

PILOT'S OPERATING HANDBOOK

EV-97 teamEUROSTAR UK



PILOT'S OPERATING HANDBOOK FOR MICROLIGHT AEROPLANE

EV-97 teamEurostar UK

Model:

Registration:

Serial No.

Approved by:

**This aeroplane must be operated in compliance with the
information and limitations contained herein.**

**This POH must be available on
board the aeroplane.**

WARNING

**This aeroplane is not fitted with a certified engine. A power
failure can occur at any time. Never fly over any area on to
which a safe landing cannot be made in the event of an
engine failure.**

Amendment Record

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SECTION 1 – GENERAL INFORMATION AND TECHNICAL DATA

1.1 Introduction

This Pilot's Operating Handbook has been prepared to provide pilots and instructors with information for the safe and efficient operation of the EV-97 teamEUROSTAR UK microlight aeroplane. It also contains supplemental data which may be found useful.

1.2 Certification basis

The EV-97 teamEUROSTAR UK has been approved by UK Civil Aviation Authority against the requirements of BCAR section S.

1.3 Warnings, cautions and notes

The following definitions apply to warnings, cautions and notes in the flight manual:

WARNING

Means that the non-observation of the corresponding procedure leads to an immediate or significant degradation of the flight safety.

CAUTION

Means that the non-observation of the corresponding procedure leads to a minor or possible long term degradation of the flight safety.

NOTE

Draws attention to any special item not directly related to safety, but which is important or unusual.

1.4 Descriptive Data

1.4.1 Aircraft description

EV-97 teamEurostar UK is an aircraft intended for recreational and touring flying and is limited to non-aerobatic operations in Visual Meteorological Conditions (VMC). It is a single engine, all metal, low-wing monoplane of semi-monocoque construction with two side-by-side seats. The aeroplane is equipped with a fixed tricycle undercarriage with a steerable nose wheel.

The powerplant is a ROTAX 912 (80 hp), four cylinder, four stroke engine driving a two blade V230C, fixed wooden propeller (standard propeller). An alternative GT 166 x 145 fixed pitch wooden propeller may also be fitted. The engine is fitted with a gearbox having a reduction ratio of 2.27:1.

1.4.2 Technical Data

Wing

Span	8.1	m	26.57	ft
Area	9.84	m ²	105.92	ft ²
Mean Aerodynamic Centre (MAC)	1.25	m	4.10	ft
Wing Loading	45.7	kg/m ²	9.37	lb/ft ²
Aileron area	0.21	m ²	2.26	ft ²
Flap area	0.52	m ²	5.60	ft ²

Fuselage

Length	5.98	m	19.62	ft
Width	1.04	m	3.41	ft
Height	2.34	m	7.67	ft

Horizontal tail unit

Span	2.5	m	8.20	ft
Area	1.95	m ²	20.99	ft ²
Elevator area	0.8	m ²	8.60	ft ²

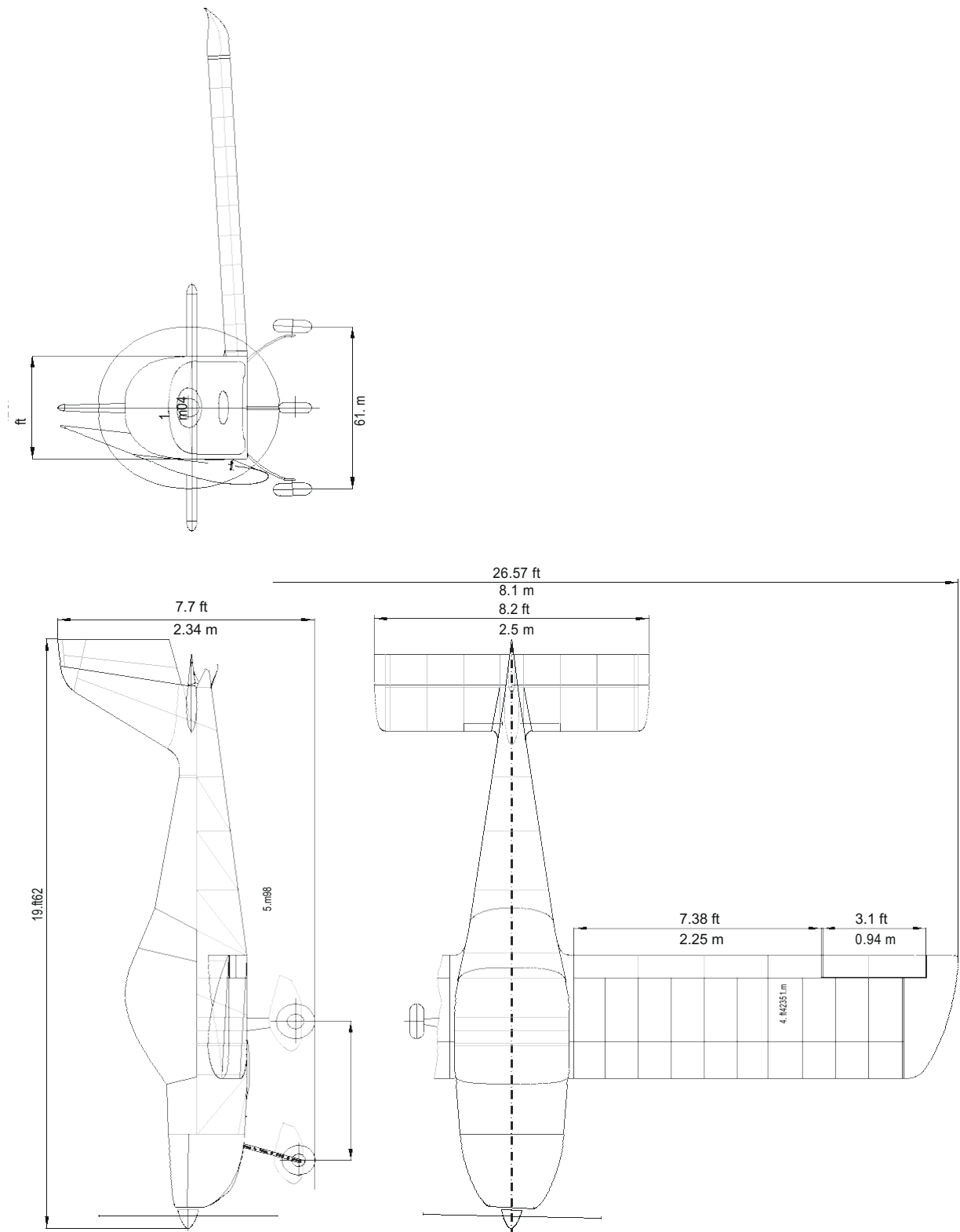
Vertical tail unit

Height	1.24	m	4.07	ft
Area	1.0	m ²	10.76	ft ²
Rudder area	0.4	m ²	4.30	ft ²

Landing gear

Wheel track	1.6	m	5.25	ft
Wheel base	1.35	m	4.42	ft
Main wheel diameter	350	mm	14	in
Nose wheel diameter	350	mm	14	in

1.4.3 Three-view drawing



SECTION 2 - LIMITATIONS

2.1 Introduction

Section 2 includes operating limitations, instrument markings and basic placards necessary for the safe operation of the aircraft, its engine, standard systems and standard equipment.

2.2 Airspeed

Airspeed limitations and their operational significances are shown below:

Speed		IAS mph	Remarks
V_{NE}	Never exceed speed	146	Do not exceed this speed in any operation.
V_A	Manoeuvring speed	100	Do not make full or abrupt control movement above this speed, because under certain conditions the aircraft may be overstressed by full control movement.
V_{NO}	Maximum structural cruising speed	118	Do not exceed this speed except in smooth air, and then only with caution.
V_{FE}	Maximum Flap. Extending speed	77	Do not exceed this speed with flaps extended.

2.3 Airspeed indicator markings

Airspeed indicator markings and their colour-code significances are shown below:

Marking	IAS value or range mph	Significance
White arc	40–77	Positive Flap Operating Range.
Green arc	49 – 118	Normal Operating Range.
Yellow arc	118 – 146	Manoeuvres must be conducted with caution and only in smooth air.
Red line	146	Maximum speed for all operations.

The lower end of the white arc is $1.1 V_{SO}$

The lower end of the green arc is $1.1 V_{S1}$

2.4 Powerplant

Engine Model:		ROTAX 912 UL	
Engine Manufacturer:		Bombardier-Rotax GMBH	
P o w e r	Max Take-off:	59.6 kW / 80 hp at 5800 rpm, max.5 minutes	
	Max. Continuous:	56 kW / 75 hp at 5200 rpm	
	Cruising:	53 kW / 71 hp at 4800 rpm	
E n g i n e s p e e d	Max. Take-off:	5800 rpm, max. 5 min.	
	Max. Continuous:	5200 rpm	
	Cruising:	4800 rpm	
	Idling:	~1400 rpm	
Cylinder head temp.	Minimum	60 °C	140 °F
	Maximum	150 °C (120 °C*)	302 °F (248 °F*)
Oil temp.	Minimum	50 °C	122 °F
	Maximum	140 °C	284 °F
	Optimum	90 – 110 °C	194 - 230°F
Oil pressure	Maximum	7,0 bar	
	Minimum:	1,5 bar	
	Optimum:	1,5-4,0 bar	
Fuel:		see 2.13	
Fuel Pressure		min. 0.15 bar, max. 0.4 bar	
Oil:		Automotive engine oil of registered brand with gear additives, but not aircraft oil (refer to engine Operator's Manual). API classification SF or SG.	
Propellers and Manufacturers		V 230C	GT-2/166/VSR FW101 SRTC
		VZLÚ Praha, Czech Republic	GT Propellers Riccione Italy
Types:		Two blade fixed wooden propeller	Two blade fixed wooden propeller
Propeller diameters:		1625 mm	1660 mm
Propeller pitches:		18°20' - 18°55'	1450 mm

WARNING

The Rotax 912 UL has not been certified as an aircraft engine and its failure may occur at any time. The pilot is fully responsible for consequences of such a failure. Never fly over an area on to which you cannot safely land in the event of an engine failure.

*** If 50/50 ethylene glycol/water coolant is used and if Service Bulletin SB/EUR/006 Issue 1 is complied with.**

2.5 Powerplant Instrument Markings

Analogue powerplant instruments are installed in the EV-97 teamEurostar UK aeroplane, with the following markings:

	Minimum Limit	Normal Operating	Caution Range	Maximum Range
Engine speed (RPM)	1400	1400-5200	5200-5800	5800
Cylinder Head Temperature (CHT)	60 °C, 140 °F	60-100 °C 140-212 °F	100-150 °C, 212-302 °F 100-120 °C, 212-248 °F*	150 °C, 302 °F 120 °C, 248 °F*
Oil Temperature	50 °C 122 °F	90-110 °C 194-230 °F	50-90 °C, 122-194 °F 110-140 °C, 230-284 °F	140 °C 284 °F
Oil Pressure	1.5 bar	1.5 - 4.0 bar	4.0 - 5.0 bar	7.0 bar cold engine starting
Fuel Pressure	0.15 bar	0.2 – 0.3 bar	0.3 – 0.4 bar	0.4 bar

* If 50/50 ethylene glycol/water coolant is used and if Service Bulletin SB/EUR/006 Issue 1 is complied with.

2.6 Miscellaneous instrument markings

- Fuel gauge

A fuel reserve of 11 litres (2.42 Imp. gals) is indicated by yellow warning lamp.

2.7 Weight

Empty weight (standard equipment) max. 268 kg 591 lbs

NOTE

Actual empty weight is stated in SECTION 6, par. 6.2

Max. take-off weight 450kg 992 lbs

Max landing weight 450kg 992 lbs

Max. weight of fuel 47kg 104 lbs

Max. baggage weight 15kg 33 lbs

2.8 Centre of Gravity

Empty aircraft C.G. position (standard) 18±2% MAC = 200 – 250 mm AOD

Operating C.G. range 20-34% MAC = 250 – 425 mm AOD

Datum is wing leading edge.

2.9 Approved manoeuvres

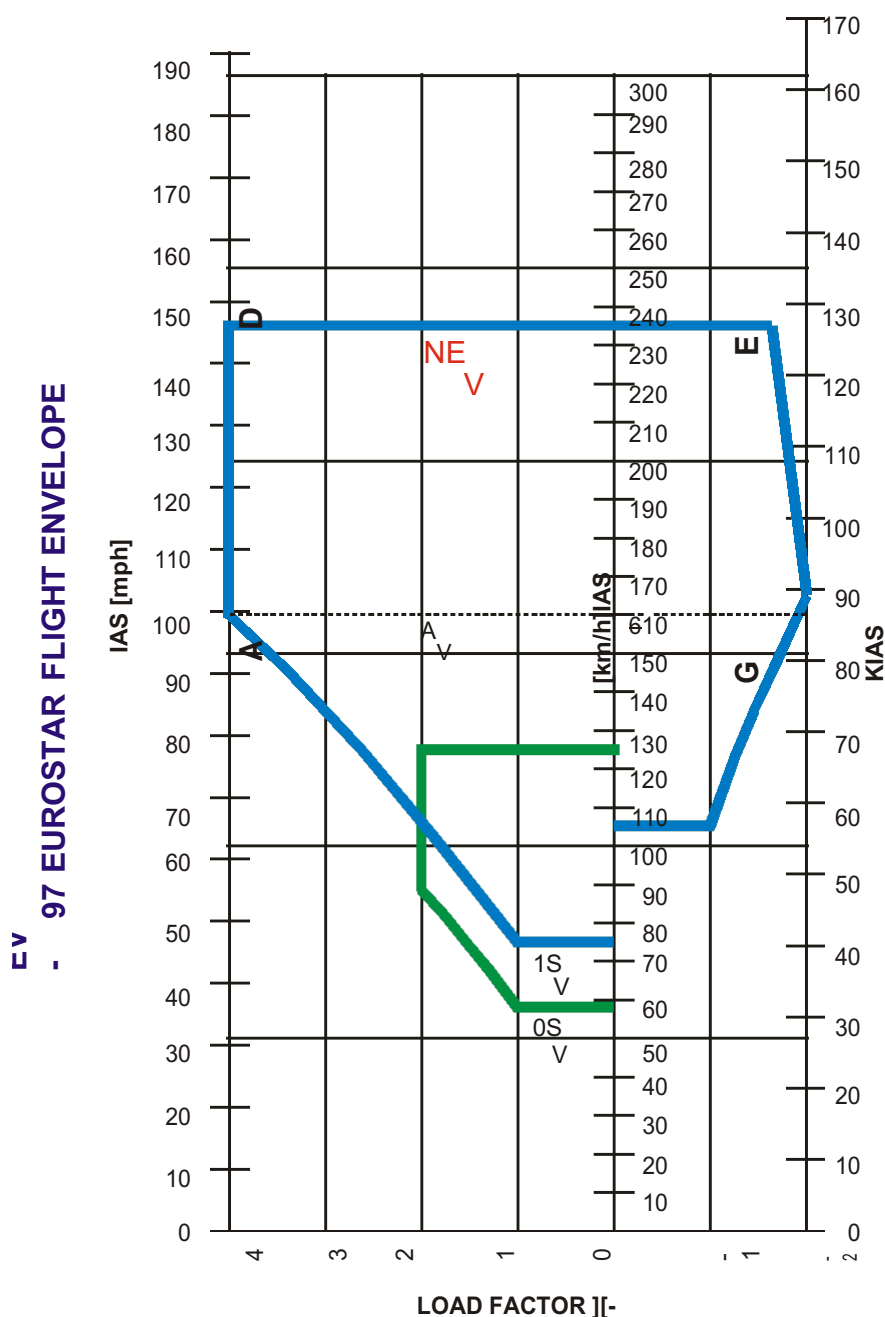
Aeroplane Category: Normal; the **EV-97 teamEurostar UK** aeroplane is approved for normal and below listed manoeuvres:

- Steep turns not exceeding 60° bank
- Lazy eights
- Chandelles
- Stalls (except whip stalls)

WARNING

Aerobatics and intentional spins are prohibited !

2.10 Manoeuvring Load Factor



2.11 Crew

Minimum Crew	1
Minimum Crew Weight	55 kg, 121 lb
Maximum Crew Weight	see 6.2

WARNING

Always comply with the maximum take-off weight of 450 kg (992 lbs)

2.12 Kind of Operations

Daytime VFR flights only.

WARNING

IFR flights and flights under icing conditions are prohibited.

Minimum instruments required for VFR flights:

- (i) Airspeed indicator, marked in accordance with 2.3
- (ii) Altimeter
- (iii) Magnetic compass
- (iv) Slip ball

2.13 Fuel

- Regular or premium unleaded automobile fuel to EN228, minimum RON 90.
- AVGAS 100LL. The higher lead content in AVGAS can result in wear of valve seats and increased combustion chamber deposits. Use AVGAS only if other fuels are not available.
- For other suitable fuel types, refer to the engine Operator's Manual.

Fuel tank volume	65 litres	14.3 Imp. gals.
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Unusable fuel quantity	2.9 litres	0.64 Imp. gals.
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2.14 Maximum Passenger Seating

Number of seats	2
-----------------	---

2.15 Other Limitations

Smoking is not permitted on board.

2.16 Limitations Placards

The owner of this aeroplane is responsible for the readability of placards during the aircraft service life.

The following placards are located on the aeroplane:

In view of the pilot:

**Flight limited to daytime VFR non-icing conditions.
Aerobatics and intentional spinning are prohibited. This
microlight aeroplane has not been approved to an
internationally recognised airworthiness standard.**

AIRSPEEDS (IAS)

V _{NE} (Never exceed speed)	146 mph
V _A (Maximum manoeuvring speed)	100 mph
V _{FE} (Flaps extended max. speed)	77 mph
V _S (Stall speed, flaps extended)	36 mph

ENGINE LIMITATIONS

Maximum take-off (max. 5 minutes)	5800 rpm
Max. continuous	5200 rpm
Idle	approx. 1400 rpm
Max. CHT	150°C or 120°C*
Max. oil temp.	140°C
Min. oil temp.	50°C
Min. oil pressure	1.5 bar
Max. oil pressure	7.0 bar
Minimum fuel pressure	0.15 bar
Maximum fuel pressure	0.4 bar

* If 50/50 ethylene glycol/water coolant is used and if Service Bulletin SB/EUR/006 Issue 1 is complied with.

FUEL and LOAD LIMITS

Capacity 65 litres

Unusable fuel 2.9 litres

Maximum take-off weight	450 kg
Max. empty weight	268 kg
Actual empty weight	___ kg
Max. baggage weight	15 kg
Minimum Cockpit Load	55 kg
Cockpit Load incl. Baggage (kg)	Max. Fuel Load (litres)
172 (maximum)	14
160	31
150	44
140	58
135 or less	Full fuel

NOTE

The values stated on the above placard, FUEL and LOAD LIMITS, are valid for the maximum permitted empty weight of the aircraft. If the empty weight is less than the maximum of 268 kg, a customised placard may be used for revised load limits.

CG Limits

Operating C.G. range: 250 – 425 mm AOD
Datum is wing leading edge.

In the baggage area:

**BAGGAGE
MAX.
15 kg**

In view of both occupants:

**NO
SMOKING**

Adjacent to the fuel filler:

**90 RON minimum MOGAS unleaded to EN 228;
or AVGAS 100LL*
Prolonged use of AVGAS 100LL should be avoided.**

SECTION 3 - EMERGENCIES

3.1 Introduction

Section 3 provides checklists and detailed procedures for coping with various emergencies that may occur. Emergencies caused by aircraft or engine malfunction are extremely rare if proper pre-flight inspections and maintenance are practiced.

However, should an emergency arise, the basic guidelines described in this section should be considered and applied as necessary to correct the problem. It is normally impractical to refer to this manual after the emergency has arisen; for this reason, pilots are strongly advised to familiarise themselves with its contents before flight.

3.2 Engine failure

Engine failure during take-off run:

1. Throttle - decrease to idle
2. Ignition - switch off
3. Brake - firmly as required

Engine failure during take-off:

1. Speed - glide at 68 mph.
2. Altitude - below 160 ft (50 m): land in take-off direction.
- over 160 ft (50 m): choose landing area.
3. Wind - find direction and velocity.
4. Landing area - choose free area without obstacles; check for cables.
5. Flaps - extend as needed.
6. Fuel cock - shut off.
7. Ignition - switch off.
8. Propeller - set to the horizontal position by means of starter.
9. Safety harness- tighten.
10. Master switch - switch off before landing.

NOTE

Skip 6-10 if necessary. In an emergency, the pilot's priority is to land safely.

Engine failure in flight:

1. Speed - glide at 68 mph
2. Altitude - below 160 ft (50 m): land in flight direction
- over 160 ft (50 m): choose landing area
3. Wind - evaluate direction and velocity
4. Landing area - choose free area without obstacles
5. Flaps - extend if necessary
6. Fuel cock - shut off
7. Ignition - switch off
8. Propeller - set to the horizontal position by means of starter
9. Safety harness- tighten
10. Master switch - switch off before landing
11. Land

3.3 In-Flight Start

1. Speed - glide at 68 mph
2. Altitude - check
3. Landing area - choose according to altitude
4. Master switch - switch on
5. Fuel cock - open
6. Choke - as necessary (for cold engine)
7. Throttle - set 1/3 open
8. Ignition - switch on
9. Starter - push button to start the engine

If the engine cannot be started due to a flat battery, and there is adequate height, increase the flight speed to 124 mph so that air flow can rotate the propeller, thus enabling the engine to start.

WARNING

The loss of altitude during in-flight engine starting is about 1300 ft and must be taken into consideration.

3.4 Smoke and fire

3.4.1 *Fire on the ground:*

1. Fuel cock - shut off
2. Throttle - fully open
3. Master switch - switch off
4. Ignition - switch off
5. Abandon the aeroplane

Extinguish fire if possible, or call the fire-brigade.

3.4.2 *Fire during take-off roll:*

1. Abort take-off - brake hard
2. Master switch - switch off
3. Fuel cock - shut off
4. Throttle - fully open until fire stops or engine stops.
5. Ignition - switch off
6. Abandon the aeroplane

Extinguish fire if possible, or call the fire-brigade.

3.4.3 *Fire during take-off (climb out):*

1. Fuel cock - shut off
2. Throttle - fully open
3. Speed - 62-68 mph
4. Master switch - switch off
5. Ignition - switch off
6. Land and brake
7. Abandon the aeroplane

Extinguish fire if possible, or call the fire-brigade.

3.4.4 Fire in flight:

1. Fuel cock - shut off
2. Throttle - fully open to use excess fuel.
3. Master switch - switch off
4. Ignition - switch off after using up fuel in carburettors and engine stops.
5. Choose an emergency landing area.
6. Make emergency landing in accordance with 3.5 below.
7. Abandon the aeroplane

Extinguish fire if possible or call the fire-brigade.

NOTE

Estimated time to pump fuel out of carburettors is 30 seconds.

3.5 Glide

In the case of engine failure it is important to know and quickly establish the conditions for best glide:

1. Speed - ~68 mph
2. Flaps - retracted
3. Instruments - within permitted limits

3.6 Emergency Landings

Emergency landings are generally carried out in the case of engine failure where the engine cannot be re-started.

1. Best glide angle speed - 68 mph.
2. Trim - trim the aeroplane.
3. Safety harnesses - tighten.
4. Flaps - as needed.
5. MAYDAY - report your location if possible.
6. Fuel cock - shut off.
7. Ignition - switch off.
8. Master switch - switch off.

3.7 Precautionary landing

A precautionary landing is generally carried out in the cases where the pilot may be disorientated, the aircraft has no fuel reserve, or where bad weather or poor visibility present severe flight hazards.

1. Determine wind direction, choose landing area.
2. Make a PAN call on the radio and report your plan to land. Also state the landing area location.
3. Perform low-altitude passage into wind over the right-hand side of the chosen area with flaps extended to the "TAKE-OFF" position at a speed of 68 mph to thoroughly inspect the area. Pay particular attention to electricity or telephone cables running across the landing area; these are often difficult to see.
4. Perform flight around the chosen area.
5. Perform an approach at increased idling with fully extended flaps.
6. Reduce power to idle when over the runway threshold and touch-down at the start of the chosen area.

7. After stopping the aeroplane switch off all switches, shut off the fuel cock, lock the aeroplane and look for help.

NOTE

Watch the chosen area permanently during precautionary landing.

3.8 Landing with a flat tyre

1. During the landing hold off, keep the damaged wheel above ground as long as possible using the ailerons.
2. Maintain direction during the landing roll using firm rudder pressure.

3.9 Landing with a defective landing gear

1. If the main landing gear is damaged, perform touch-down at the lowest speed possible and attempt to maintain direction during the landing roll.
2. If the nose wheel is damaged, perform touch-down at the lowest speed possible and hold the nose wheel over a runway using the elevator as long as possible.

3.10 Recovery from unintentional spin

WARNING

Intentional spins are prohibited! The procedure below is only for information.

The aircraft has no tendency to spontaneously enter an uncontrollable spin if normal piloting techniques are used.

The following standard procedure can be used to recover from an intentional spin:

1. Throttle - reduced to idle
2. Control stick - ailerons neutralised
3. Rudder pedals - full opposite rudder
4. Control stick - forward, elevator control as required to stop spin.
5. Rudder pedals - immediately after rotation stops, neutralise the rudder.
6. Recover from the dive, take care not to exceed VNE.

3.11 Other emergencies

3.11.1 Vibration

If any forced aircraft vibrations appear:

1. Adjust the engine speed to the setting at which the vibration is minimum.
2. Land as soon as possible; perform a precautionary landing if necessary.

3.11.2 Carburettor icing

The EV-97 teamEurostar UK is fitted with a coolant carburettor heater system which should prevent carburettor icing; however icing may be possible under extreme conditions.

Certain weather conditions, particularly low temperatures and high humidity, give rise to the risk of carburettor icing. The carburettor icing shows itself through a decrease in engine power and an increase in engine temperatures.

To recover the engine power, the following procedure is recommended:

1. Speed - 68 mph
2. Throttle-set for 1/3 power
3. If possible, leave the icing area
4. Increase the engine power gradually to cruise conditions after 1-2 minutes.

If engine power cannot be recovered, make a precautionary landing, depending on the circumstances.

SECTION 4 – NORMAL OPERATIONS

4.1 Introduction

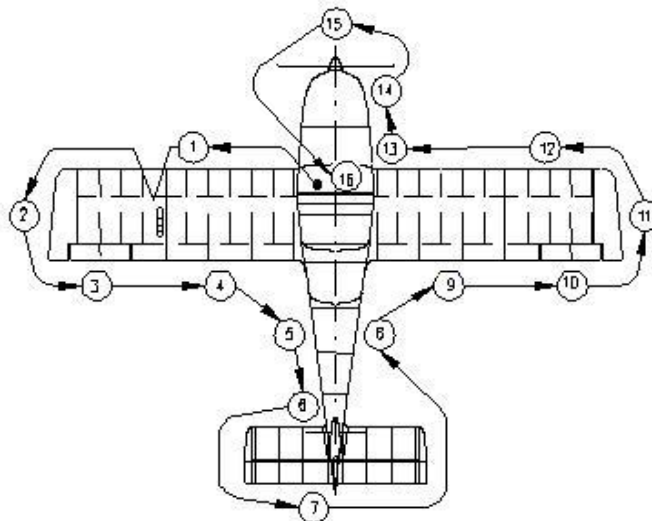
Section 4 provides checklists and detailed procedures for normal operations. Procedures for optional systems can be found in section 9.

4.2 Assembly and disassembly

For assembly and disassembly procedures refer to the Technical Description, Operating and Maintenance Manual for the Ultra-light Aeroplane **EV-97 teamEUROSTAR UK**.

4.3 Pre-flight inspection

The pre-flight inspection is vitally important because incomplete or careless inspection could cause an accident. The following pre-flight inspection procedure is recommended by the aircraft manufacturer:



Check that the ignition is switched off in the cockpit.

1. *Wing*
 - Wing surfaces' condition, top and bottom.
 - Leading edge condition.
 - Pitot tube condition.
2. *Wing tip*
 - Surface condition.
 - Check of tips attachment.
3. *Aileron*
 - Surface condition, top and bottom.
 - Attachment.
 - Play.
 - Free movement.
4. *Flap*
 - Surface condition, top and bottom.
 - Attachment.
 - Play
5. *Rear part of fuselage*
 - Surface condition, top and bottom.

6. *Vertical tail unit*
 - Surface condition.
 - Play in rudder hinge.
 - Free rudder movement.
7. *Horizontal tail unit*
 - Surface condition, top and bottom.
 - Attachment.
 - Play in elevator hinge.
 - Free elevator movement.
 - Trim tab condition.
8. see 5
9. see 4
10. see 3
11. see 2
12. see 1
13. *Landing gear*
 - Check main and nose landing gear attachment
 - Check control of steerable nose wheel.
 - Condition of tyres
 - Condition and attachment of wheel spats
14. *Engine*
 - Engine cowlings' condition
 - Engine mount condition, inspect welded junctions for cracks.
 - Engine attachment check
 - Oil quantity check (between dipstick marks) *

****In cases where the engine has not been run for some time, oil can drain into the engine crankcase, making the oil tank level appear low. If the level does appear low, first ensure ignition is off, then turn the propeller until oil is heard to gurgle in the tank.***

- Fuel and Electric system visual check
- Fuel system draining
- Other checks according to engine manufacturer instructions

CAUTION

It is advisable to turn the propeller by hand with the ignition switched off in the case where the engine has been out of operation for a long time. Avoid excessive pressure on a blade tip and trailing edge.

15. *Propeller*
 - Propeller attachment
 - Blades, Hub, Spinner condition
 - Other checks according to propeller manufacturer instructions.
16. *Cockpit*

<input type="checkbox"/>	Ignition	- switched off
<input type="checkbox"/>	Master switch	- switched off
<input type="checkbox"/>	Instruments	- check condition
<input type="checkbox"/>	Fuel gauge	- check fuel quantity (switch Master ON, then OFF again).
<input type="checkbox"/>	Controls	- visual check
		- check correct function
		- check play
		- check flaps' extension
		- check full and free movement up to stops.
<input type="checkbox"/>	Loose items	- properly stowed and secured.
<input type="checkbox"/>	Canopy	- condition of attachment, cleanliness.

4.4 Normal procedures

4.4.1 Before entering cockpit

- | | |
|----------------------|----------------------------------------------------|
| 1. Aeroplane surface | - check covers removed. |
| 2. Cockpit | - check items inside the cockpit stowed correctly. |
| 3. Ignition | - off. |
| 4. Master switch | - off. |

WARNING

Ensure that loose articles are secured before flight so that they cannot interfere with any of the controls of the aircraft (flap lever, control sticks, aileron linkages, aileron pushrods and rudder controls). Loose items such as cameras, mobile phones, straps and pens etc. must be stowed safely in the side pockets or luggage area behind the seats.

4.4.2 After entering cockpit

- | | |
|--------------------|---------------------------------------------|
| 1. Rudder pedals | - free movement check. |
| 2. Brakes | - check function. |
| 3. Control stick | - check full and free movement. |
| 4. Trim | - check lever movement for smooth operation |
| 5. Flaps | - check function. |
| 6. Engine controls | - throttle check friction set |
| 7. Fuel cock | - check turned on* |

****It is recommended that the fuel cock be left on at all times.***

- | | |
|------------------------|--------------------------------------|
| 8. Fuel gauge | - fuel quantity check |
| 9. Master switch | - off |
| 10. Circuit breakers | - off |
| 11. Ignition | - off |
| 12. Instruments, radio | - condition check |
| 13. Safety harness | - check of integrity |
| 14. Cockpit | - condition and canopy lock function |

4.4.3 Engine starting

- | | |
|------------------------|----------------------------------------------------------------------------|
| 1. Fuel cock | - check open. |
| 2. Throttle | - set for idle. |
| 3. Check start up area | - free of obstructions and people. |
| 4. Master switch | - on |
| 5. Alternator switch | - on. |
| 6. Start | - push start button for 5 secs with ignition off to pressurise oil system. |
| 7. Ignition | - switch on both switches. |
| 8. Choke | - pull on if engine is cold. |
| 9. Starter | - push the button to start engine. |
| 10. After starting | - slowly release choke and set throttle to idle. |
| 11. Oil pressure | - within 10 sec. min. pressure. |
| 12. Engine warm-up | - according to 4.4.4. |

CAUTION

The starter should be activated for a maximum of 10 sec., followed by a 2 min. pause for starter motor cooling.

After starting the engine, adjust the throttle for smooth running between 2500-2750 rpm. Check the oil pressure, which should increase within 10 sec. Increase the engine speed after the oil pressure has reached 2 bars (29 psi) and is steady.

To avoid shock loading, start the engine with the throttle set for idle or a maximum of 10 % opened, then wait 3 sec to reach constant engine speed before opening the throttle further.

4.4.4 *Engine Warm-up and Check*

Chock the main wheels before engine check. Initially warm up the engine at 2000 rpm for two minutes then continue to 2500-2750 rpm until the oil temperature reaches 50°C (122 °F). The warm up period depends on ambient air temperature.

Check both ignition circuits at 4000 rpm. The engine speed drop with either magneto switched off should not exceed 300 rpm. The maximum engine speed drop difference between circuits A and B should be 120 rpm.

Set max. power to check max. speed with given propeller; check engine temperatures and pressures.

Check pick up (acceleration) from idle to max. power. If necessary, cool the engine at 3000 rpm before shutdown.

CAUTION

The engine check should be performed with the aircraft heading upwind and not on loose terrain (the propeller may draw in debris which can damage the leading edges of the blades).

4.4.5 *Taxiing*

The recommended taxiing speed is 9 mph. The aeroplane can be steered either by the steerable nose wheel or by its brakes, or a combination of both. Hydraulic disc brakes are controlled by toe levers on the top of the rudder pedals.

4.4.6 *Before Take-off*

- | | |
|--------------------------|-----------------------------------------------------|
| 1. Brakes | - fully applied. |
| 2. Rudder pedals | - check full and free movement. |
| 3. Control stick | - check full and free movement. |
| 4. Trim | - neutral position. |
| 5. Flaps | - Take-off position. |
| 6. Engine controls | - choke shut (fully in). |
| 7. Fuel cock | - open. |
| 8. Fuel gauge | - fuel quantity check. |
| 9. Instruments | - within limits. |
| 10. Radio (where fitted) | - correct frequency, volume and squelch levels set. |
| 11. Safety harness | - secured and tightened. |
| 12. Canopy | - locked. |

4.4.7 *Take-off*

By gradually increasing power, set the aircraft in motion.

The aeroplane can be steered by the nose wheel and/or by its hydraulic brakes. Slightly pull the stick back to take the load off the nose wheel. The aircraft takes-off at a speed above 47 mph. Slightly push the stick until the safety climb speed

of 62 mph has been reached. The Maximum Flap Extended speed is 77 mph. Refer to para. 5.2.5 for optimum climbing speed.

WARNING

Take-off must be aborted if:

- The engine is running rough.
- The engine instruments' values are beyond operational limits.
- The engine choke is open
- The crosswind velocity exceeds permitted limits.

4.4.8 Climb

1. Throttle - Max. take-off power (max. 5 min.) 5800 rpm.
- Max. continuous power (5200 rpm).
2. Climb Speed - 72 mph.
3. Trim - adjust.
4. Instruments - CHT, oil temp. and pressure within limits.

CAUTION

If the cylinder head temperature or oil temperature exceeds its limit, reduce the climb angle to increase airspeed.

4.4.9 Cruise

The **EV-97 teamEurostar UK** flight characteristics are very forgiving within permitted limits of airspeeds, configurations and CG range. The aircraft is very easy to both control and manoeuvre. For more details about horizontal flight regimes, refer to the Section 5.

4.4.10 Descent

1. Throttle - idle.
2. Speed - 68 mph.
3. Trim - as necessary.
4. Instruments - within limits.

CAUTION

On final approach and when descending from very high altitude, it is not advisable to reduce the throttle control to minimum. In such cases the engine may become overcooled resulting in loss of power. When descending, apply increased idle so that the engine instrument readings are within the limits for normal use.

4.4.11 Check Before Landing

1. Fuel - fuel quantity check
2. Safety Harness - tightened
3. Brakes - check function
4. Trim - adjust
5. Landing area check - correct runway, or into wind
- base leg clear
- runway area clear

4.4.12 On Base Leg

1. Speed - 68 mph
2. Flaps - extend to take-off position (first notch)
3. Trim - adjust

4. Throttle - as necessary
5. Instruments - within limits.

4.4.1.3 On final

1. Speed - 60mph.
2. Flaps - landing position (second or third notch as required).
3. Trim - adjust.
4. Throttle - as necessary.
5. Instruments - readings within limits.

4.4.14 Landing

Reduce airspeed during the float, so that the touch down speed is about 44 mph. Gradually pull back the stick after touch-down to hold the nose wheel up as long as possible. Push the control stick when the nose wheel touches the ground. The landing run can be shortened by braking.

4.4.15 Baulked Landing

1. Throttle - full.
2. Engine speed - max.5800 rpm.
3. Flaps - set to the take-off position (first notch).
4. Climb out - at a minimum speed of 62 mph.
5. Trim - as necessary.
6. Flaps - retract at a height of 200 ft.
7. Trim - adjust.
8. Instruments - within limits.
9. Climb - at 68 mph.

4.4.16 After landing

1. Engine speed - set as necessary for taxiing.
2. Flaps - retracted and locked.
3. Trim - neutral position.

Engine

4.4.17 shutdown

1. Engine speed - idle.
2. Instruments - engine instruments within limits.
3. Radio + intercom - switch off.
4. Ignition - switch off.
5. Master switch - switch off.
6. Alternator master - switch off.
7. Fuel cock - leave on.

CAUTION

~~Rapid engine cooling should be avoided. such cooling is most likely to occur during aircraft descent, taxiing, low engine rpm or at engine shutdown immediately after landing.~~

Under normal conditions the engine temperatures stabilise during descent and taxiing at values suitable for stopping the engine by switching the ignition off. If necessary, cool the engine at 2500 – 2750 rpm to stabilise the temperatures prior to engine shut down.

4.4.18 *Flight in rain*

When flying in the rain, no additional precautions are required. Aircraft handling and performance are not substantially changed.

The slide window on the cockpit canopy may be used to make the visibility better under bad weather conditions and heavy rain.

SECTION 5 - PERFORMANCE

5.1 Introduction

Section 5 provides approved data for airspeed calibration, stall speeds, take-off performance and additional information useful for operation of the aeroplane.

The data in the charts has been computed from actual flight tests with the aircraft and engine in good condition and using average piloting techniques.

If not stated otherwise, the performances given in this section are valid for the max. take-off weight and flight under ISA conditions.

5.2 Airspeed Indicator System Calibration.

	IAS (mph)	CAS (mph)
V _{SO}	36	40
	40	44
	45	49
	50	53
	55	58
	60	62
	65	67
	70	71
V _{FE}	75	76
	77	77
	80	80
	85	85
	90	89
V _A	95	94
	100	98
	105	103
	110	107
V _{NO}	115	112
	118	114
	120	116
	125	121
	130	125
	135	130
	140	134
V _{NE}	145	139
	146	140
	150	143
	155	148
V _D	160	152
	163	156

5.3 Stall Speeds

Stall type	Flap Setting	Power Setting (rpm)	Warning	Stall Speed	
				IAS (mph)	CAS (mph)
Wings level stall	Retracted	Idle	No distinctive warning	44	48
		5200		37	41
	Take-off	Idle	Aeroplane mushes, without pitching down.	42	45
		5200		34	39
	Landing, 1st notch	Idle		39	44
		5200		30	35
	Landing, 2 nd notch	Idle		36	40
		5200		29	34
Turning flight	Retracted	Idle	Aeroplane is fully controllable.	45	49
		5200		39	44
	Take-off	Idle		43	47
		5200		35	40
	Landing, 1st notch	Idle	No excessive loss of altitude during recovery.	40	44
		5200		32	37
	Landing, 2 nd notch	Idle		37	42
		5200		31	36

5.4 Take-off performance

Take-off distances stated in the following table are valid at sea level and an ambient temperature of 15 °C (59 °F).

Runway Surface	Take-off run distance		Take-off distance over 50 ft (15 m) obstacle	
	[ft]	[m]	[ft]	[m]
CONCRETE	620	189	1195	364
SHORT GRASS	662	202	1280	390

CAUTION

The above short grass distances assume short, dry grass on flat, firm ground. Greater take-off distances must be assumed for conditions which differ from these in any way.

5.5 Landing distances

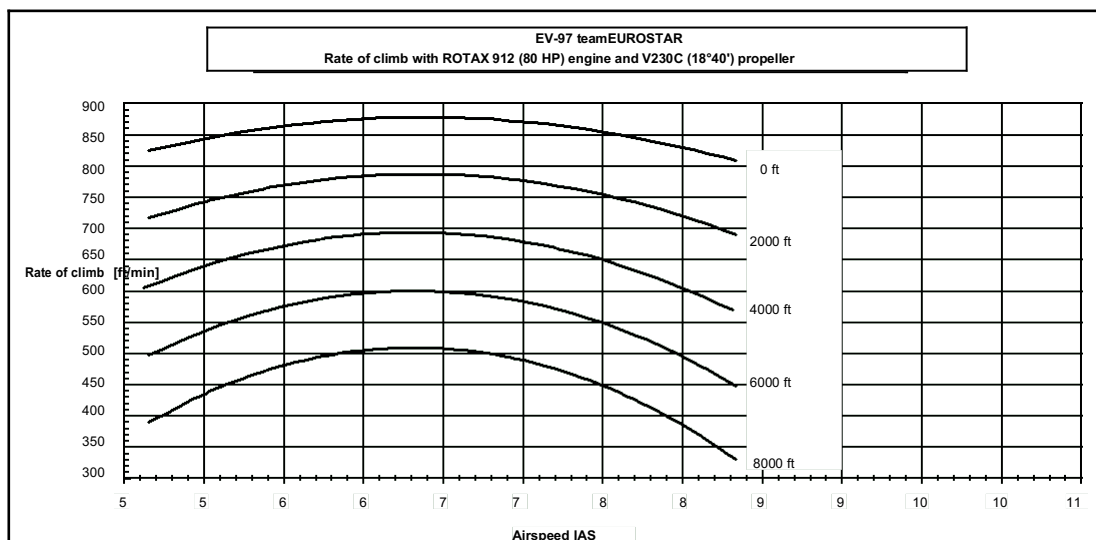
Landing distances stated in the following table are valid at sea level and ambient temperature of 15 °C (59 °F).

Runway surface	Landing distance over 50 ft (15 m) obstacle		Landing run distance (braked)	
	[ft]	[m]	[ft]	[m]
CONCRETE	2218	676	896	273
SHORT GRASS	2132	650	853	260

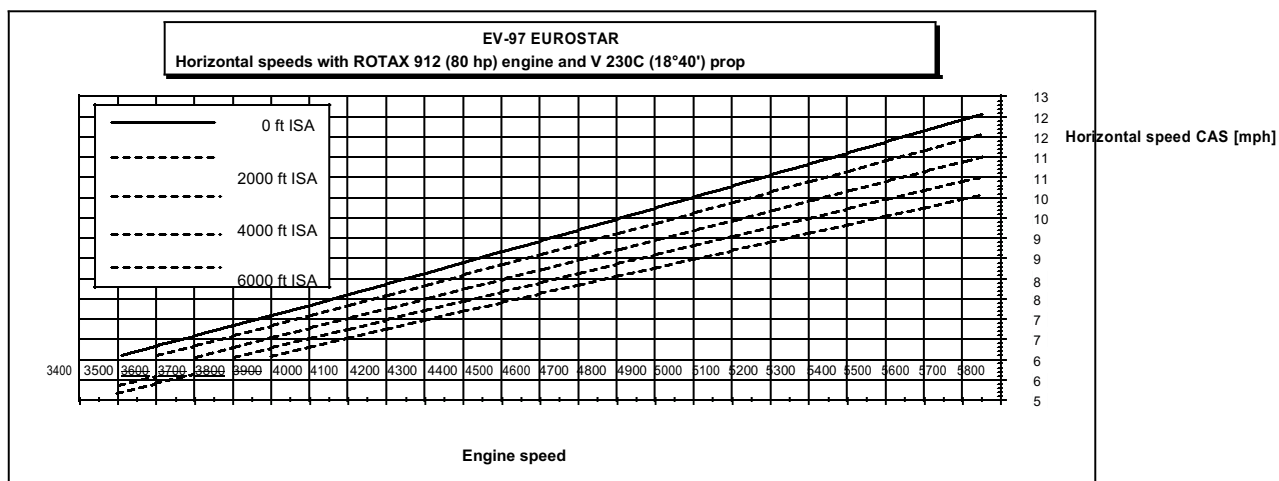
CAUTION

The above short grass distances assume dry grass. Greater landing distances must be assumed for wet surfaces where braking effectiveness may be diminished.

5.6 Climb performance



5.7 Cruise



5.8 Horizontal Speeds

The following tables give indicated airspeeds (IAS) and corresponding True Air Speeds (TAS) versus altitude, for various engine speeds.

	4000 rpm	4200 rpm	4500 rpm	4800 rpm	5000 rpm	5200 rpm	5500 rpm	5750 rpm
8000 ft ISA	68 mph IAS	73 mph IAS	80 mph IAS	87 mph IAS	92 mph IAS	96 mph IAS	103 mph IAS	109 mph IAS
	68 mph CAS	72 mph CAS	79 mph CAS	85 mph CAS	90 mph CAS	94 mph CAS	100 mph CAS	105 mph CAS
	77 mph TAS	82 mph TAS	89 mph TAS	96 mph TAS	101 mph TAS	106 mph TAS	113 mph TAS	119 mph TAS
6000 ft ISA	71 mph IAS	76 mph IAS	83 mph IAS	91 mph IAS	96 mph IAS	101 mph IAS	109 mph IAS	115 mph IAS
	71 mph CAS	75 mph CAS	82 mph CAS	89 mph CAS	94 mph CAS	98 mph CAS	105 mph CAS	111 mph CAS
	77 mph TAS	82 mph TAS	90 mph TAS	97 mph TAS	102 mph TAS	107 mph TAS	115 mph TAS	121 mph TAS
4000 ft ISA	74 mph IAS	79 mph IAS	87 mph IAS	95 mph IAS	100 mph IAS	106 mph IAS	114 mph IAS	120 mph IAS
	73 mph CAS	78 mph CAS	85 mph CAS	93 mph CAS	97 mph CAS	102 mph CAS	110 mph CAS	116 mph CAS
	78 mph TAS	83 mph TAS	91 mph TAS	98 mph TAS	103 mph TAS	109 mph TAS	116 mph TAS	123 mph TAS
2000 ft ISA	77 mph IAS	82 mph IAS	91 mph IAS	99 mph IAS	105 mph IAS	110 mph IAS	119 mph IAS	126 mph IAS
	76 mph CAS	81 mph CAS	89 mph CAS	96 mph CAS	101 mph CAS	106 mph CAS	114 mph CAS	121 mph CAS
	78 mph TAS	83 mph TAS	91 mph TAS	99 mph TAS	104 mph TAS	110 mph TAS	118 mph TAS	124 mph TAS
0 ft ISA	80 mph IAS	85 mph IAS	94 mph IAS	103 mph IAS	109 mph IAS	115 mph IAS	124 mph IAS	132 mph IAS
	79 mph CAS	84 mph CAS	92 mph CAS	100 mph CAS	105 mph CAS	111 mph CAS	119 mph CAS	126 mph CAS
	79 mph TAS	84 mph TAS	92 mph TAS	100 mph TAS	105 mph TAS	111 mph TAS	119 mph TAS	126 mph TAS

5.9 Endurance

The following table give fuel consumptions, endurances and ranges for specific engine speeds.

Fuel tank capacity 65 litres 14.3 Imp. gals.

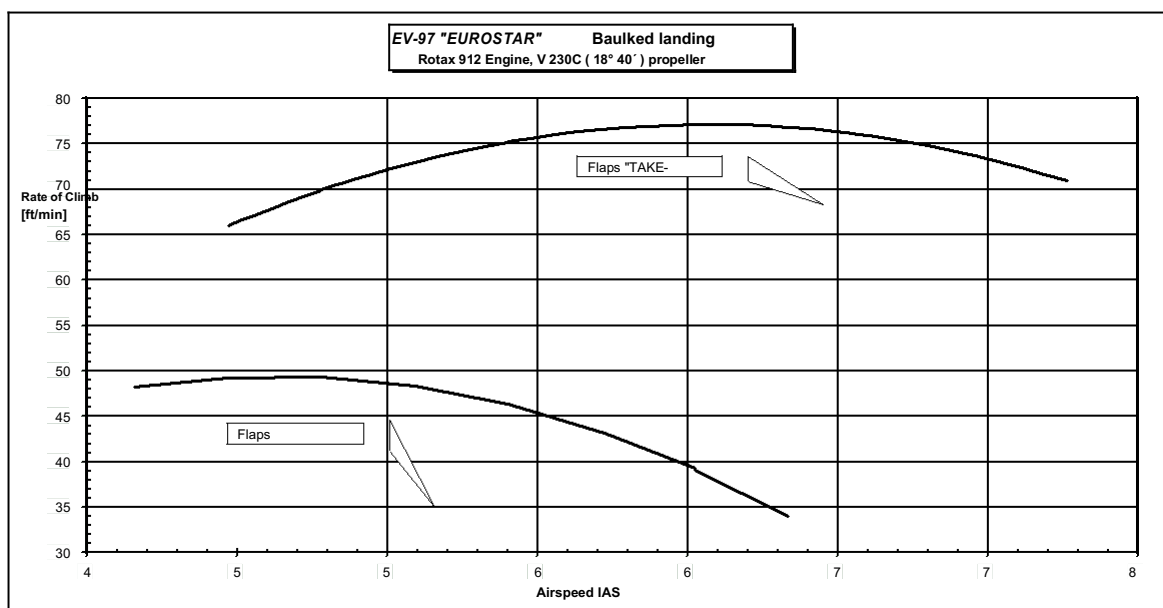
Fuel reserve * 11 litres 2.4 Imp. gals.

* Reserve is indicated by a yellow warning lamp on the dash.

At 2000 ft altitude ISA conditions:

Engine speed	rpm	4200	4500	4800	5000	5200	5500
Fuel consumption	l/hr	9	11	13	14	15	18
	Imp. gal/hr	2.0	2.4	2.9	3.1	3.3	4.0
IAS	mph	82	91	99	105	110	119
CAS	mph	81	89	96	101	106	114
Total endurance	hours	7.2	5.9	5.0	4.6	4.3	3.6
Total range	stat. miles	580	520	480	470	460	410
	naut. miles	510	450	420	410	400	360
Reserve endurance	hours	1.2	1.0	0.8	0.8	0.7	0.6
Reserve range	miles	100	90	80	80	80	70

5.10 Baulked landing climb



5.11 Environmental Effects on Flight Performance and Characteristics

Flight performance and handling are not substantially affected by rain or the accumulation of insects or moderate dirt on the aeroplane's surface.

Flight in heavy rain should be avoided as this can cause propeller damage from rain erosion. If such flight is unavoidable, reduce the engine speed to the minimum to sustain safe flight.

5.12 Demonstrated crosswind performance

Max. permitted cross wind velocity for take-off and landing	11 mph (10 kts)
Max. permitted head wind velocity for take-off and landing	27 mph (23 kts)

5.13 Ceiling

Service ceiling 16500 ft.

SECTION 6 – WEIGHT AND BALANCE

6.1 Introduction

This section details the payload range within which the aircraft G - _ _ _ _ may be safely operated.

6.2 Permitted Cockpit Loads

Whenever the empty weight changes following periodic weight checks, modification or repair, revised values for the Empty Weight must be entered in the table below. This table is specific to the aeroplane to which this POH applies.

Procedures for weighing the aircraft and the calculation method for establishing the permitted payload range are contained in the Maintenance Manual for the EV- 97 teamEUROSTAR UK.

Maximum Permitted Crew Weight for given Baggage and Fuel Loads. kg.

		FUEL LOAD				Approved			
Date	Empty Weight kg	Empty cg posn. mm AOD	Fuel gauge	1	3/4	1/2	1/4	Date	Signature
			Fuel volume, litre	62	47	31	15		
			Fuel weight, kg	45	33	22	11		
BAGGAGE			Max.15kg						
			½ = 8kg						
			None						
			Max. 15kg						
			½ = 8kg						
			None						
			Max. 15kg						
			½ = 8kg						
			None						
			Max. 15kg						
			½ = 8kg						
			None						

SECTION 7 - AEROPLANE AND SYSTEMS DESCRIPTION

7.1 Introduction

This section describes the aircraft, its systems and their operation.

7.2 Airframe

The **EV-97 teamEurostar UK** airframe is a semi-monocoque construction, formed with metal reinforcements, bulkheads and Duralumin skins.

7.2.1 Fuselage

The fuselage cross- section is rectangular in the lower section and semi-elliptical in the upper section. The tail fin is an integral part of the fuselage. In the mid section of the fuselage there is a two-man cockpit which is accessible by raising the one-part Perspex overlap canopy. The engine section in the nose is separated from the crew by a firewall to which the engine mount is attached.

7.2.2 Wing

The rectangular wing is a monospar construction with an auxiliary (rear) spar for the aileron and flap attachments; all the elements are riveted together. Fibre glass wing tips are riveted to the ends of the wings.

7.2.3 Horizontal tail unit (HTU)

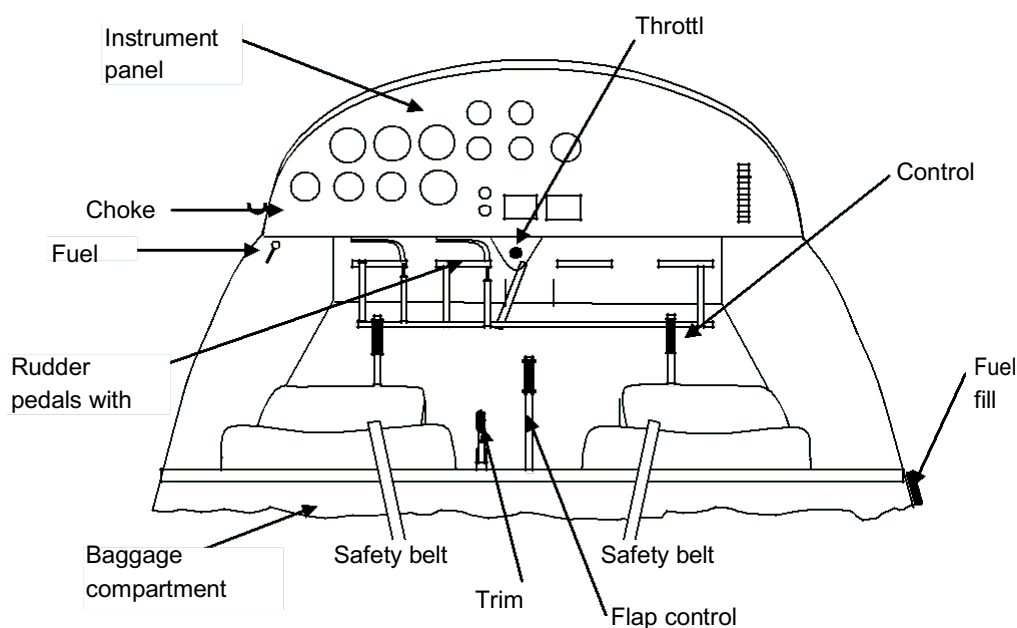
The rectangular HTU consists of a stabiliser and elevator with a trim tab. The semi-monocoque construction of the HTU consists of Duralumin ribs, spar and skins.

7.2.4 Vertical tail unit (VTU)

The trapezoidal fin section of the VTU is mounted to the rear section of the fuselage. The rudder is attached to the fin by two hinges. The frame of the VTU consists of a formed metal sheet spar and a Duralumin skin.

7.3 Cockpit Controls

Standard instruments and controls are shown below:



WARNING

Ensure no foreign objects can obstruct the operation of the flap lever, hand control sticks, aileron linkages, aileron push rods and rudder controls.

7.4 Landing gear

The aeroplane has a fixed landing gear with a steerable nose wheel. The main landing gear legs are compliant glass fibre providing good shock absorption. The wheels are fitted with 400-6 tyres and hydraulic disc brakes controlled by toe brake levers on the pilot's rudder pedals. The nose landing gear leg is a welded steel tube construction and its suspension is rubber rope.

The nose wheel steering system is connected directly to the rudder control.

7.5 Seats and safety belts

The aeroplane has two side-by-side seats which are fixed, (non-adjustable). Each seat is equipped with a four point safety belt attached to the fuselage at the side of each seat and the centre bulkhead behind the baggage compartment.

7.6 Baggage compartment

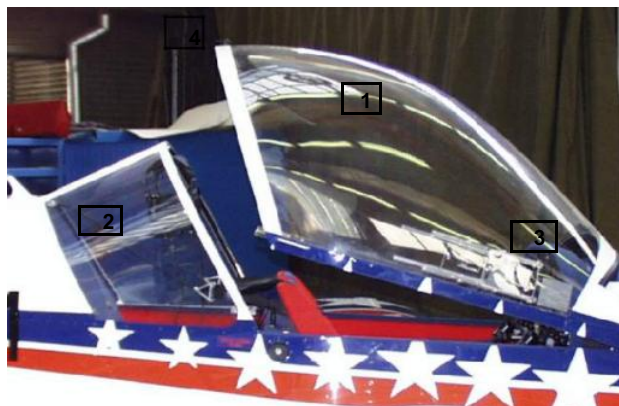
The baggage compartment is located behind the seats. Maximum baggage weight is stated on the placard located near the baggage compartment.

7.7 Canopy

The semi drop-shaped canopy consists of a steel frame to which is bolted a Perspex (acrylic) transparency. The canopy is attached to the nose section of the fuselage by two horizontal hinge pins, permitting the canopy to be tilted forward; two gas struts counterbalance its weight to facilitate opening and closing. External handles are installed on the lower frame; the canopy is also equipped with a lock at the rear upper section of the frame.

Two-part cockpit canopy:

1. Front tilting canopy.
2. Rear, fixed canopy.
3. Side ventilation window.
4. Canopy lock.



Cockpit canopy lock:

1. Interior lever
2. External lever and lock.



7.8 Powerplant

The standard powerplant of the **EV-97 teamEurostar UK** is the ROTAX 912 UL (80 hp) engine. The Rotax 912 is 4-stroke, 4 cylinder horizontally opposed, spark ignition engine with one central camshaft-push-rod-OHV and the following features:

- Liquid cooled cylinder heads, ram-air cooled cylinders.
- Dry sump forced lubrication.
- Dual breakerless capacitor discharge ignition.

The engine is fitted with an electric starter, alternator and mechanical fuel pump. The propeller is driven via a reduction gear with integrated shock absorber.

A two blade, fixed pitch, wooden propeller V 230C is installed as standard on the ROTAX 912 UL engine; the GT-2 166 x 145 is an alternative propeller, (also two blade, fixed wooden).

7.9 Fuel system

The fuel system consists of a 65 litre (14.3 Imp. gals) tank, fuel cock, filter and mechanical fuel pump on the engine. The tank is positioned in a separate space behind the seats and has a drain sump and drain valve. The outlet is situated below the fuselage. A mechanical pressure gauge is installed in the instrument panel.

Fuel quantity is indicated by an electric float fuel gauge. The electric fuel gauge indicates the relative quantity of fuel in the tank (the corresponding quantity in litres is shown in table 6.2).

7.10 Electrical system

The aeroplane is equipped with a 12v DC electrical system; most services use frame return (-ve) .

The engine does not require the aeroplane's DC system to function, except for starting. Its ignition system derives its power from an independent alternator built into the engine. Full details of the engine's electrical system can be found in the Rotax Operator's Manual.

A complete circuit diagram for the aeroplane is given in the Maintenance Manual.

DC Supply

A 10 amp.hour lead-acid sealed battery is installed on the firewall and receives charge from the engine's alternator via an electronic rectifier/regulator unit and a 25 amp fuse. The regulator is a switched mode unit and a large (22,000 μ F) electrolytic capacitor is connected across its output to provide smoothing for avionics and other services sensitive to electrical noise. It also protects services from over-voltage in the event of battery disconnection.

A voltmeter mounted on the instrument panel monitors the battery voltage. Normal readings lie in the range 12 to 14.4 volts.

Distribution and Services

The battery is connected via a 25 amp fuse to a +ve busbar mounted behind the instrument panel, and switched by the Master Switch. The busbar feeds the following services via the fuses shown:

Oil temperature gauge	}	1 amp
CHT gauge		
Oil pressure indicator		
Tachometer		2 amp
Fuel gauge		1 amp
Voltmeter, Optional Hourmeter & Optional Hourmeter Warning Lamp		1 amp
Starter relay		10 amp
Panel socket 1		5 amp
Panel socket 2		5 amp
Spare		5 amp

Electric Starter System

The high starter motor current is switched by a relay mounted on the firewall. The starter relay is energised when the Master switch is ON and the starter button, mounted on the instrument panel, is depressed.

A warning lamp in the instrument panel, is connected to the starter relay secondary and warns if the starter relay remains closed after the starter button is released.

Fuel Gauge

A float fuel gauge is installed in the 65 litre tank. Its sensor provides a variable DC voltage to a meter mounted in the instrument panel. The meter shows FULL, $\frac{3}{4}$, $\frac{1}{2}$, and 0 and is calibrated when the aeroplane is built.

7.11 Pitot and Static Pressure Systems

The pitot-static head, sensing dynamic and static air pressures, is located under the left half of the wing. Pressure is transmitted to individual instruments via flexible plastic hoses. The system must be kept clear to ensure that it functions properly.



The lowest parts of the pitot and static hoses lie on the left hand side of the cockpit, immediately in front of the seat. If water is visible in the hoses at these points, disconnect them and blow into the pitot static head to clear the water.

CAUTION

Avoid blowing into the pitot static system with the hoses connected to the instruments - this may cause instrument damage

SECTION 8 - AEROPLANE GROUND HANDLING AND MAINTENANCE.

8.1 Introduction

This section contains factory-recommended procedures for proper ground handling and servicing of the aeroplane. It also identifies certain inspection and maintenance requirements which must be followed if the aeroplane is to retain new-plane performance and dependability. It is wise to follow a planned schedule of lubrication and preventive maintenance based on climatic and flying conditions; this should be done according to the Maintenance Manual for the **EV-97 teamEUROSTAR UK**.

8.2 Aircraft inspection periods

The frequency of checks and associated maintenance depends on operating conditions and the overall condition of the aeroplane. The manufacturer recommends that the minimum maintenance checks and periodic inspections be carried out as follows:

- a) After the first 25 ± 2 flight hours.
- b) After every 50 ± 3 flight hours thereafter.
- c) After every 100 ± 5 flight hours or annually, whichever occurs sooner.

Every other annual inspection should be performed by the manufacturer.

Refer to the Rotax 912 Operator's Manual for engine maintenance.

Maintain the prop according to its manual.

Refer to the Maintenance Manual for the **EV-97 teamEurostar UK** for more details about maintenance.

8.3 Aircraft alterations or repairs

It is essential that the responsible airworthiness authority and the aircraft manufacturer be contacted prior to any modifications to the aircraft to ensure that the airworthiness of the aircraft is not invalidated.

If the aircraft weight could be affected by a modification, the aeroplane must be re-weighed to record the new empty weight and cg. The Weight and Balance record / Permitted Payload range table given in Section 6.2 and the Load Limits placard must also be amended to reflect the change.

Refer to the Maintenance Manual for Ultra-light Aeroplane **EV-97 teamEurostar UK** for aeroplane repairs.

8.4 Ground handling / Road transport

8.4.1 Towing

It is easy to tow the aircraft a short distance by holding the prop blade at the root since the aeroplane's empty weight is low. The rear part of the fuselage in front of the fin, and the wing roots are suitable surfaces to hold the airframe .

CAUTION

Avoid excessive pressure at the aeroplane airframe - especially at the wing tips, elevator, rudder, trim etc.

CAUTION

Handle the propeller by holding the blade root - never blade tip! If starting the engine manually - always handle the propeller on a blade surface i.e. do not hold only an edge.

8.4.2 *Parking and Tie-Down*

It is advisable to keep the aeroplane inside a hangar, or other safe area, having a stable temperature, good ventilation, low humidity and a dust-free environment.

If the aeroplane is kept outside, it must be tethered to strong tie- down points, particularly if it is to be left for some time. The aeroplane is equipped with mooring eyes located on the lower surfaces of the wings.

Tie-Down Procedure:

1. Check: master, alternator, and ignition switches off.
2. Secure the control stick e.g. by means of the safety harness or tie the control stick to the rudder pedals by a suitable rope.
3. Shut all the ventilation windows.
4. Close and lock the cockpit.
5. Tie down the aircraft to the ground by a rope passed through the tie-down eyes located on the lower surfaces of the wing. It is also necessary to tie down the nose wheel landing gear and the tail skid to the ground.

When parking for a long time, it is recommended that the cockpit canopy, and possibly the whole aeroplane, be covered by a suitable cover. Take great care to ensure that:

- the internal surface of such covers are clean and cannot abrade the aeroplane's surface.
- the covers are pulled down taught to prevent wind induced flutter from damaging the surface; use additional straps where necessary.
- the aeroplane is parked into the prevailing wind, or in the most sheltered area available.

8.4.3 *Jacking*

Because the empty weight of this aircraft is relatively low, two people can lift the aircraft easily. First prepare two suitable supports for the fuselage. It is possible to lift the aircraft as follows:

- Push down on the rear part of the fuselage, just before the fin, to lift the front of the aircraft. Then support the weight under the firewall.
 - To jack the rear part of the aircraft, handle the fuselage near the auxiliary tail skid, lift it upward and support it.
 - To lift the wings, push from underneath the wings only at the main spar.
- Avoid lifting the wings by means of handling the wing tips.

8.4.4 Levelling

Refer to the Maintenance Manual for the *EV-97 teamEurostar UK* for more details about levelling.

8.4.5 Road transport

The aircraft may be transported by loading on to a suitable car trailer.

It is necessary to dismantle the wings before road transport. The aircraft and dismantled wings should be fastened down securely to protect these parts against possible damage.

8.5 Cleaning and care

Use efficient cleaning detergents to clean the aircraft surface. Oil spots on the aircraft surface (except the canopy!) may be cleaned with petrol.

Clean the canopy only by washing it with lukewarm water and detergent. Use either a soft clean cloth, sponge or chamois leather.

CAUTION

Never clean the canopy dry and never use petrol or chemical solvents!

Upholstery and covers can be removed from the cockpit, brushed, and if necessary, washed in lukewarm water with detergent. Dry the upholstery thoroughly before reinstalling into the cockpit.

NOTE

In the case of long term parking, cover the canopy to protect the cockpit interior from direct sunshine.