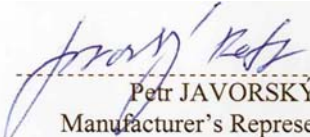





Issues

**MANDATORY BULLETIN No. EV 97 – 006 a
SPORTSTAR – 001 a**

- 1. CONCERNING TO :** Elevator trim system of EV-97 and SPORTSTAR aeroplanes.
Not concerning to the aeroplanes with the electrical trim system.
- 2. REASON :** A careless preflight inspection of the elevator trim system followed by performance of a flight with the elevator trim control cables being damaged. Consequently cable breaking in-flight resulting in longitudinal oscillations of the aeroplane. Such situation has to be solved by deceleration of airspeed to 100 km/h IAS and a landing should follow as soon as possible.
- 3. REQUIRED ACTION :** Thorough preflight inspections according to the Pilot Operating Handbook, Section 4, Preflight inspection.
Pay attention to condition and securing of both trim control cables at the trim tab in area marked on Fig. 1 shown in enclosure of this bulletin.
In the event of damaged cables finding contact your aeroplane dealer or aeroplane manufacturer to order a set of spare parts and work procedure.
Remove a central console cover between the seats at every 100 hour periodic inspection and visually check the condition of cables at trim control lever and securing of all joints – see Fig. 2 in enclosure.
- 4. LATEST DATE OF THE ACTION:** The trim system at the trim tab must be inspected at every preflight inspection. The damaged cables must be replaced prior to the next flight.
The inspection of trim system in the cockpit must be carried out on receipt of this bulletin (not applicable for the new aeroplanes with less than 100 total hours flown) and than at every 100 hour periodic inspection.
- 5. ACTION CARRIED OUT BY :** Preflight inspections by the pilot, 100 hour periodic inspections by a competent person.
- 6. COSTS COVERED BY :** Spare part costs covered by the aeroplane owner
- 7. NECESSARY MATERIAL :** Specified in the set of spare parts.
- 8. WORK PROCEDURE :** The preflight inspection actions are listed in the Pilot Operating Handbook, Section 4. Normal procedures, Preflight inspection.
A procedure to replace the cables and respective parts shall be supplied with the set of spare parts.
Removal of the central console cover between the seats at every 100 hour periodic inspection and visual check of the condition of cables at trim control lever and securing of all joints - Fig. 2 in enclosure.
- 9. ENCLOSURES :** Trim system inspection points
- 10. ELABORATED BY :** Petr Javorský

 Petr JAVORSKÝ Manufacturer's Representative	8.4.04 Date:	 Jiří VYCHOPĚN Light Aircraft Association Expert supervisor	8.4. 04 Date:
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Fig. 1 Trim tab system inspection areas at preflight inspections

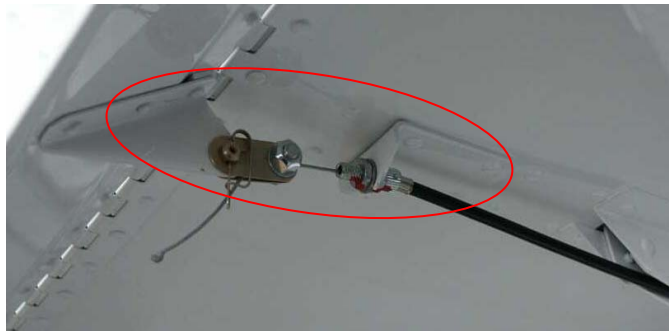


Fig. 2 Trim tab system inspection area at 100 hour periodic inspections
(Accessible after removal of central console cover between the seats)

