


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2013-0064-E</p> <p>Date: 12 March 2013</p> <p>Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Design Approval Holder's Name:</p> <p>EVEKTOR, spol. s r.o. CZECH SPORT AIRCRAFT a.s.</p>	<p>Type/Model designation(s):</p> <p>SportStar RTC, and PS-28 Cruiser aeroplanes</p>
<p>TCDS Numbers: EASA.A.592 and EASA.A.546</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: None</p>	
ATA 72	Engine – Cylinder Head Section – Inspection / Replacement
Manufacturer(s):	Evektor, spol. s r.o., Czech Sport Aircraft a.s.
Applicability:	SportStar RTC and PS-28 Cruiser aeroplanes, all serial numbers.
Reason:	<p>During a production test run with a Rotax engine, a non-compliance of the installed cylinder head assembly of cylinder no. 2 and 3 (2/3) was detected, which may result in a latent defect on a limited number of engines. The affected cylinder heads may not have been manufactured in accordance with the specification.</p> <p>This condition, if not detected and corrected, could lead to an oil leak in the intake channel in the area of the valve guide. The affected non-conforming cylinder heads may have small machined through holes, which can increase the oil consumption and can lead to oil starvation, possibly resulting in engine stoppage or in-flight engine shutdown and forced landing, with consequent risk of damage to the aeroplane and injury to occupants.</p> <p>To address this unsafe condition on the certified Rotax 912 and 914 engines, EASA issued Emergency AD 2013-0055-E. However, the same defects may also exist on the 'UL' versions of the Rotax 912 and 914 engines, which are certified as part of the type design of some Light Sport Aeroplanes.</p> <p>BRP-Powertrain issued Alert Service Bulletin (ASB) ASB-912-062UL and ASB-914-044UL (single document, hereafter referred to in this AD as 'the ASB') for these engines.</p> <p>For the reasons described above, this AD requires inspection of the affected</p>

	<p>cylinder head assemblies and, depending on findings, replacement of the cylinder head assembly.</p> <p>This AD also prohibits installation of an affected engine on an aeroplane, unless the affected cylinder head assembly of that engine has passed the inspection as required by this AD.</p>
Effective Date:	14 March 2013
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 5 flight hours or 20 days, whichever occurs first after the effective date of this AD, identify the serial number (s/n) of the engine installed on the aeroplane and, if the s/n is listed in the ASB, inspect the cylinder head assembly of cylinder no. 2 and 3 (2/3) in accordance with the instructions of Section 3 of the ASB. (2) If, during the inspection as required by paragraph (1) of this AD, excessive deposits (oil or carbon) are found on one of the spark plugs, before next flight, replace the affected cylinder head assembly with a serviceable one in accordance with the instructions of Section 3 of the ASB. (3) From the effective date of this AD, do not install any affected engine (s/n as listed in the ASB) on an aeroplane, unless that engine has been inspected and, depending on findings, corrected as required by this AD.
Ref. Publications:	<p>BRP-Powertrain ASB-912-062UL original and ASB-914-044UL original (published as a single document), or Revision 1, both dated 05 March 2013.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full public consultation process. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical aspects of the requirements in this AD, please contact: <p>Evektor, spol. s r.o, Jiří Duda, Head of Office of Airworthiness, Letecká 1008, 686 04 Kunovice, Czech Republic Telephone: +420 572 537 442, Fax: +420 572 537 901, E-mail: jduda@evektor.cz.</p> <p>or</p> <p>Czech Sport Aircraft a.s., Josef Vlachynský, Airworthiness Manager Na Záhonech 1177/212, 686 04 Kunovice, Czech Republic Telephone: +420 725 277 517, Fax: +420 576 519 394 E-mail: josef.vlachynsky@czechsportaircraft.com.</p>