



**EVEKTOR - AEROTECHNIK a.s.**

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[www.evektoraircraft.com](http://www.evektoraircraft.com)

**MANDATORY BULLETIN No.:**

**EV97 – 026a**

- 1. CONCERNING:** All models of EV-97 EuroStar airplanes manufactured till the end of 2006 (all S/N up to 2006xxxx including).
- 2. REASON:** The fairings between the lower part of the wing and the fuselage are attached to the wing by bolts, while not being attached to the fuselage. The free ends of the covers are touching the rivet heads on the fuselage surface. Friction due to vibrations in operation can cause damage of rivet heads, which endangers the structural integrity of the fuselage.
- 3. MEASURES:**
1. Check the rivets located under the free ends of covers. Exchange damaged rivets and provide the covers with velcro according to the text of this bulletin.
  2. Record bulletin realization in the Aircraft Logbook.
- 4. MEASURES TO BE CARRIED OUT:** During 10 flight hours from the date of this mandatory bulletin and at every 100-hour/ annual periodical inspection.
- 5. CARRIED OUT BY:** Inspection by the owner/operator.  
Rivet replacement by a competent person.
- 6. COSTS COVERED BY:** Owner/operator of the airplane.
- 7. NEEDED MATERIAL:** See the bulletin text.
- 8. WORK PROCEDURE:** See the bulletin text.
- 9. APPENDICES:** None.

**10. ELABORATED BY:** Miroslav Hábl

**11. APPROVED BY:** Martin Drštička  
Project Manager

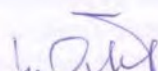
Jiří Duda  
Head of Airworthiness  
Office

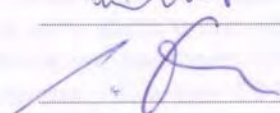
Petr Javorský  
EV-AT Managing Director

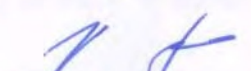
Jaromír Matuška  
Head of QA

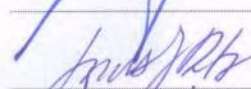
Milan MACH  
Business Director

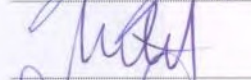
Radek SURÝ  
Technical Inspection Head

 10.2.14

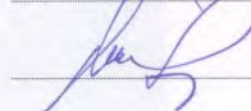
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 27.02.2014

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### **1. Work procedure**

All the activities with the exception of point 1.4 can be carried out by the pilot owner of the airplane.

The activities according to point 1.4 must be performed by competent person (aviation mechanic, aircraft service center etc.).

Necessary material:

- velcro about 20 mm wide and 2 m long.

Necessary tools and aids:

- flat tip and/or cross head screwdriver
- degreaser
- adhesive for sticking the velcro (unless self-adhesive)
- bits of 3.2 and 4 mm diameter for drilling the damaged rivets
- steel ejector for ejecting rests of rivet shanks
- pop rivets of Avex 1691 (1691-0410, 1691-0412, 1691-0512) specification for replacement of damaged rivets
- riveting pliers for pop rivets
- sealant Rapid, primer and top coat for painting the heads of the exchanged parts

#### **1.1 Disassembly**

Remove the lower fairings covering the gaps between the fuselage and the wing (see Fig.1.3).

#### **1.2 Modification of removed covers**

Stick the velcro (Velcro tape, the part with hooks) on every cover, in order to prevent from abrasion of rivet heads on the fuselage. According to Fig.2 stick the velcro along the length of the cover onto its inner side in the position adjacent to the fuselage. Clean and degrease the surfaces before adhesive bonding. Use the self-adhesive velcro of 20 mm width; eventually fix the velcro without adhesive by means of a contact adhesive (such as Evostick, Emficol).



Fig.1 General view of the cover on the airplane

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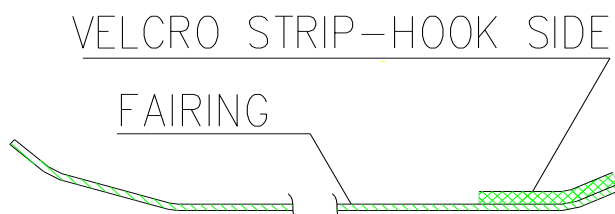


Fig.2 Cover modification

### **1.3 Check of rivets**

Clean the rivet heads located on the fuselage surface under free ends of the fairings (see Fig. 3, 4, 5) from impurities and check whether they are not damaged (abraded). Every damaged rivet must be marked with the marker.

If no rivet is damaged, continue in the activity of point **1.5 Assembly**.

All the damaged rivets must be exchanged in accordance with point 1.4.

### **1.4 Exchange of damaged rivets**

Remove the damaged rivets marked according to point 1.3 and replace them by new ones.

Procedure for exchange of rivets:

- Eject the spindle from the rivet by the steel ejector whose diameter is by 0.1 to 0.3 mm smaller than spindle diameter.
- Drill the rivet head by means of the bit which is identical with rivet shank diameter. The hole for the rivet mustn't be, however, damaged!
- Eject the rest of rivet shank (by the mandrel with bevelled edge of face area), whose diameter is smaller than rivet hole diameter in order to prevent from damaging the hole.
- Clinch the rivet, mentioned in Fig.6, in the hole.
- Check the rivet joint by appropriately qualified person.
- Coat the heads of the exchanged rivets by Rapid sealant, grind with fine sand paper and paint with primer Metallgrund 2200 and top coat Glasurit R18.

The needed rivets, sealant and paints will be delivered at request by the manufacturer (Evektor-Aerotechnik).

### **1.5 Assembly**

Install the modified covers to the original place and fasten them by all original bolts to the wing.

### **1.6 Record of bulletin realization**

According to point 2.2 add the record of bulletin realization in the Aircraft Logbook.

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### **2. Influence on airplane documentation**

#### **2.1 Accompanying technical documentation**

2.1.1 Flight Manual  
Not affected.

2.1.2 Maintenance manual  
Not affected.

#### **2.2 Operation technical documents**

After bulletin realization the authorized person will record in the Aircraft Logbook:  
**“Check of rivet joints, exchange of damaged rivets and modification of wing-fuselage lower covers according to Safety Alert No.....”** and will add the date and the signature.

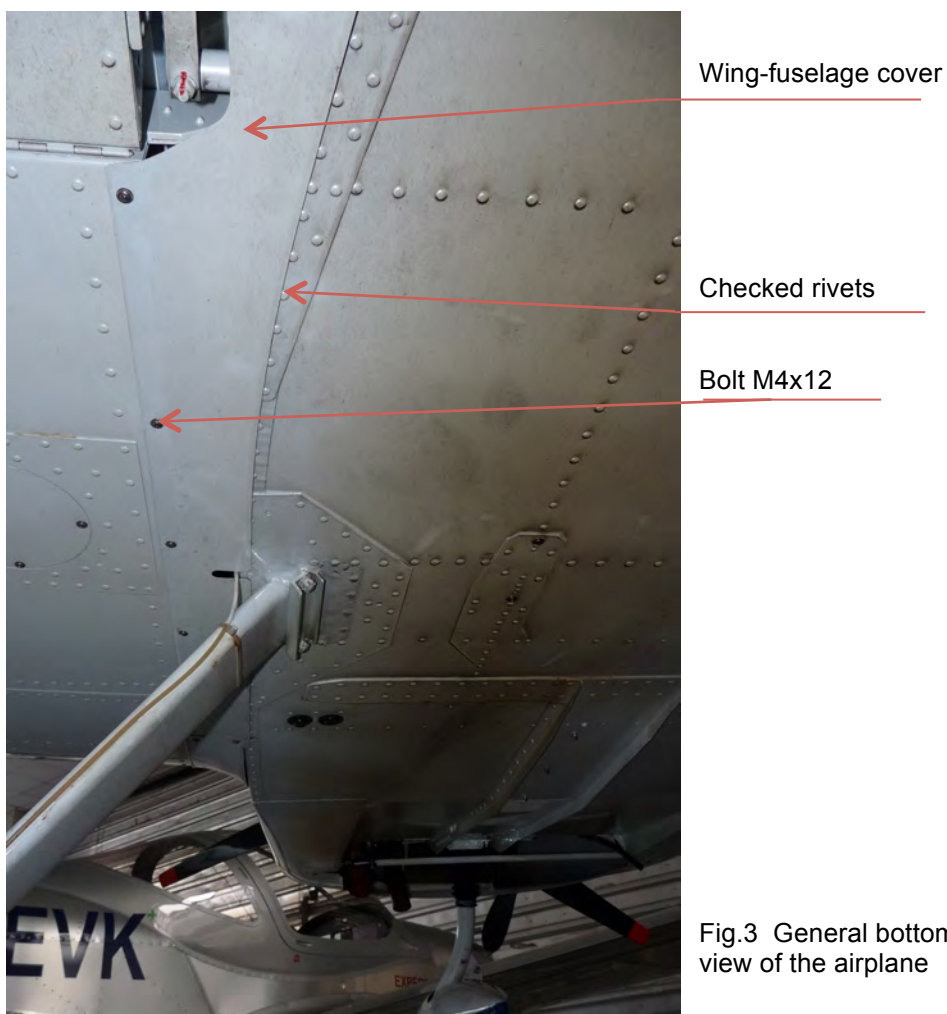


Fig.3 General bottom view of the airplane

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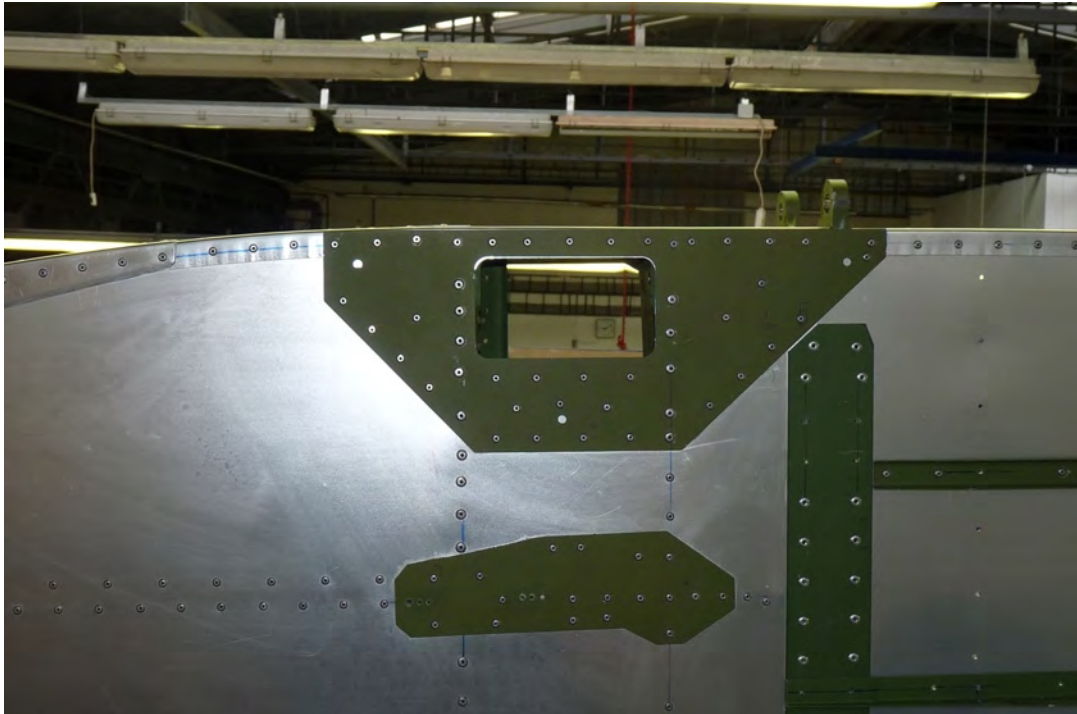


Fig.4 Bottom view of the fuselage in the area of wing-fuselage front attachments

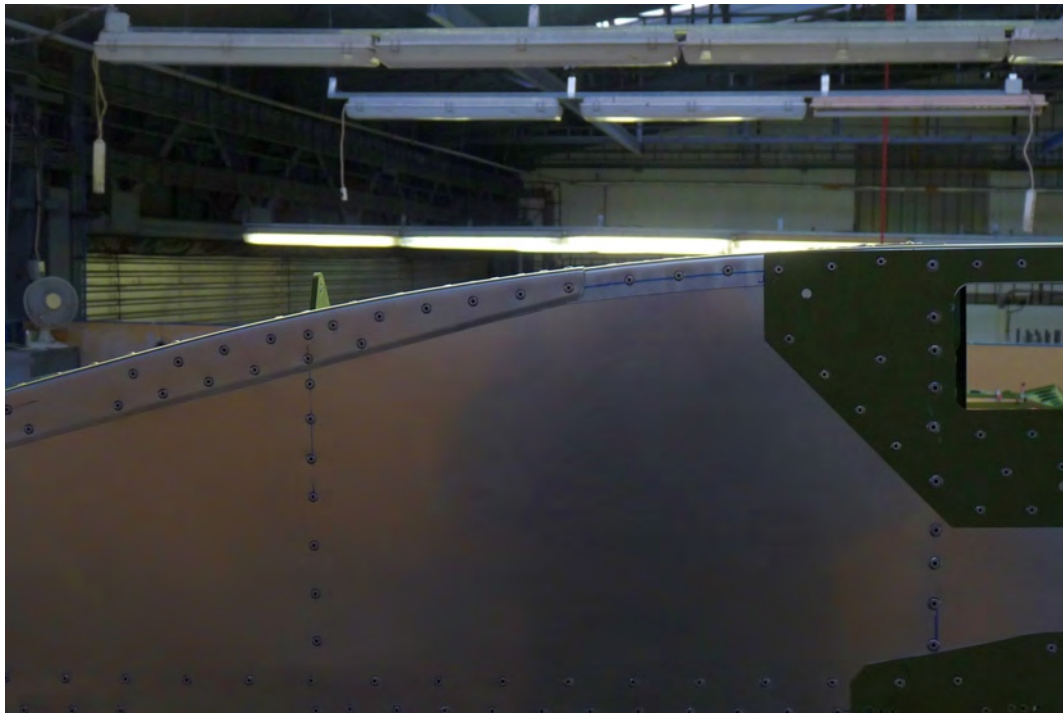


Fig.5 Bottom view of the fuselage in the area of the wing-fuselage rear attachment

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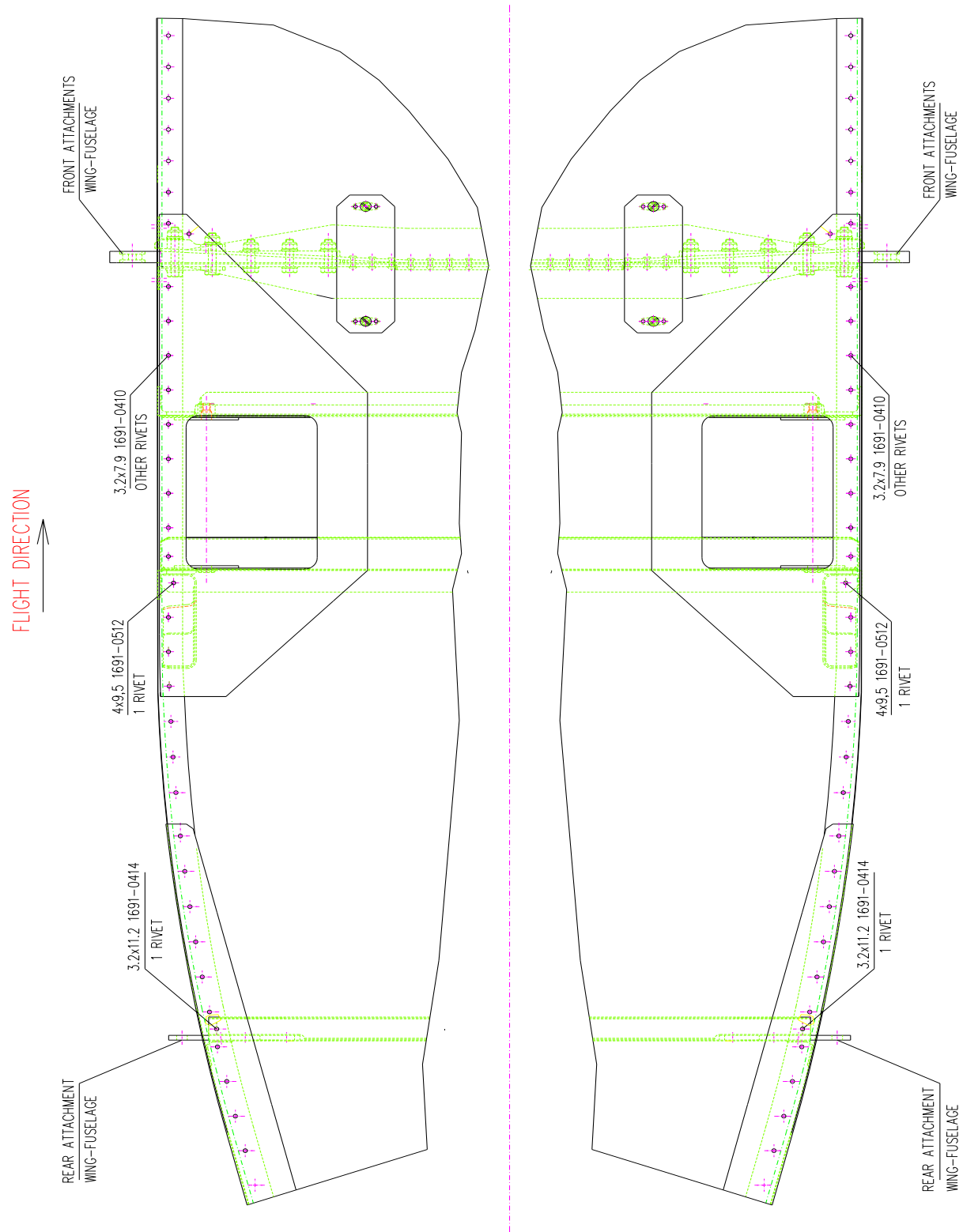


Fig.6 View of the rivets on the lower side of the fuselage

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**3. Influence on weight and balancing**

No influence

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