
SERVICE BULLETIN SB/EUR/018 ISSUE 1
EV-97 Eurostar Amateur Kit and Factory Built Aircraft
Canopy Lock Safety Catch

Date: 23 June 2016

Classification: Recommended

Background:

There is a risk of the main canopy lock failing in flight allowing the canopy to open.

Airworthiness Implications:

Canopy opening in flight may lead to pilot distraction resulting in loss of control of the aircraft.

Aircraft Affected:

All amateur kit and factory built aircraft manufactured prior to the date of this bulletin. Types are:

- Aerotechnik EV-97 TeamEurostar UK
- Aerotechnik EV-97 Eurostar
- Aerotechnik EV-97A Eurostar

Materials Required

Electric drill

Rivet gun

3.2 mm drill bit

Dust cloth

Canopy lock safety catch kit, Part number TPEV970836.

Work Required

Cover the upholstered area immediately below the main canopy locking handle and the baggage area.

Offer the safety catch up to the upper part of the tube frame supporting the folding canopy (figure 1).

Mark the position of the safety catch using the predrilled guide holes in the grooved flange making sure that its operation does not obstruct the main canopy locking handle. Before permanently fixing the safety catch to the tube frame ensure that the hooked arm of the safety catch engages with the rear canopy support tube when the safety catch is closed.

Drill four 3.2mm diameter holes through the guide holes in the grooved flange into the tube frame and rivet the safety catch in place using four 3.2x7.9 rivets supplied (figure 2).

The safety catch is only designed to prevent the canopy from opening too far in the event that the primary canopy lock disengages for any reason. It must only be used with and not instead of the primary canopy lock.

In the open position the safety catch must not affect the opening of the canopy. In the closed position, the canopy must open by no more than 100mm.



Canopy lock safety catch



Figure 1



Figure 2

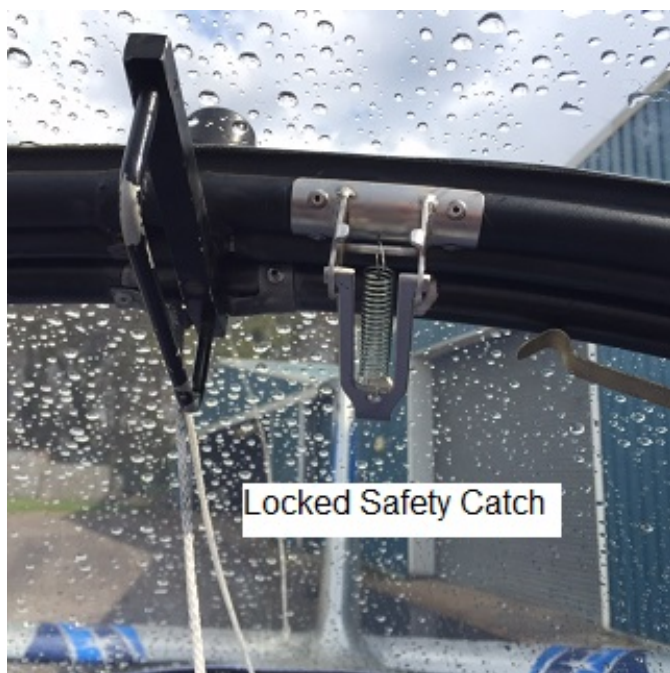


Figure 3



Figure 4

The canopy secured by the safety catch can be opened from outside the aircraft by accessing the safety catch hook through the gap and moving it to its open position.

The safety catch must be moved to its closed position before flight.

The canopy lock safety catch can be obtained from Light Sport Aviation Limited.

Notification & Recording

FOR AIRCRAFT ON THE BMAA REGISTER:

The inspection and subsequent reassembly of primary controls are not affected in this bulletin. A dual inspection of the finished job will therefore not be necessary. Notify Light Sport Aviation of any findings and record compliance with this bulletin in the aircraft log book. Keep a copy of this bulletin in the aircraft records.

FOR AIRCRAFT ON THE LAA REGISTER:

The inspection and subsequent reassembly of all the inspected parts must be completed to the satisfaction of a suitably qualified LAA Inspector. Worksheets and log book entries must be raised and signed by the inspector confirming compliance with this bulletin. Notify Light Sport Aviation of any findings.

Prepared By:



Dr. Edmund Otun
Technical Director LSA Ltd

Checked By:



Mr. Steve Pike
Director