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MANDATORY BULLETIN No.

EV97-030a SR

SPORTSTAR-031a SR

SPORTSTAR MAX PTF-009a SR

Harmony LSA-009a SR

- 1. CONCERNING:** All the aircraft of **Eurostar, SportStar and Harmony** types with ROTAX engine 912 UL, 912 ULS or 914 UL, affected by the bulletins of engine manufacturer No. SB-912-066, SB-914-047, SB-912-066UL and SB-914-047UL.
- 2. REASON:** The engine manufacturer orders by the above mentioned bulletins to measure temperature of coolant instead of cylinder head temperature with the engines with the design change of cylinder heads.
- 3. MEASURES:**
1. Inspect the engine S/N
 2. Inspect the airplane documentation in order to verify whether some of cylinder heads were replaced within modification.
 3. Inspect cylinder heads S/N.
 4. Verify whether cylinder head temperature or coolant temperature is measured in the airplane. If engine S/N or cylinder heads S/N are not mentioned in the above mentioned bulletins of engine manufacturer, record the performance of their inspection according to this bulletin in the Aircraft Logbook.

If engine S/N and/or cylinder heads S/N correspond to the serial numbers mentioned in the mentioned bulletins of engine manufacturer, it is necessary to measure coolant temperature. In this case it is needed to continue with the next points of measures.
 5. Modify the indication of maximum coolant temperature in the instruments on the instrument panel according to Chap. 1 in this bulletin.
 6. Insert the annexes into the Flight Manual – sheets 2-A, 7-A.
 7. Insert the annex into the Maintenance Manual – sheet 2-A.
 8. Perform the change of coolant temperature indication and record the supplementation of the Flight Manual and the Maintenance Manual according to this bulletin in the Aircraft Logbook.
- 4. LATEST DATE OF ACTION:** At the latest within next 25 hours of operation or at the latest till March 31, 2015.
- 5. CARRIED OUT BY:** Airplane owner/ operator.
Eventual modification: UL: person with appropriate experience
LSA: mechanic or A/P mechanic
- 6. COSTS COVERED BY:** The airplane owner/operator will cover the costs of condition inspection.
- 7. NEEDED MATERIAL:** According to the bulletin text.
- 8. WORK PROCEDURE:** According to the bulletin text.

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9. APPENDICES:

Flight Manual – sheets 2-A, 7-A.

Maintenance Manual – sheet 2-A.

The operator/owner will only use these sheets if the airplane is affected by the above mentioned bulletins of engine manufacturer.

Procedure:

1. Print the enclosed sheets of annexes.
2. Cut the annexes to the Flight Manual to format A5.
3. Insert appropriate sheets 2-A into the Flight Manual/Maintenance Manual at the end of chapter 2.
4. Insert sheet 7-A into the Flight Manual at the end of chapter 7.
5. Record the sheet insertion in the Record of Changes in the Flight Manual/Maintenance Manual and record the new page in the List of Valid Pages.

10. ELABORATED BY:

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1. Indication of maximum coolant temperature

Carry out the modification of indication according to points 1.1 or 1.2 depending on the instrument installed on the airplane.

Carry out the modification only with the airplanes affected by the above mentioned bulletins of engine manufacturer.

1.1. Instrument with analogue indicator of temperature

Modify the instrument, originally indicating just cylinder head temperature according to Fig. 1:

- By sticking the red self-adhesive label, covering part of scale with the value of 120°C (248°F) up to the scale end, on the instrument glass.
- By sticking the red self-adhesive label with the text of **MAX. 120°C** on the lower half of instrument glass.

The numbers and original letters on the instrument mustn't be hidden by the modification!



a)



b)

Fig.1 – View of the instrument with the analogue indicator of temperature:

- a) before modification
- b) after modification (magnified)

1.2. Instrument with any other indicator of temperature

Change the instrument setting:

- Follow the manual of the manufacturer of the appropriate instrument installed on the airplane.
- Set/change the values of maximum coolant temperature according to the data from bulletins No. SB-912-066, SB-914-047, SB-912-066UL and SB-914-047UL.
- If the setting/change of value by the user is not possible, contact the instrument manufacturer.

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This sheet is valid for all models of Eurostar, Sportstar and Harmony airplanes.

Power unit

Text:

Cylinder head temperature: max. 128 °C/262 °F

is replaced by this text:

Coolant temperature: max. 120°C/248°F

Designation of power unit instruments

Text:

Cylinder head thermometer °C	-	-	-	128
°F	-	-	-	262

is replaced by this text:

Coolant thermometer °C	-	-	-	120
°F	-	-	-	248

Kinds of operation

Text:

- **1 indicator of cylinder head temperature**

is replaced by this text:

- **1 indicator of coolant temperature**



This sheet is valid for all models of Eurostar, SportStar and Harmony airplane.

Controllers in the cabin and instrument panel

Text:

Indicator of cylinder head temperature

Is replaced by this text:

Indicator of coolant temperature

Power unit

Part **Engine instruments**

Text:

Cylinder head thermometer

Sensor of cylinder head temperature takes temperature of cylinder No. 3. Working range of cylinder head thermometer is 50 – 150 °C.

is replaced by this text:

Coolant thermometer

Sensor of coolant temperature takes temperature of cylinder No. 3. Working range of coolant thermometer is 50 – 150 °C.



This sheet is valid for all models of Eurostar, SportStar and Harmony airplanes.

Power unit

All the data in all the subchapters of this chapter is cancelled, concerning:

- **Cylinder head temperature**
- **Measurement of cylinder head temperature by analogue instrument**
- **Measurement of cylinder head temperature by integrated digital instrument.**

This data is replaced by this data:

- **Coolant temperature:**
Maximum 120 °C/248 °F
- **Measurement of coolant temperature by analogue instrument**, if applied.
Coolant temperature is measured by **coolant thermometer**, which is the original instrument modified by sticking the red arch and plate with limitation **Max. 120 °C/248 °F** on the instrument glass. The red arch hides the unused part of scale from the temperature of 120 °C/248 °F up to the end of scale.
- **Measurement of coolant temperature by integrated digital instrument**, if applied.
Parameter **Cylinder head temperature** is replaced by parameter **Coolant temperature** with the limitation **Maximum temperature 120 °C/248 °F**.

The mentioned changes also concern the supplement to Maintenance Manual which is referred to by this document.