



SECTION 8

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8. AEROPLANE HANDLING, SERVICING AND MAINTENANCE

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Refer to the Technical Description, Operating and Maintenance Manual for Ultra-light Aeroplane EV-97 „EUROSTAR“ model 2000 version R 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 empty weight of this aeroplane is relatively low.

Suitable surfaces to hold the aeroplane airframe are the rear part of the fuselage before the fin and wing roots.

A tow bar may be used to tow the aeroplane a long distance.

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

It is advisable to park the aeroplane inside a hangar or alternatively inside any other proof space (garage) with stable temperature, good ventilation, low humidity and dust-free environment.

It is necessary to moor the aeroplane when it is parked outside a hangar. Also when parking for a long time, cover the cockpit canopy, possibly the whole aeroplane by means of a suitable tarpaulin.

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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 that new-plane performance and dependability. It is wise to follow a planned schedule of lubrication and preventive maintenance based on climatic and flying conditions encountered. This should be done according to the Technical Description, Operating and Maintenance Manual for Ultra-light Aeroplane EV-97 „EUROSTAR“ model 2000 version R.

8.2 Aircraft inspection periods

Periods of overall checks and contingent maintenance depends on the condition of the operation and on overall condition of the aeroplane. The manufacturer recommends that maintenance checks and periodic inspections should be carried out in the following periods, at least:

- a) after the first 25 \pm 2 flight hours
- b) after every 50 \pm 3 flight hours
- c) after every 100 \pm 5 flight hours or at least annual inspection.

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 Technical Description, Operating and Maintenance Manual for the Ultra-light Aeroplane EV-97 „EUROSTAR“ model 2000 version R 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 alterations to the aircraft to ensure that the airworthiness of the aircraft is not violated.

If the aircraft weight is affected by that alternation, a new weighing is necessary to take note of the new empty weight. Then the Weight and balance record / Permitted payload range 6.2 and up-date the placard "Load Limits," have to be filled in.

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8.4.3 Mooring

If the aircraft is parked outside a hanger then it requires to be moored securely. The mooring is necessary to protect the aeroplane against possible damage caused by wind and gusts.

For this reason the aircraft is equipped with mooring eyes located on the lower surfaces of the wings.

Mooring procedure:

1. Check: Fuel cock shut off, Circuit breakers and Master switch switched off, Switch box switched off.
2. Block the control stick up e.g. by means of safety harness or connect the control stick with rudder pedals by means of a suitable rope.
3. Shut all the ventilation windows.
4. Close and lock cockpit.
5. Moor the aircraft to the ground by means of a mooring rope passed through the mooring eyes located on the lower surfaces of the wings. It is also necessary to moor the nose wheel landing gear and the tail skid to the ground.

NOTE

In the case of long term parking it is advisable to cover the cockpit canopy, or possibly the whole aircraft, by means of a suitable tarpaulin attached to the airframe.

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8.4.4 Jacking

Because the empty weight of this aircraft is relatively low, two people can lift the aircraft easily.

First of all prepare two suitable supports to support the aircraft.

It is possible to lift the aircraft by handling the following parts:

- Press 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.
- 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.

8.4.5 Levelling

Refer to the Technical Description, Operating and Maintenance Manual for the Ultra-light Aeroplane *EV-97 „EUROSTAR“ model 2000 version R* for more details about levelling.

8.4.6 Road transport

The aircraft may be transported after its loading by 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 ensure these parts against possible damage.

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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.

The canopy may only be cleaned by washing it with a sufficient quantity of lukewarm water and an adequate quantity of a detergents. Use either a soft, clean cloth sponge or deerskin. Then use suitable polishers to clean the canopy.

CAUTION

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

Upholstery and covers can be removed from the cockpit, brushed and eventually washed in lukewarm water with an adequate quantity of detergents. Dry the upholstery thoroughly before insertion into the cockpit.

CAUTION

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

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