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Evektor ev-97 eurostar manual

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Given the issued French Microlight Regulation from 2019, two-seater multiaxis aircraft with a maximum take-off mass (MTOM) of 500-525 kg, excluding or including parachute systems, are considered microlight aircraft. This regulation is the result of an agreement between FFPLUM and DGAC. A specific aircraft, the EV 97 EUROSTAR Modell SL, has its documentation available for safe operation and maintenance. The document includes catalogs, manuals, and bulletins that must be followed to ensure the aircraft's safety. The aircraft, with registration D-MWOS, is owned by Luftsportverein Worms e.V. Aircraft Betriebshandbuch EV-97 EUROSTAR MODELL SL Berichtigungsstand des Handbuches Neuausgabe alle 11-2014 D-MWOS Stand 11-2014. This document outlines the necessary procedures for operating the aircraft within its designated flight limits and provides safety information. The document is divided into several sections, including BETRIEBSGRENZEN (flight limits), LEISTUNGEN (performance), GEWICHT UND SCHWERPUNKT (weight and center of gravity), and BESCHREIBUNG (description). It also includes an ANHANG (appendix) with additional information such as Durchgeführte Prüfungen, Einbau Rettungssystem, and Checklist. The EV-97 EUROSTAR MODELL SL Handbuch serves as a guide for pilots and instructors, providing essential legal information and additional data from the manufacturer to ensure safe and efficient operation of the aircraft. It emphasizes the importance of adhering to the outlined procedures and safety measures to prevent accidents. Warnung: bedeutet, dass die Nichtbeachtung des entsprechenden Verfahrens zu einer unmittelbaren oder wichtigen Verringerung der Flugsicherheit führt. EUROSTAR SL: Tiefdecker mit freitragendem Flügel in Aluminiumblech-Ganzmetallbauweise, Kabine doppelsitzig nebeneinander, Kreuzleitwerk, Bugradfahrwerk, Triebwerk Rotax 912 UL/ULS. Flugzeugeinstellungen: Profil NACA 4415, Aluminiumholm mit Blechrippen, Boplankung Dural, Randbogen Kevlar, Steuerung für Spreizklappen und Querruder über Schubstangen. Max. Abfluggewicht: 472,50 kg/1.041,00 lbs. Tankinhalt: 65,00 l/17,38 Usgals, nicht ausfliegbare Spritmenge: 3,80 l/1,00 Usgals. Bild 1: Dreiseitenansicht EUROSTAR SL. Betriebsgrenzen: In diesem Abschnitt sind die für den sicheren Betrieb einzuhaltenden Grenzwerte für Flugzeug, Triebwerk und Standardausrüstung dargestellt. Fluggeschwindigkeit; Die angegebenen Werte sind angezeigte Geschwindigkeiten (IAS) und beziehen sich auf den standardmäßigen Einbauort des Pitot-Rohres, an der Unterseite des linken Flügels. Triebwerk: Engine Model: ROTAX 912A (or UL) ROTAX 912S (or ULS), Engine Manufacturer: Bombardier-Rotax GMBH. Warnung: Fliegen Sie mit diesem nichtzertifizierten Motor nie in Gebieten, mit Geschwindigkeiten, in Höhen, etc., die eine sichere Landung ohne Motorantrieb aufgrund eines plötzlichen Motorausfalles nicht ermöglichen. Triebwerkinsstrumente: In der Standardversion sind Rundinstrumente eingebaut. Auf Wunsch können auch verschiedenartige digitale Displays (EFIS, FLYMAP LD) eingebaut werden. Gewicht, Schwerpunkt: Das Leergewicht des EUROSTAR SL im Grundstandard liegt bei ca. 302,5 kg das Abfluggewicht bei 472,5 kg. Die Abfluggewicht sind aus Rüstmasse, Pilotengewicht, Treibstoff und Gepäck bestehend. Seiten 17-25 des EV-97 EURO Flug Betriebshandbuch - und STAR MODELL SL zieren Erlaubte Manöver werden aufgeführt. Die Struktur ist für ein sicheres Abfanglastfaches von +4/-2 ausgelegt. Das MTOW beträgt 472,5 kg oder 1041 lbs. Seite 17-25 des EV-97 EURO Flug Betriebshandbuch - und STAR MODELL SL enthalten Bedienanweisungen für das Rettungssystem, den Triebwerkstart im Flug und Notfälle wie Brand in der Kabine und Trudeln oder Überziehen. Before taking off, the propeller can come into contact with the nets and break them. The canopy should be sent to the manufacturer for repair. For more information, refer to the operating manual of the rescue system or the manufacturer. Daily inspections are required once a day before starting flight operations. This procedure is similar to the pre-flight check, as described in Chapter 4.3, but with a wider scope and deeper inspection. The inspection includes checking electric connections, candlestick sockets, gas and choke lines for secure seating and integrity. Check the wings for damage to the outer surface and foreign paint marks, as well as the control rods and flaps for connection and security. Ensure the pitot tube is free from foreign objects. Before starting flight operations, the responsible pilot must perform a visual inspection of the aircraft. This knowledge will be imparted during pilot training, with specific details also provided in the equipment instruction manual. This inspection should be shorter than the daily inspection, but it should be performed before each flight. The routine includes checking the surfaces of various parts, such as the rudder, control rods, flaps, fuselage, ailerons, elevators, and trimmers, for any damage or issues with their lags and hinges. Additionally, ensure that all antennas are securely seated on the fuselage. Prior to takeoff, check the cabin's zonaton and main switch are turned off, confirm sufficient fuel quantity, inspect the Plexiglas canopy for any issues, and remove any loose items from the footwell and cockpit. To prepare for landing, engage the brake by pressing the pedal while ensuring the parking brake has been released first. Verify that the fuel gauge shows an adequate amount of fuel in the tank. If there is less than 11 liters of fuel remaining, it marks the beginning of the reserve range. Warm up the engine with two minutes at 2000 rpm, then proceed to 2500 rpm for continued operation. **Temperature Alert**: The engine temperature has reached 50°C. To test the ignition system, perform a check at 4000 RPM. Ensure that the propeller's pitch setting is correct and not exceeding 300 RPM. Also, verify the propeller's starting position. **Pre-Start Check**: Before taking off, conduct a thorough inspection of the aircraft systems. Make sure to land with the wind and avoid excessive descent rates, as the EUROSTAR SL takes longer to descend than older models. **Checklist**: Refer to Appendix IV for the complete checklist. A simplified list can be placed in the cockpit. **Performance Data**: The following data was obtained through flight testing, assuming the aircraft is in good condition and the pilot has average skills. The performance figures apply to normal conditions (sea level, standard pressure, 15°C temperature, windless, maximum takeoff weight of 472.5 kg, and a smooth runway with no obstacles). **Maximum Overspeed**: The critical overspeed for the propeller is 120 km/h. **Start Runway**: The start runway distance is greater than 50 ft (15 m), and there are obstacles to be aware of (hard surface or grass). These values apply at sea level, standard pressure, and a temperature of 15°C. **Warning**: Adjustments may be needed for different conditions. **Climb Rate**: The climb rate for the EV-97 EuroStar SL is as follows: * Without flaps: up to 68 in (1,700 ft/min) at sea level * With flaps: up to 1200 fpm (3,600 ft/min) at 2,000 ft. **Landing Performance**: The landing performance with flaps retracted is as follows: * Flaps up: up to 105 km/h (65 mph) * Takeoff flaps: up to 110 km/h (68 mph) * Landing flaps: up to 115 km/h (71 mph) 5.3.1 Horizontal Geschwindigkeit Die folgende Tabelle zeigt die erreichten Geschwindigkeiten in IAS (Indikatorenschnelligkeit) für verschiedene Höhen und Motorregime: The Eurostar SL model is constructed in a shell-like manner using riveted aluminum sheet. It features a rectangular cross-section with a curved top surface and has spars and stringers for added stability. The side fairing is an integral part of the structure, featuring symmetrical profiles, ribbed skin, and dural plate covering. At the rear wingtip, a support arm holds attached flaps and rudder. To prevent corrosion, all aluminum components are riveted and welded. Additionally, they have been coated with a protective zinc-chromate paint for both sides. To ensure a safe landing, choose the right options. DESCRIPTION OF 4-Zyl.-4Takt-Boxermotor with dry sump lubrication, hydraulic lifters, electronic dual ignition, electric starter, and transmission. Operating procedure, technical data, etc. see engine manual. Maintenance work and checks should be done according to.. Page 60 EV-97 EURO Flight Operations Manual - and STAR MODEL SL To remove the underside of the motor cover, loosen the screws on both sides, the screw at the bottom left and right, and the screws at the front for securing the water cooler. The hood can then be removed downwards and forwards. This work is more labor-intensive but only needs to be done every 50... Page 61 EV-97 EURO Flight Operations Manual - and STAR MODEL SL Fuel system The fuel tank is located behind the seats and is made of aluminum alloy with protective gas shielding. The piping shows Picture 7, q e s c h l o s s e n A n s i c h t B r a n d h a h n o f f e n P r o p e l l e r K r a f t s t o f f u m p e... Page 62 EV-97 EURO Flight Operations Manual - and STAR MODEL SL 7.10 ELECTRICAL SYSTEM The electrical wiring system varies depending on the instrumentation, electronic equipment, and possible additional equipment of the respective UL aircraft (see also Appendix in maintenance manual). The maintenance-free 12 V/16 Ah battery is located in the engine compartment near the firewall. Page 63 EV-97 EURO Flight Operations Manual - and STAR MODEL SL Tubing connections lead through the wing to instruments in the cockpit. Keep the system clean to ensure its proper functioning at all times! Both dynamic and static tubing systems are equipped with "viewports" located under the pilot's seat in the fuselage bottom. Page 64 EV-97 EURO Flight Operations Manual - and STAR MODEL SL Blank page - D-MWOS Stand 11-2014 Page 65 EV-97 EURO Flight Operations Manual - and STAR MODEL SL HANDBOOK, MAINTENANCE, AND CARE INTRODUCTION This chapter contains manufacturer recommendations for handling the aircraft on the ground. It also provides guidelines for maintenance and care to maintain performance and reliability. Page 66 EV-97 EURO Flight Operations Manual - and STAR MODEL SL Inspectors are authorized by the German Aeroclub e.V. or DULV e.V. and act independently in their capacity as representatives of these organizations. The relevant regulations can be found there. The manufacturer, importer, or model representative may also perform annual inspections. Page 67 EV-97 EURO Flight Operations Manual - and STAR MODEL SL Tighten all screws with the recommended torque setting. The angle of the blade tips should not exceed 5 mm. Daily control during pre-flight inspection, see Chapter 4.3. 25-HOUR CONTROL at 25 ±... Page 68 EV-97 The operating manual for the Flug Betriebshandbuch and STAR MODELL SL model specifies that the propeller and flap hinges should be checked according to the manufacturer's instructions. The 100-hour control, or annually, is also required by a qualified person with an inspection scope similar to the 50-hour control but with greater depth. Additionally, the EUROSTAR SL should be thoroughly cleaned. Given text here (translated into English): Dr. Kuhn's document, page 75...76 EV-97 EURO Flight Operating Manual - and STAR MODELL SL Annex II Reporting technical defects or damage to UL aircraft UL Aircraft Type: _____ Serial No.: _____ Year of manufacture: _____ VZ-No.: _____ Motor-type and No.: _____ Manufacturer: _____ Owner: _____ Flight hours until damage, engine: _____ Airframe: _____ Flight hours (Pilot) on UL aircraft: _____ Description of damage: Description of damage history: Reported by:... page 77 EV-97 EURO Flight Operating Manual - and STAR MODELL SL Annex III Installing a Rescue System The rescue system is installed at the factory. If installation or reinstallation is required, please ensure correct assembly as per diagram 8. WARNING The rescue system contains a rocket (pyrotechnic device) as propulsion unit. page 78 EV-97 EURO Flight Operating Manual - and STAR MODELL SL The main lines have a length of 2.74 m and are attached to the two upper brackets of the engine suspension (9 and 10). The balance/stabilization line is connected with a steel cable (11). This is guided rearward on the right fuselage side (inside the left lower cockpit frame) and is firmly connected to the fuselage there. page 79 EV-97 EURO Flight Operating Manual - and STAR MODELL SL CHECKLIST Annex IV Before startup: 1. Pre-flight inspection fully performed (see sheet 1) 2. Safety belts fasten and secure 3. Close and lock cockpit hood, twice 4. All switches OFF 5. Rescue system disabled 6. Fuel cock ON, fuel supply checked 7. page 80 EV-97 EURO Flight Operating Manual - and STAR MODELL SL 9. XPDR -> ON / ALT 10. Check cabin hood closure 1 Red lamp OFF NOTIFICATION briefing before start not forgotten!!! Start: 1. Power lever slowly forward, keep direction (SR right) 2. Take off at 75 km/h, catch up speed, climb with 110 km/h 3. page 81 EV-97 EURO Flight Operating Manual - and STAR MODELL SL Detailed description of the process from startup to landing can be found in chapter 4. Secure on ground see flight and operating manual chap. 8.4. Use the dedicated holes on the wing for securing. Fuel cock turned rearward (fire shut off) right... page 82 EV-97 EURO Flight Operating Manual - and STAR MODELL SL Annex V OVERVIEW OF APPROVED PROPELLERS The following propellers, still in use, have approval for the following engine variants: Rotax 912 UL - 80 PS Woodcomp Woodcomp Manufacturer Kremen, Prague Kremen, Prague Sport-Prop Model... page 83 EV-97 EURO Flight Operating Manual - and STAR MODELL SL Given text here: Italian Modell SR 200 KA - 1/3 P High Speed Anzahl/Material Blätter 3 / Holz 3 / Kunststoff 2 / Kunststoff CFK Max. Seite 84 EV-97 EURO Flug Betriebshandbuch - und STAR MODELL SL Rotax 912 ULS - 100 PS Hersteller Woodcomp Woodcomp Kremen, Prag Sport-Prop Modell SR 2000 xc Klassik VARIA Anzahl/Material Blätter 3 / Holz 3 / Kunststoff 2 / Kunststoff Max. Seite 85 EV-97 EURO Flug Betriebshandbuch - und STAR MODELL SL ANHANG VI FESTPROPELLER - TYP: 3-Blatt - Festpropeller von Neuform CR3-V-75-(IP)-47-101,6 SN 16946... [paraphrased text follows] Achtung: After the first 1-2 flight hours following installation or maintenance, check the tightness of all screws. ACHTUNG Regular inspections for propellers and related components are necessary. Maximum Capacity: Page 92 EV-97 EURO Flight Operations Manual - and STAR MODEL SL (2) Decal - Left side of the cabin roof: MAXIMUM CAPACITY [kg] Maximum Takeoff Mass 472.5 Empty Weight 307.5 Maximum Baggage Allowance MAXIMUM ALLOWABLE MASS FOR PILOTS (kg) Fuel Tank Capacity: * Up to 15 kg: 103-107-114-127-138 * Up to 8 kg: 110-114-121-134-145