

issues

**MANDATORY BULLETIN No. RTC-082a-R1-SR
SAFETY RELATED**

**TECHNICAL CONTENT OF THIS DOCUMENT IS APPROVED ON
THE BASIS OF AUTHORIZATION DOA NO. EASA.21J.057.**

- 1. CONCERNING TO:** All SportStar RTC aircraft manufactured up to 2017 (inclusive), i.e. S/N 2017 XXXX.
- 2. REASON:** In the operation of another type of aircraft which has identical pull rod end with adjustable eye installed, cases of bearing clearance were detected. The clearance occurs due to inadequate securing (swaging) of the bearing in the body of the eye.
- 3. REQUIRED ACTIONS:**
 1. Perform an inspection of the elevator pull rod end eye: disconnect the pull rod and check if the bearing in the eye is without clearance.
 2. In case clearance is found, remove the eye from the pull rod and inspect the groove around the bearing housing.
 3. If the grooves look like the example in Fig. 2 and clearance is detected, replace the adjustable eye with a new one 8x14x6 AEN 3779.1 (nomencl. 079563).
 4. Inspect the eye located at the upper rudder hinge in the same manner.
- 4. LATEST DAY OF THE ACTION:** During the next annual or 100-hour check.
- 5. CARRIED OUT BY:** Operator/owner of the aircraft.
- 6. COST COVERED BY:** Operator/owner of the aircraft.
- 7. NECESSARY MATERIAL:** If necessary, the new eye will be supplied by the manufacturer Evektor-Aerotechnik a.s.
- 8. WORK PROCEDURE:** According to the bulletin text.
- 9. APPENDICES:** No appendices.

Valid from: 07. 04. 2026

QS-406/F-01J

1. List of necessary tools and materials

Lists of necessary tools and material are provided in the individual chapters of the Maintenance manual SportStar RTC, document number ERTC021-10-AS / ERTC022-10-AS, mentioned in the following text.

2. Disassembly

This paragraph described the disassembly procedure required for the inspection and replacement of swaged bearings.

The references in the text pertain to the Maintenance manual SportStar RTC, document number ERTC021-10-AS / ERTC022-10-AS, unless otherwise specified.

2.1 Disconnecting the cable of yaw control

Disconnect the cables from their attachments in accordance with the procedure described in Chapter 27, subchapter 27-20.

Note: The subchapter specified a procedure that includes cutting the cable – only disconnection is necessary, do not cut the cables.

2.2. Removing the elevator rod end bolt

Remove the elevator pull rod end bolt, which is shown at position 11, in Fig. 27-15 in chapter 27, subchapter 27-30.

2.3 Removal of the rudder

Remove the rudder in accordance with the procedure described in Chapter 55, subchapter 55-40.

3. Performance of the inspection

Perform an inspection of the bearing swaging. The area where the bearing must be inspected are shown in Fig. 1. A groove is manufactured in the eye around the bearing housing. The groove is designed for the swaging out of the material around the pressed bearing and the curving the material over the edge of the bearing. This process results in axial securing of the bearing.

Manually check if the bearing in the eye is without clearance. If clearance is detected, remove the eye from the rod and inspect the swaging (groove) around the bearing housing. It is recommended to use a magnifying glass for unambiguous inspection of the swaging. An eye with an unswaged bearing has a clearly visible groove prepared for swaging, the surface treatment (cadmium plating) is visible even if the groove and there is no trace of swaging. In an eye with a swaged bearing, the surface treatment is rubbed off by the swaging process, the material is curved over the edge of the bearing and a polished trace left by the balls of the swaging tool is visible.

If the inspected grooves look like in the example in Fig. 2, replace the adjustable eye with a new one 8x14x6 AEN 3779.1 (nom. 079563). The correct performance of bearing swaging, including a detailed view of the curved material, is shown in Fig. 3.

Replacement of the eye is not necessary if the bearing is without clearance, even if the curved material does not rest against the entire circumference of the bearing's chamfered edge. This tolerance is permissible according to the ONL 1331 standard.

Note: In case of the VOP 3DS3 00-00 01 assembly, a different elevator pull-rod and bearing are used.

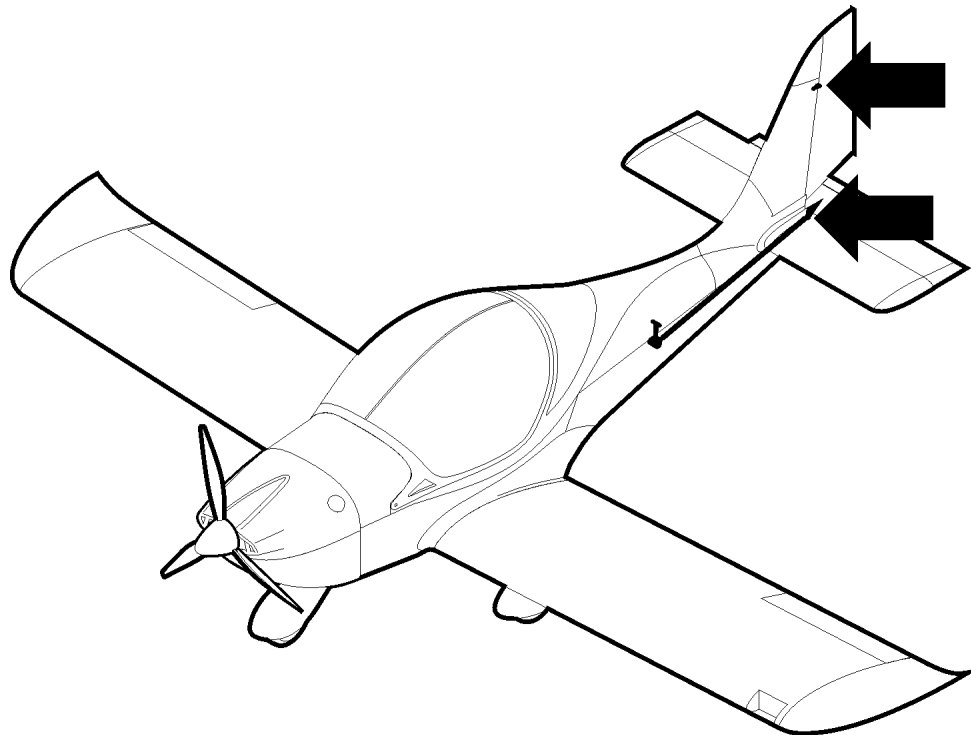


Fig. 1 Bearing inspection locations



Fig. 2 Unsatisfactory method of securing the bearing in the eye

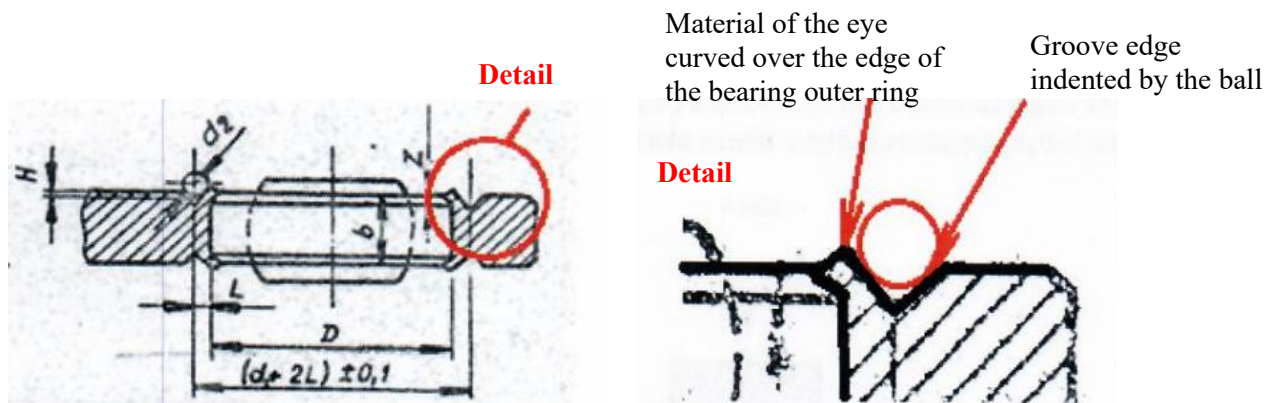
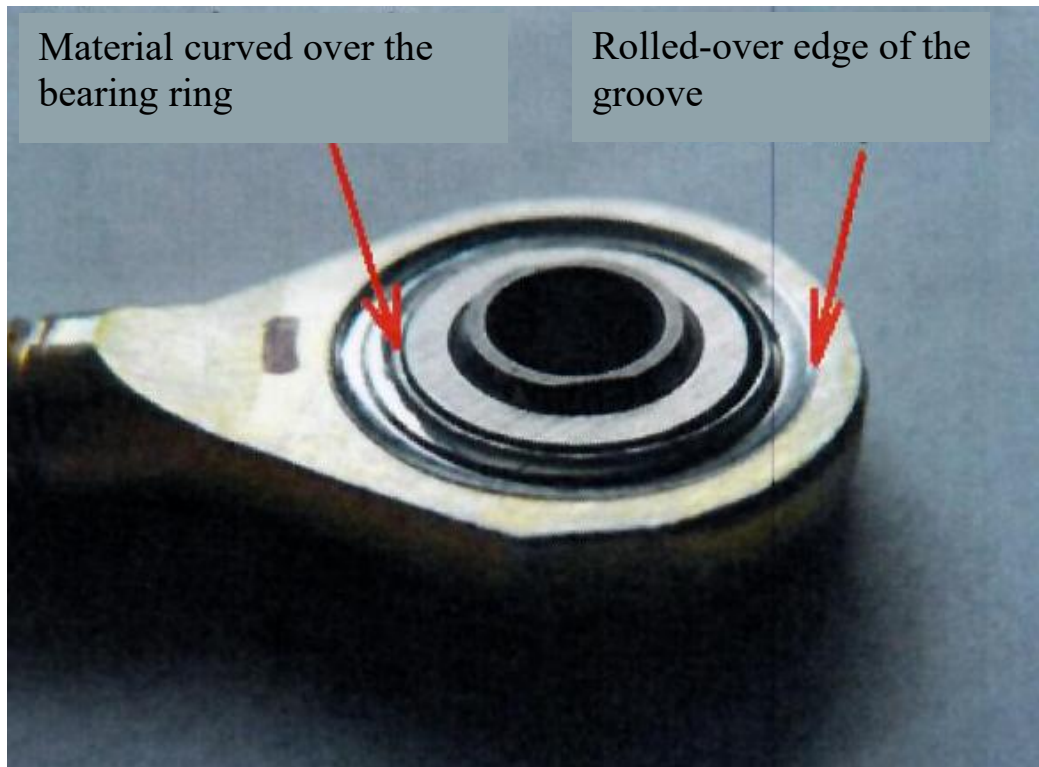


Fig. 3 Correct method of securing the bearing in the eye with detail

4. Installation

4.1 Rudder installation

Install the rudder according to the procedure described in Chapter 55, subchapter 55-40.

4.2 Connection of yaw control cable

Connect the disconnect cable to the rudder according to the procedure described in Chapter 27, subchapter 27-20.



4.3 Elevator pull rod bolt installation

Install the elevator pull rod end bolt in accordance with Fig. 27-15, position 11 in Chapter 27, subchapter 27-30.

4.4 Check of rudder and elevator deflections

Perform the rudder and elevator deflection check in accordance with Fig. 27-3, in Chapter 27-00.

5. Operational documentation

Without affecting the accompanying technical documentation.

Record the work performed on the aircraft in the aircraft logbook.

„Inspection of the pull rod end eye with bearing performed in accordance with Mandatory Bulletin No. RTC-082a-R1-SR. The eyes with bearing are suitable / has been replaced.” Add date and signature. |