



Owner's Manual

OHB/C42/001

Issue 14

C42 Owner's Manual (Microlight)

Page 1

File Name: c42 pilot manual.pdf

Size: 2597 KB

Type: PDF, ePub, eBook

Category: Book

Uploaded: 8 May 2019, 17:33 PM

Rating: 4.6/5 from 554 votes.

Status: AVAILABLE

Last checked: 14 Minutes ago!

In order to read or download c42 pilot manual ebook, you need to create a FREE account.

[**Download Now!**](#)

eBook includes PDF, ePub and Kindle version

[Register a free 1 month Trial Account.](#)

[Download as many books as you like \(Personal use\)](#)

[Cancel the membership at any time if not satisfied.](#)

[Join Over 80000 Happy Readers](#)

Book Descriptions:

We have made it easy for you to find a PDF Ebooks without any digging. And by having access to our ebooks online or by storing it on your computer, you have convenient answers with c42 pilot manual . To get started finding c42 pilot manual , you are right to find our website which has a comprehensive collection of manuals listed.

Our library is the biggest of these that have literally hundreds of thousands of different products represented.



Book Descriptions:

c42 pilot manual



C42

Owner's Manual

OHB/C42/001

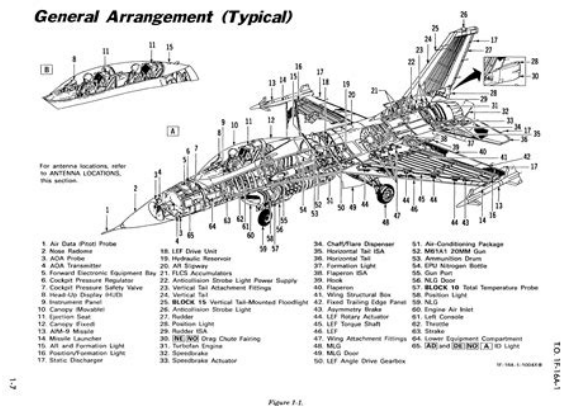
Issue 14

C42 Owner's Manual (Microlight)

Page 1

BM 68 Manufacturer Aviation Hangar 6 Wolverhampton Halfpenny Green Airport. The C42 aircraft is a Microlight, conforming to the definition within BCAR Section S, 1999. To operate the aircraft the pilot must hold at least a minimum of a Microlight PPL. The aircraft is not to be flown unless it is registered, carries registration markings in accordance with the CAA requirements, and has a valid Permit to Fly. C42 Owner's Manual Microlight Page 7. The effectiveness of the system for the safe recovery of the aeroplane has not been demonstrated. C42 Owner's Manual Microlight Page 8. It is imperative that this procedure is followed otherwise serious injury or death may result. C42 Owner's Manual Microlight Page 10. Taxiing is simple; the turning radius of the C42 is small, and the aircraft handles cross winds during taxiing very well. When taxiing with a strong tail wind, hold the control stick firmly in the neutral position. Spinning C42 Owner's Manual Microlight Page 12. Avoid "fully holding off" before touchdown as drift angle increases and airspeed decays, the control authority also reduces. C42 Owner's Manual Microlight Page 13. Remember KEEP FLYING THE AIRCRAFT AT ALL TIMES. C42 Owner's Manual Microlight Page 14. C42 Owner's Manual Microlight Page 15. Data placard and weight and balance document. Pre flight check list. Tachometer Cylinder head temp. Oil pressure gauge Oil temperature gauge C42 Owner's Manual Microlight Page 16. For operation at weights over 450kg, the forward limit is 366mm aft of datum. This is a limitation to remain within tested nose wheel loads. C42 Owner's Manual Microlight Page 17. Oil and coolant levels normal. No usable fuel. Note Remaining within the maximum Takeoff Weight MTOW of 450 kg or 472.5kg with appropriate modifications fitted is the pilot's responsibility. C42 Owner's Manual Microlight Page 18. CARB ICING AND VAPOUR LOCK MORE LIKELY C42 Owner's Manual Microlight Page 22. <https://donkorfoundation.org/userfiles/descargar-manual-word-2007.xml>

• **ikarus c42 pilot manual, 1.0, ikarus c42 pilot manual.**



Best glide angle 111 C42 FB 100 Rotax 912S, 100 hp Take off distance, to clear 15m fence 205metres Max. However, since some of its systems differ from those found on conventional aircraft; this section should be studied before dismantling, repair or inspection. Both fuel tanks are interconnectable so fitting an additional tank doubles the capacity to 100 litres or 130 litres. This capacity is placarded next to the filler cap. If the trim runs away to one extreme or fails in one position, no undue stick force is required to maintain control. C42 Owner's Manual Microlight Page 29. C42 Owner's Manual Microlight Page 30. Great care must be exercised in this case to ensure that the engine cannot be started accidentally. Normally remove the spark plugs' caps. C42 Owner's Manual Microlight Page 31. When on the ground the handle is secured against accidental activation by a small padlock, the key for which should be attached to the aircraft master key. C42 Owner's Manual Microlight Page 32. Please refer to your propeller operating manual. C42 Owner's Manual Microlight Page 33. Check rudder cable tension, 25 to 35 kgf. Check aileron cable tension, 18 to 24 kgf Change the fuel filter. Check stub axles for cracks. Check seat support tube cannot rotate. C42 Owner's Manual Microlight Page 34. Alternatively apply a small patch of selfadhesive material. For larger areas of damage, consult the importers, Red Aviation. In the event of technical problems, contact RedAir. C42 Owner's Manual Microlight Page 35. If both wings are in the folded back position the C42 can be easily moved by one person into a small hangar space. Then push in the spring loaded pins by squeezing the split sleeve. C42 Owner's Manual Microlight Page 37. Secure the strut bottom with the bungee attached to the wing root. Step 26. Fold back the right wing according to steps 1 to 25. C42 Owner's Manual Microlight Page 38. It is not permissible to remove just one door. <http://www.domykultury.waw.pl/userfiles/descargar-manual-word-2003-gratis.xml>



Owner's Manual

OHB/C42/001

Issue 14

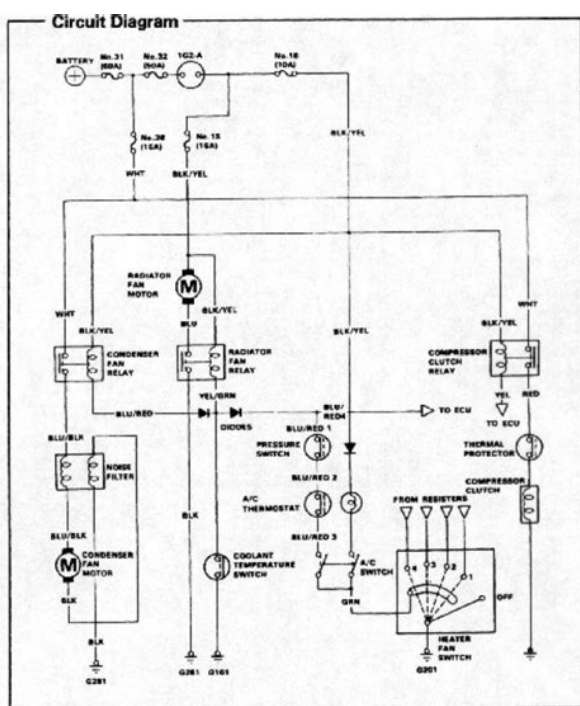
C42 Owner's Manual (Microlight)

Page 1

Ensure when flying with the doors removed that there are no loose items, take special care to check under the seats. C42 Owner's Manual Microlight Page 40. C42 Owner's Manual Microlight Page 41. C42 Owner's Manual Microlight Page 43. The increasing range of Pooleys Check Lists presently cover the Fixed and Rotary Wing Aircraft types detailed below and each contain clearly enumerated and defined pages for checks of Cockpit Preparation, External, Internal, Engine Start, Taxying, Power PreTake Off, Vital Actions, After Take Off, In Flight, Circuit Joining, Landing Shut Down and Emergencies. Approved and endorsed by Comco Ikarus in Germany, this is the first ever professionally designed Ikarus C42a for flight simulation, featuring accurate flight dynamics that have been tested over many months by C42 pilots around the world to ensure it is as true to real life flying experience as possible. Whether you are taking off from your ingame local grass strip or airport, island hopping or just wanting to experience your add on scenery to the full, the Ikarus C42a gives you the freedom and time to experience true VFR flight; but be careful, this is no toy. Flight dynamics are real so much so that approval for being realistic is already secured from the manufacturers COMCO Ikarus and the flight dynamics are already in use for real flight training in an approved C42a simulator. It is a technically mature, highly capable, two-seat aircraft designed primarily for the light sports aviation market and has become the worlds most popular training aircraft that makes adventurous flying exciting and rewarding. With an MTOW of just 450kg, the C42a is classed as a microlight but do not let that fool you. With its traditional highwing design, you could be forgiven for thinking this was a GA aircraft. The handling and flight performance of this machine is superb, making this a really fun and rewarding aircraft to start your journey to becoming a pilot.

For example, if you like additional excitement in your life then imagine flying from your favourite airport on a sunny day and at normal cruising height and you experience a sudden loss of power; no problem. Well, depends on how good you are but just dont panic, keep flying the aircraft and follow the instructions in the manual and bring your Ikarus C42a back to the ground safely. Admired by all for its stunning real to life imagery, enjoy the challenge of flying from A to B in VFR flight. This is an Addon and requires either Microsoft Flight Simulator X Boxed or Steam edition or Lockheed Martin

Prepar3d Version 1,2 or 3. This product uses online serial key activation offline activation is possible see Offline product activation . It sits fairly close to the ground on a trigear undercarriage and its only when you open up the clamshell doors, hinged at the top, and slide inside, that you realise the cockpit is more spacious than many Group A aircraft. Its much bigger than a cosy Cessna 152, for instance, where most adults are rubbing shoulders, and much more modern. The seats look as though theyre from a Caterham sports car, reclined and shaped, although the padding is a bit thin. If youre short, presumably you have to bring a cushion to stuff behind your back. Elasticated netting side pockets in the doors are big enough for charts etc, and theres storage space under the seats, but theres not much space anywhere else in the cockpit. Between the seats is a high central structure, covering the main fuselage spar, on which the stick is mounted. It makes a handy armrest too. UK distributor, Simon Du Boulay of Aerosport uk, says this is deliberate to make Group A pilots feel at home. The test aircraft didnt have an attitude indicator but the VLA version of the C42, with a 23 kg heavier weight limit, will. That extra 23 kg wont add much in terms of usable load but will allow a fuller panel.



<https://www.becompta.be/emploi/3m-definitions-manual>

The Microair 760 radio and Mode C transponder are typically small and light microlight avionics but worked well enough. Other instruments include three engine monitoring gauges oil pressure, oil temperature and cylinder head temperature, and a fuel computer. A choke knob for cold starts and cockpit heater knob complete the controls. There's no magneto switch because the sparks are by modern dual electronic ignition, and no carb heat because the twin carbs are heated by the engines liquid cooling system. It idled at 1,800 rpm, which was a bit fast, according to Paul. From the left seat, you can make a final visual fuel level check by opening a flap in the back wall material to the translucent plastic fuel tank located behind the passenger. Visibility from the two-seat, side-by-side cockpit is excellent, the nosewheel steers directly from the rudder bars, and the hydraulic disc brakes on the main wheels are simply operated by a single hand lever on the central stick. No differential braking, but it isn't necessary when the aircraft can turn on a sixpence just by steering it. The throttle took a little getting used to; it's a slim aluminium tube between your legs, hinged to fold out of the way for getting in and out, and for positioning. There's one for both seats so the aircraft can be flown from either side. Paul instructed me to pull the stick back, apply full power. It's not

surprising that the performance is so sprightly, with 100 hp pulling a max of 450 kg. The climbout was at seventy knots, with 900 fpm showing initially, picking up to 1,050 fpm. The electric trim is operated by buttons on the stop of the stick, and with the stick forces trimmed out we could continue handsoff. Paul was very keen on showing the handsoff capability. The stick forces, which had been quite stiff on the ground, were very light in the air with just a gentle twofinger touch required.

<http://apartments-ivica.com/images/brauniger-iq-sonic-manual.pdf>

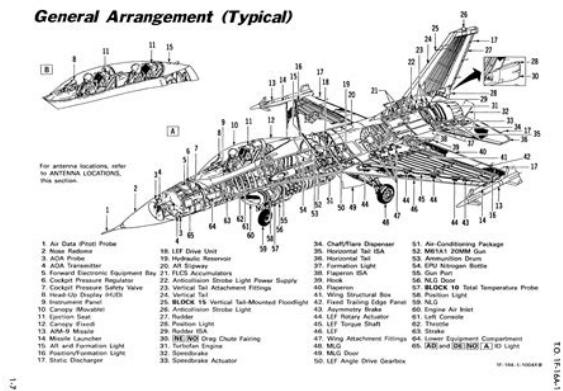
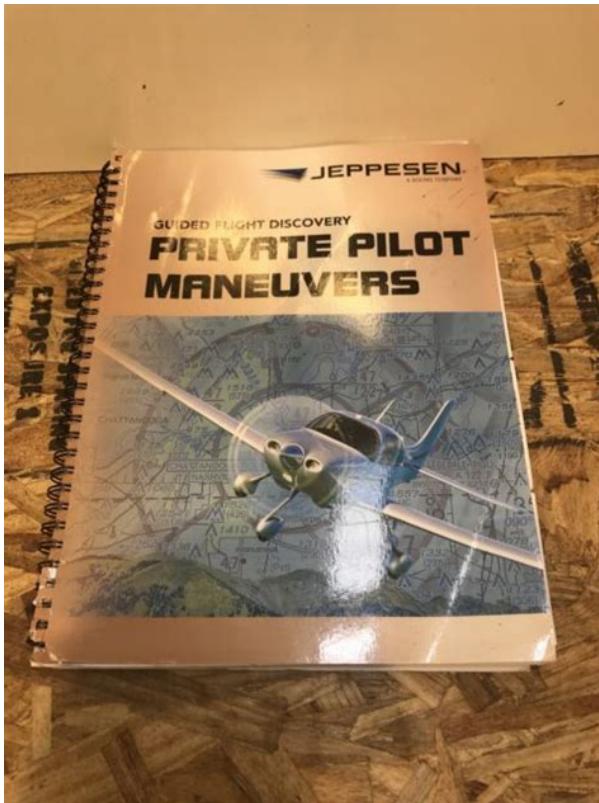


Figure F.1.

This was slightly at odds with the feel of the short, stubby stick, which suggested, rather like a German cars manual gear lever, that forceful movements would be the norm. But then the C42 was proving quite a surprisingly little aircraft in many ways. It seems that once trimmed, the C42 runs on rails. With the power pulled back, the speed came back to the flaplimiting speed of 62 knots and we deployed the first stage of flap, 15. The handle for operating the manual flaps is located in the roof and I found it too easy to go past stage one and straight to two. The trick, according to Paul, is to let go of the ratchet release lever as soon as the handle has cleared the gateit will then slot into the first stage of flap and wont accidentally carry on. Once one stage of flap was deployed, we set power at 3,000 rpm and the speed settled at 58 knots, then, trim reset, it was time to go handsoff again. Wingdown proved the simplest approach and with the pilots seat being so low to the ground, judging the flare was easy. A little more difficult was coordinating limbs during the ensuing touchandgo. Pressing the stickmounted PTT button to make a radio call was a bit beyond me this first time. Off we went again for several more circuits, each flown a little more precisely as the aircrafts controls became more familiar. Unlike some, its not mounted to the engine frame or firewall, but directly to the main fuselage frame, a large diameter aluminium alloy tube running the length of the aircraft with triangulated alloy tube substructures bolted onthe bodywork hangs off these. This means that if the aircraft has a noseheavy landing, not an uncommon occurrence for training and group aircraft, its just the nosewheel assembly that needs checking, not the whole engine mount. The wings can be removed, taking about twenty minutes per wing, to occupy less hangar space or to put on a trailer.

<http://genlab-sports.com/images/brauniger-iq-comfort-manual.pdf>



The biggest job is removing the top canopy fairing, while disconnecting the metal struts and spars is a simple job of removing cotter pins and locking clips. The struts stay with the wing, and there's no need for adjustment when reconnecting the flap and aileron pushrod operated controls. There's also a folding wing version. The fabric covering the wings, tailplane and rudder is a lattice cloth called GTfoil, claimed to be resistant to ultraviolet light, and it fits tightly over aluminium tube frames. Upswept composite wingtips are an option and are said to give better lowspeed control and reduce drag. The same composite of glass fibre and Kevlar honeycomb is used for the fuselage bodywork and engine cowlings, all immaculately finished. The engine cowling is split into top and bottom halves with fifteen fasteners for the top, eight for the bottom. Fortunately, there's an inspection flap to check the oil level. If the aircraft has been standing overnight or longer, Paul recommends pulling the engine over by the prop ignition off! to pump oil back from the crankcase to the dry sump to make sure of a correct reading. It's possible to overfill otherwise. It's a shame though that they're simple hinge joints rather than rose joints. Still, there's remarkably little friction in movement of the controls. Streamlined struts are used for the main struts of the undercarriage too, with round tubes for the trailing links going forward to a point on the main fuselage spar. Plastic dust caps cover all exposed bolt ends. Gas oil suspension units bolt onto a substantial, square-section aluminium cross-fuselage tube which is also the lower mount for the wing struts. The undercarriage alone, while looking a bit narrow, is far more substantial than on any other microlight I've seen and it certainly absorbed the bumps of Chiltern Parks grass runway and enhanced my less-than-perfect landings.

It's big enough to stick your head and shoulders through to make a thorough inspection, and there's also a fabric luggage sack attached to the tubular frame that's just about big enough to take an overnight bag. The fifty-litre fuel tank can also be inspected. The big side windows, extending down to leg height, give a great view, although the wing does obscure the view into a turn because you're sitting quite a long way behind the leading edge. There's an optional clear panel in the roof which would help. Importer Du Boulay says that with the more efficient Warp Drive propeller that comes down to 11 lph. Both the clean stall and with full flap produced a gentle nodding of the nose with no tendency to drop a wing. Paul demonstrated flying through the stall with full flap and holding the stick right back, producing nothing more than a loss of height and occasional dip of the nose. Recovery is immediate as you release the stick back pressure and add power. Maximum permitted angle of bank

is 60. Steep turns are straightforward, needing little rudder to roll into, just back pressure and power. The aircraft rolled from one turn to another very easily and crisply, again as if on rails. The thermals were noticeable again as we turned final a bit high. Paul took control and demonstrated an aggressive sideslip to get us down to the threshold. Would a Group A pilot feel it was a real aircraft. Its much more Group A than any other fixedwing microlight, with the possible exception of the DynAero BanBi, but thats a highperforming hot ship. The C42s closest microlight rival is the Rans S6, an alloy tube and fabric aircraft with an excellent reputation for flying qualities and ruggedness, but with less performance and more of a kitplane appearance. You cant buy a new Group A twoseater for the C42s built price of just over 55k, and youd never match its operating costs with new or used.

<https://www.optionassurance.ca/wp-content/plugins/formcraft/file-upload/server/content/files/1626ef72d65f7e---bosch-powerstream-pro-manual.pdf>

Add in the advantages of having an NPPL rather than a JAR PPL and its no wonder that 100 C42s will have been sold in the UK by the end of 2014. Thats ready to fly with a BMAA Permit to Fly. It will have been flight tested at the UK importers HQ at Wolverhampton Airport. The Rotax 912 series of engines has proved trouble free and had its TBO raised from 1,200 to 1,500 hours in June 2003. Du Boulay says a C42 used for training at Barton has clocked up 700 hours at an average maintenance cost of 60p per hour. Broker Flemings has insured many of the C42s in the UK and quotes an average cost of 2,000 pa. Thats for the full hull value, plus passenger cover and 1m liability. David Bacon of Flemings says the premium is high because many of the pilots are lowhours and have come from flexwing microlights. The premium will be lower for more experienced pilots and they prefer pilots from a Group A background. After completing a course of training and passing the AFI Microlight Rating Flight Test and Ground Examination the UK CAA will issue an AFI Microlight Rating restricted to the microlight aircraft Control Type used on the test The theoretical knowledge subjects are taken from the NPPL Microlight ground subjects syllabus. The subjects are given below The Flight Test and Ground Examination will be conducted by a Microlight FIE. The schedule is given below In addition, the FI Microlight will be able to supervise an AFI Microlight If the AFI Microlight wishes to instruct on an additional Control Type he must pass a test with a Microlight FIC instructor or Microlight FIE. It is posted on the Department's website as a courtesy to stakeholders. An open restricted permit may restrict the occupation or location but not the employer. If the condition is controlled, a new medical examination is required before a work permit may be issued. The specific occupational sector restriction will depend on whether the person has resided in a designated or nondesignated country. Subsection R303.

22 provides the list of exceptions. These sections are not included in the regulation applying the fee. Fee exemption code P03 should be used in these cases. For enquiries, contact us. This book records all of your flying activity from your first lesson through gaining your licence and all of your flying afterwards. Every training flight will be countersigned by your instructor. This is used as proof of your training when you apply for your licence and also of your ongoing flying to keep your licence current. This covers all of the area you will be training in and probably everywhere you will fly in your first year or so. Its a requirement, in law, that you carry a chart when you fly so this is your own copy to bring with you. Everything you will cover during your flying training, including the five written exams, is explained in this booklet which is the framework we use for teaching you. The book covers all aspects, in detail, of the five written exams which you will take. It is easy reading and is well illustrated to make understanding simpler. This is your own copy of the C42 checklist the aircraft you will initially fly. The list covers starting up, vital checks before flight, shutting down, departure from the airfield, arrival at an airfield, enroute periodic checks and also special procedures for advanced flying. It is plastic coated to keep it waterproof They are all described, in detail, in this book so you can get a jump start and read up on whats coming up before you arrive for

the lesson. They also allow you to go back over anything that may have been unclear at the time though we always encourage you to ask if there's anything you don't think you fully understand. Beware grass surface uneven in places. Please avoid over flying our restricted areas to the North and West of the airfield. Circuit height 500ft. Airfield elevation 623 ft. We recommend you upgrade to a newer version of Internet Explorer or switch to a browser like Firefox or Chrome.

The Investigation found that only the C42 pilot had seen a conflicting aircraft and that they had then taken avoiding action which had mitigated the high risk of collision. The closest point of approach was recorded on radar as less than 100 feet vertically and less than 185 metres laterally. The near miss was categorised as an ICAO A event. Both aircraft were operating VFR in good forward visibility. In reply, the FISO instructed the aircraft to squawk 7000 and freecall Farnborough Radar on a frequency provided. One minute later, at 3,500 feet QNH and prior to making the initial call to Farnborough, the Citation passed very close overhead the unseen C42. The Citation pilot stated that he had been routing towards the Mayfield VOR. As the two aircraft had approached each other, it was estimated that the Citations speed was 240 knots and the C42s speed was 55 knots a closing speed of almost 5nm per minute. The C42 pilot had subsequently called Farnborough Radar to report the AIRPROX and had then returned to the scene in order to squawk for Farnborough and allow the location to be recorded before continuing the training detail. This pilot provided video evidence of the event to the Investigation see the stills sequence reproduced below. The Investigation noted that UK Regulatory requirements prevent a FISO from utilising surveillancederived data to provide traffic information when providing a Basic Service which since the Citation was VFR was the only type of service that could be offered. The ICAO Risk Category A was assigned an aircraft proximity in which serious risk of collision existed. No Safety Recommendations were made. NOTE All our charges include airport fees for takeoff and landing. Some schools omit this charge to illustrate their hourly rate at a lower fee.

Trial flights A flight from Kemble over the glorious Cotswolds is a truly fabulous experience to remember whether as a oneoff experience, a gift for someone special or a first lesson towards gaining your pilot's licence. See the Kemble Flying Club Facebook page for images and brief news items. We have three incredible flight experiences for you to choose from to start with, and then some more options. Includes Temporary Club Membership, landing fees etc. 560 Pay as you learn Once you have the feeling you want to learn to fly then join us as a Student Member for an annual fee of 40 and simply pay as you learn. Your Membership contribution helps us maintain our db platform and website www.kembleflyingclubflightschoolbooking.com where you can book lessons, see your training records and all your account details including all financial transactions. The cost of your lesson is invoiced automatically and once you have entered card details the payment will be made for you. Importantly we don't have to waste time hand writing invoices and taking payments. FLYING LESSONS A standard flying lesson is booked into a two hour slot one hour briefing and debriefing and one hour flying. Everything is provided for you. The briefing time and landing fees are all included in the price circuits costed as below. Switching aircraft at any time is no problem at all as the system will simply deduct the correct cost from your account after each flight leaving the appropriate balance. This includes ten two hour flying slots 10 hrs flying and the ground school as in the Day training course. We include a book of flight training briefing notes worth 20 to help you get started with the related theory. All ongoing training is costed in relation to aircraft running costs so the flexwing is the least costly and the EV97, which is our fastest aircraft and most like a light aircraft costs more to operate and is more expensive.

Again, the training can be taken as an intensive course, or the flying lessons can be booked individually. Most people take the intro first and then upgrade. As of January 2018 the landing fee at Kemble was 10 for microlights and each subsequent circuit, which includes a touch and go on the runway, is 5. We pass the circuit charges on to our students at a discounted rate. GROUND SCHOOL

Most students prefer to come for their lesson rain or shine. This gives you the opportunity to have a one-on-one session with your instructor on any of the ground school subjects. We've found that this has helped with making more rapid progress with your actual flying training. Long briefings for flight exercises and ground school is always available on an individual basis or as group lectures as published on the Club noticeboard. Specific booked ground school 35 per hour. When flying canceled due to weather 52.50 for the two-hour booked slot. GROUND SCHOOL EXAMINATIONS Test fees include prep time, invigilation, immediate marking and discussion on any incorrect answers 32. RADIO TELEPHONY TRAINING We have rooms available and set up for RT training. Each room has a computer and they run a software simulation program on which you will be tested flying a route by our Examiner, John Hedges. You will need practice on this pre-test. Tuition on RT, both for the ground exam and the practical test, is charged at the Ground School rates above. RT final test 85. If the RT license application is made at the same time as your NPPL license application, the CAA fee of 70 is waived. THE GST The GST is the General Skills Test and this is the final practical test you have to take to qualify for a license. The flying rarely takes more than 1hr 20 mins. A detailed document to help prepare you for the test is available in the Members area of the web site.

There is a separate test called a Ground Oral GO which is a test about your understanding of the particular aircraft you fly and it is largely based on the individual aircraft's manual. The Examiner fee for both the GST and GO, including documentation checking for your license application, is 132.00. Club membership Student membership fee per annum 40 Full Club membership fee per annum 180 Associate Membership per annum allows other pilots to use the facilities 62. STRIP FLYING SPECIAL A great trip for qualified pilots. Take a flying tour around local airstrips for some exciting short field experience. Please call for a quotation. INSTRUCTOR TRAINING Assessment Half day, full 4 hours inc. To buy into the scheme for a year is 975 and this effectively gives you similar privileges as being an aircraft owner and buys you hourly flying from 66 wet i.e. including fuel. MLG Members also pay a monthly fee of 66 towards hangarage and landing. The annual Club Membership fee is included. You are also exempt from any other cost e.g. insurance and maintenance etc. Full details of our Members Lease Group scheme and costs are available in the Members area of this web site or upon application. Hourly charges wet inc fuel Quik R 66, Skyranger 68, Icarus C42 72, EV97 79. Please note All prices inclusive of VAT. All charges include airport fees for takeoff and landing. Not circuit fees. Students starting regular training who will use the Club facilities must join the Flying Club. Payment we make no surcharge for the majority of credit card payments. Intro and Pilot packages we invite you to pay by credit card for your personal protection. All charges may be subject to change without notice. A trial flying lesson will be an unforgettable Christmas gift or birthday present. The experience is the perfect introduction to learning to fly, or just a chance to enjoy seeing Read more. You can change your cookie settings at any time.

The preflight and startup checks were uneventful but, approximately 50 feet into the takeoff run, the right wing started to rotate upwards about the fuselage. The pilot immediately abandoned the takeoff. He said that he rigged the aircraft in accordance with the C42 Owners Manual. His normal procedure was to ask an assistant to hold the wingtip while he bolted the lower end of the wing strut to the fuselage. He would then check that the wing was correctly attached by lifting the wingtip. On this occasion he believed that the pilot assisting him had carried out this last check and, therefore, did not feel that it was necessary for him to repeat the check. We'll send you a link to a feedback form. It will take only 2 minutes to fill in. Don't worry we won't send you spam or share your email address with anyone. Go to the Canadian store Please check with the actual manual text before purchasing the parts below. This list was procedurally generated from the manual text and may vary from the needs of your actual fireplace. Whats next. Over 50 years of experience, all enclosed in what has been defined the "Cross Over" boat that will impress and reflect Mediterranean customers' needs as well as new overseas markets requirements. SESSA MARINE reserves the right to vary data of its products without notice. Unequaled manoeuvrability, extraordinary navigating comfort and

reduction in CO2 emissions are only some of the benefits offered by this new innovative propulsion. By using our website you declare that you accept and consent the use of cookies in accordance with the terms expressed in the cookie policy.

<https://ayurvedia.ch/3m-definitions-manual>