com - contact: dynaero@aol.com

Dyn'Aero

Dyn'Aero Iberica Zona Industrial - Apdto 15
7400-909 PONTE-DE-SOR Portugal
Tel 351 242 201 306 - contact: dynaeroFF@aol.com

DYN'AÉRO MCR-4S

The initial studies of the four-seat MCR-4S started in early 1994 while we were developing the MCR VLA. The VLA appears first in 1996 and permits the development of the general technology. The airframe, and the high lift devices, such as the double slotted flaps were initially designed to equip the MCR UL, meanwhile, the command system was directly coming from the MCR CLUB technology in 1998.

The objective was to develop, what most thought impossible at that time:

“ A four seat airplane with STOL performance, equipped with a light 100 HP engine”

The 4-S maiden flight was in June 2000.

The MCR 4-S is the only airplane in the aviation world to provide pilots with such an amazing Performance/Economy ratio. Its concept makes it to be the perfect travel aircraft, able to fly comfortably with four people onboard, cruising at more than 250 km/h, and burning only 20 L/h with a 100 hp engine.

Those performances can only be reached because of the MCR 4-S very light empty weight. The aircraft can carry up to 150% of its own empty weight !

The research of a very elaborated aerodynamic design, with wing-tips optimized in wind-tunnel, and high efficiency double slotted flaps, provide the MCR 4-S with amazing STOL performances

Designed around a roomy cockpit ; 1,20m width at the rear seats, build to allow four people up to 1,95m tall to be easily seated in the airplane.

The aircraft is equipped with a very strong oil-pneumatic undercarriage, allowing landings on any type of runways.

The MCR-4S can be equipped with a choice of different power plants, but may also be fitted with other options such as :

Ballistic Recovery System parachute (actually in development)

Extended range fuel tanks

Toe operated Hydraulic brakes

The MCR-4S is available in kit form in respect with the CNSK regulation (specific kit airworthiness certificate) or in the “experimental” category, depending on the registration country.

GENERAL CHARACTERISTICS

Wing span.....	8,72 m
Wing area	8,30 m ²
Aspect ratio.....	9,20
Cabin Width	1,20
Fuel capacity standard.....	2 X 65 l
Extended range fuel tanks.....	2 X 100 l
Empty weight (Basic version)	300 kg
Equipped empty weight	350 kg
Max. Takeoff weight	750 kg
Wing loading.....	90 kg/m ²

ENGINE OPTIONS

Propeller :Two, or three blades, fix pitch or constant speed

Rotax 912S Engine..... 100 hp

Rotax 914 turbo charged Engine..... 100/115 hp

Jabiru 3300 Engine (still in development)..... 120 hp

V Speed

VSO (stall speed landing configuration).....83 km/h

Va (Maneuvering speed).....219 km/h

Vne (Never exceeding speed).....270 km/h

Design maneuvering speed.....300 km/h

Vno (Normal Operation Speed).....243 km/h

G loading.....+3.8 /-1.5 g

Vfe (Flaps extended speed).....160 km/h

PERFORMANCES

ENGINE	R 912S	R 914
Power plant hp	95/100	100/115
Cruising 75%, FL 0 (km/h)	245	245
Cruising 75%, FL 80 (km/h)	263	272
Fuel consumption 75% (liters/h)	20.7	20.7
Range ,std Tanks 75% (km)	1 709	1 709
Cruising 65% FL110 (km/h)	255	255
Fuel consumption 65% (liters/h)	17.9	17.9
Range ,std Tanks 65% (km)	1 846	1 846
Takeoff roll; CS. Prop (m)	350	295
Climb rate FL 0, CS. Prop (ft/min)	750	900