



SERVICE BULLETIN SB/EUR/010 ISSUE 1
Kit and Factory Built Aircraft
Under-wing Fairings
14th November 2013

Classification: Essential

Background:

EV-97 Eurostar variants are fitted with metal alloy 'fairings' between the lower wing and fuselage. The fairings are attached to the wings on one side with M4x12 screws. The opposite sides are not fixed as they rest against the fuselage.

Nature of Defect:

It was noticed on a recent CAA audit of a factory built aircraft with more than 1000 hours that the unattached sides of these fairings were rubbing against the fuselage causing damage to some rivet heads.

Airworthiness Implications:

Photos.1 & 2 show damage to some rivet heads. Any rivet found with damage must be replaced. The rivets attach the lower fuselage longerons and failure of one or more rivets could compromise the structural integrity of the fuselage. The unattached side of these fairings will also need modifying to prevent further damage to these rivets.

Aircraft Affected:

All kit and factory built aircraft manufactured prior to the date of this bulletin. Types are: Aerotechnik EV-97 Eurostar Aerotechnik EV-97A Eurostar
Aerotechnik EV-97 Eurostar SL Aerotechnik EV-97 teamEurostar U.K.

Inspection Required:

Within 10 flying hours from the date of this Service Bulletin, and thereafter at each permit renewal inspection, carry out the following actions and then rectify/repair/replace components as necessary..

1. Remove the fairings on both sides
2. Clean and inspect for rivet damage,
3. Mark each damaged rivet with a marker pen for reference (Photos. 1 & 2).
4. If there are no damaged rivets do items 4 to 6 in Rectification Action below.

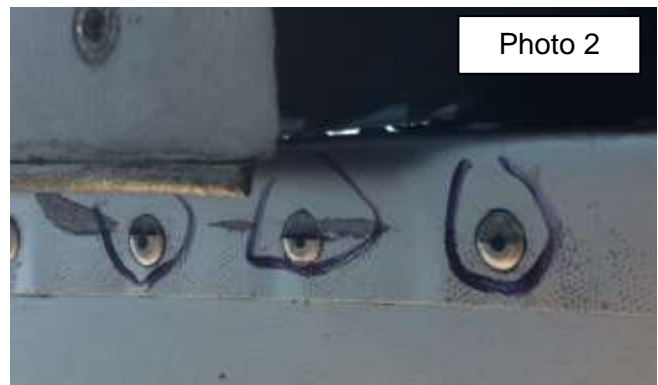
Rectification Action:

If damaged rivets are discovered they will require replacement.

1. Contact Light Sport Aviation for a repair kit and instructions.

2. Rivets must be replaced by personnel acceptable to Light Sport Aviation or the BMAA
3. Replacement rivets must be checked by a qualified person
4. Add the inspection/rectification details to the airframe log book, referring to SB/EUR.010 Issue No1.
If there is no rivet damage the logbook entry should state -
'SB/EUR.010 Issue No.1. – No fault found'
5. Whether damage is found or not, to prevent damage to rivet heads a strip of Velcro (hook side only) must be applied to the inside of the fairing Photo 3. A self-adhesive Velcro 20mm in width fitted to the entire length of the fairing, alternatively the Velcro can fixed with a contact adhesive such as Evostick.
6. Re-fit the fairings on both sides.

This Service Bulletin will be the subject of consideration for the issue of a Mandatory Permit Directive (MPD) by the CAA.



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