DynAero MCR-4 S Model Guide

The DynAero MCR-4 S is a single-engine piston aircraft from Dyn Aero (Dyn'Aero), listed in the library under single-engine-piston. The supplied inputs hold no performance, weight or seating figures. The only document is Dyn'Aero's 2009 fuel Service Instruction Letter for all MCR aircraft. For a buyer, fuel history and fuel handling are the main points to check.

KEY TAKEAWAYS

- The DynAero MCR-4 S is a piston single; the inputs give no speed, range, weight or seat figures, so get them from the POH.
- Dyn'Aero's fuel letter covers any MCR aircraft and calls for aviation fuel only.
- Leaded fuel must be AVGAS 100LL or better; unleaded must be 95 RON or higher with alcohol at 5% or less.
- Ask the seller for logbook records of each fuelling: quantity, fuel type and station.

WHAT THE INPUTS COVER

The registry lists Dyn Aero as manufacturer and the propulsion class as piston. It gives no first flight date, variant names, range, cruise speed, MTOW, ceiling or passenger count. Verify all performance and loading data in the flight manual before buying.

FUEL RULES FROM DYN'AERO (SI 09 I 0001)

Use only aviation fuel. For leaded fuel, the octane must be at least AVGAS 100LL. For unleaded, it must be at least 95 RON, with total alcohol quantified, guaranteed and 5% or less. Dyn'Aero strongly discourages E10 and other newly marketed fuels. Refuel only from an aviation fuel station on an airfield. The letter says its advice does not replace legal or engine-manufacturer requirements.

WHY CAR FUEL IS A RISK

The letter says non-aviation fuel with more alcohol can harm tank sealing products and the fuel circuit, raise water content, increase vapour lock risk and reduce range. Jerry cans add impurities, and SP95 and SP98 are light-sensitive and unstable in storage. Vapour lock is described as almost inevitable below 70 kPa vapour pressure at 50 °C.

SAFETY NOTES

- Dyn'Aero says fuel with unguaranteed alcohol content must be tested for alcohol, with results recorded.
- If the aircraft behaved unusually or may be damaged after non-aviation fuel, contact Dyn'Aero's airworthiness department promptly.
- The letter is an English translation for information only; only the original French text can be relied upon.

AI-aggregated guide for the DynAero MCR-4 S · sources: DYN'AERO's RECOMMENDATIONS REGARDING THE USE OF FUELS FOR MCR AIRCRAFT (#101680) · generated 2026-11-26 · Reference only, not for flight. Check the original documents before relying on this guide.