

issues

SERVICE BULLETIN No. RTC-040a R11

**TECHNICAL CONTENT OF THIS DOCUMENT IS APPROVED
UNDER THE AUTHORITY OF THE DOA REF. EASA.21J.057.**

- 1. CONCERNING TO:** All SportStar RTC aircraft.
- 2. REASON:** Revision of Chapter 02 and 07, and inclusion of Supplement No. 44 into the List of Supplemnts in Chapter 09 of the Pilot's Operating Handbook, doc. No. ERTC019-10-AS / ERTC020-10-AS for the SportStar RTC aircraft.
- 3. REQUIRED ACTIONS:** Owner / operator will insert changed pages into the POH.
- 4. LATEST DAY OF THE ACTION:** Immediately after receiving this bulletin.
- 5. CARRIED OUT BY:** Owner / operator of the airplane.
- 6. COSTS COVERED BY:** Owner / operator of the airplane.
- 7. NECESSARY MATERIAL:** Changed pages of the POH are enclosed with this bulletin.
- 8. WORK PROCEDURE:** Insert changed pages marked with Rev. 7 / 19 into the Pilot's Operating Handbook, doc. No. ERTC019-10-AS / ERTC020-10-AS for the SportStar RTC aircraft. Write down the date of pages insertion into the LoR.
- 9. APPENDICES:** Changes pages to the POH, doc. No. ERTC020-10-AS.

Valid from: 18. 06. 2026

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Section 0

Technical Information

PILOT'S OPERATING HANDBOOK

Doc. No. ERTC020-10-AS

Rev. No.	Affected Pages	Description	EASA Appr./ Date	Inserted by / Date
15	0-4, 0-5, 0-6, 0-7, 0-8, 0-9, 0-10, 9-4	Added supplement No. 39, 40, 41 into List of Suppl.	Approved under DOA No. EASA.21J.57	Evektor 2023-07-28
16	0-4, 0-6, 0-7, 0-8, 4-6, 7-14, 7-16, 7-28, 7-29, 9-4	Consolidated procedure for coolant check, adapted the procedure of use parking brake due to the installation of brake system with Beringer componets, updated heating/ventilating system, added supplement No. 42 and 43 into List of Suppl.	Approved under DOA No. EASA.21J.57	Evektor 2024-11-04
17	0-4, 0-6, 2-12, 2-13	Added Note concerning limitation placards, added other variant of placard located on the instrument panel.	Approved under DOA No. EASA.21J.57	Evektor 2025-01-21
18	0-4, 0-6, 0-8, 9-4	Added supplement No. 45 into List of Suppl.	Approved under DOA No. EASA.21J.57	Evektor 2025-03-25
19	0-4, 0-6, 0-8, 2-5, 2-6, 2-14, 7-16, 7-29, 9-4	Added maximum fuel pressure value and Retrofit overhead panel placard. Added information about Retrofit overhead panel and ACI. Added supplement No. 44 into List of Suppl.	Approved under DOA No. EASA.21J.57	Evektor 2026-05-19



0.4 List of Effective Pages

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Section 0

Technical Information

PILOT'S OPERATING HANDBOOK

Doc. No. ERTC020-10-AS

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**2.4 Power Plant**

Engine manufacturer:	BRP-Powertrain GmbH & Co KG	
Engine type:	ROTAX 912 ULS	
Power:	max. take-off	73.5 kW / 100 HP
	max. continuous	69.0 kW / 93 HP
Engine speed:	max. take-off	5800 RPM max. 5 minutes
	max. continuous	5500 RPM
	idle	min. 1400 RPM
Cylinder head temperature:	maximum	128°C / 262 °F see Note on page 2-6
Coolant temperature:	maximum	120°C / 248 °F see Note on page 2-6
Oil temperature:	maximum	130°C / 266 °F
	optimum operation	90 - 110°C / 190 - 230°F
Oil pressure:	maximum	102 PSI / 7 bar (for short period admissible at cold start)
	minimum	0.8 bar / 12 PSI
	optimum operation	2 - 5 bar / 29 - 73 PSI
Fuel pressure:	maximum	5.8 PSI / 0.4 bar (7.26 PSI / 0.5 bar)*
	minimum	2.2 PSI / 0.15 bar
Fuel grades:	see para 2.13.2 Approved Fuel Grades	
Oil grades:	see para 2.14 Oil Limits	
Engine start, operating temperature		
	maximum	50°C / 120°F (ambient temperature)
	minimum	-25°C / -13°F (oil temperature)
Propeller manufacturer:	WOODCOMP s.r.o.	
Propeller type:	KLASSIC 170/3/R 3-blade, composite, on-ground adjustable	
Propeller diameter:	1712 mm / 68 in	
Propeller blade pitch:	17°30'	

* Applicable only for fuel pump from S/N 11.0036



NOTE

The coolant temperature (instead of CHT) is measured on engines from S/N 6 781 410 inclusive or on engines equipped with cylinder heads of P/N 413185 (cylinder head position 2/3) and 413195 (cylinder head position 1/4).

2.5 Power Plant Instrument Marking

The color-code of instruments is shown in the following table:

Instrument	Units	Red line	Green arc	Yellow arc	Red line
		Lower limit	Normal operation range	Caution range	Upper limit
RPM indicator	RPM	-	1400 - 5500	5500 - 5800	5800
Oil temperature indicator	°C	-	90 - 110	50 – 90 110 - 130	130
	°F	-	190 - 230	120 - 190 230 - 266	266
Oil pressure indicator	bar	0,8	2 - 5	0,8 – 2 5 - 7	7
	PSI	12	29 - 73	12 - 29 73 - 102	102
Fuel pressure	bar	0.15	0.15 – 0.4 (0.5*)	-	0.4 (0.5*)
	PSI	2.2	2.2 – 5.8 (7.26)*	-	5.8 (7.26)*
Cylinder head temperature see Note above	°C	-	-	-	128
	°F	-	-	-	262
Coolant temperature see Note above	°C	-	-	-	120
	°F	-	-	-	248

* Applicable only for fuel pump from S/N 11.0036

2.6 Miscellaneous Instrument Marking

There are no other instruments with color marking.



In the case of Retrofit S5210200S overhead panel installation, the following placard is located on the upper part of the canopy:



NOTE

Other placards and labels are shown in Airplane Maintenance Manual for SportStar RTC airplane.



In the case of Retrofit S5210200S overhead panel installation, the canopy lock system is located above the crew's heads. It consists of a handle for canopy manipulation and a release button (internal release lever) with a cable leading to the canopy lock for its operation.

To open the canopy, it is necessary to push the release button in the direction of flight. Subsequently, use the palm to push upwards on the handle or the cover, and the canopy will open forward. For NVFR operation, the unlocking direction is marked with a reflective arrow.

To close the canopy, pull the handle downwards until the lock is fully engaged (clicks into place).

7.10 Power Unit

7.10.1 General

The engine ROTAX 912 ULS (100 hp) is used to power SportStar RTC airplane. ROTAX 912 ULS is a four-cylinder, four-stroke engine with opposite cylinders, central cam shaft, OHV valve mechanism and maximum take-off power of 100 hp (73.5 kW) at 5800 RPM.

The on-ground adjustable, composite, 3-blade propeller WOODCOMP KLASSIC 170/3/R. is standard mounted on the engine ROTAX 912 ULS.

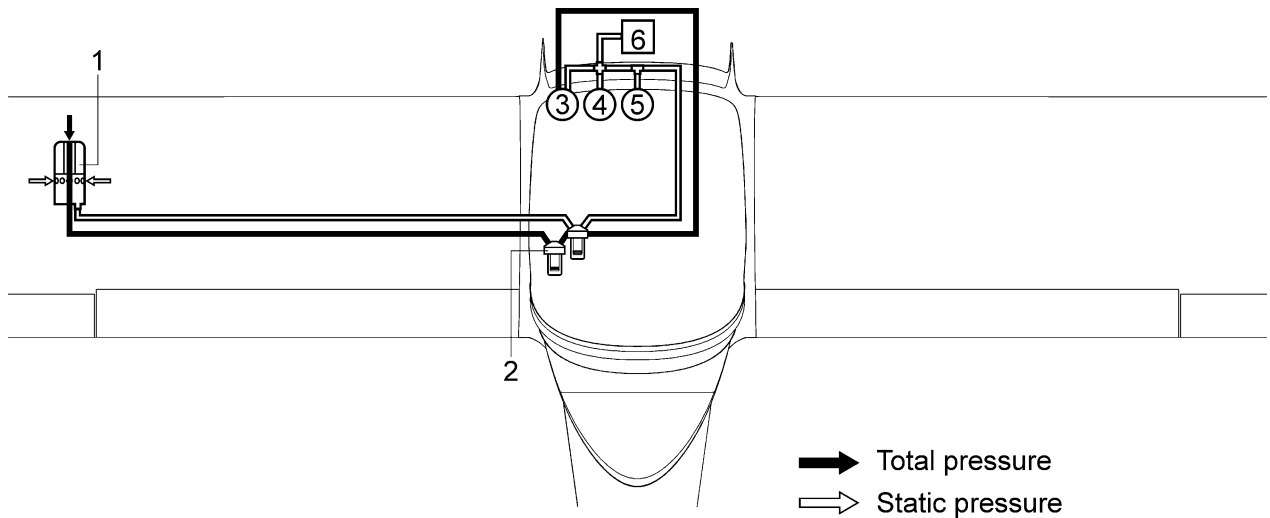
7.10.2 Engine Control

Engine power is controlled by means of **THROTTLE** lever, which is located in the middle of the instrument panel and which controls engine power range from idle up to maximum take-off. Engine power controller is mechanically interconnected with the flap on carburetors.

If the throttle lever is fully pushed in, then this position corresponds to maximum engine power. If the throttle lever is fully pulled out, then this position corresponds to idle (1600 – 1700 RPM set by airplane manufacturer). Rapid changes in engine power setting can be made by pressing down the round button on the lever body and by its pulling out or pushing in. Small changes in power setting can be performed through lever turning (clockwise - power increase).

WARNING

**DO NOT APPLY AN EXCESSIVE FORCE IF THE
THROTTLE LEVER IS CLOSE TO FULLY PULLED**



Legend to Figure 7-13

- | | |
|----------------------|----------------------------|
| 1 Pitot-static tube | 4 Vertical speed indicator |
| 2 Drain sumps | 5 Altimeter |
| 3 Airspeed indicator | 6 Altitude encoder |

Figure 7-13 Scheme of pitot-static system

7.14 Supplementary Equipment

7.14.1 Stall Speed Warning System

The sensor of stall speed warning is located on the left wing leading edge. When approaching the critical angle of attack (stall speed proximity) the flap is reset and electrical circuit connected as a result of pressure differences acting on the front and the rear part of the flap. During stall speed warning, the acoustic signaling is activated and, simultaneously, a warning light on the instrument panel illuminates. Both warnings remain active throughout the time of occurrence.



Supplement No. 44

STALL SPEED WARNING SYSTEM

ACI type T1

Airplane Serial Number:

Airplane Registration Number:

Date of Issue: 19.05.2026

This Supplement must be contained in Pilot's Operating Handbook.

Information contained in this Supplement ads or supersedes information from basic Pilot's Operating Handbook in the further mentioned parts only. Limitation, procedures and information not included in this supplement are contained in the basic Pilot's Operating Handbook approved by EASA.

This Pilot's Operating Handbook Supplement is EASA approved under initial certification approval EASA.A.592 dated 24.5.2012.



Log of Revisions

Rev. No.	Affected Pages	Description	Approved / Date	Inserted / Date



Section 1 – General Information

This supplement adds information which is necessary for operation of the SportStar RTC airplane with the stall speed warning system ACI type T1 installed in the airplane. This ACI installation features both a cockpit warning light and an audio acoustic unit.

For other equipment not mentioned in this supplement see basic POH and other supplements to POH.

Section 2 – Limitations

2. 17 Limitation placards

The following placards are added on the instrument panel:

AUDIBLE STALL
WARNING SYSTEM!

STALL WARN.

Section 3 – Emergency Procedures

3.10.3 Stall warning system (SWS) audio signalization

When SWS audio alarm is heard:

1. Control stick
release or pull to
increase airspeed,
adjust engine power
SWS audio alarm must end.

Section 4 – Normal Procedures

4.4 Pre-flight check

2. Left wing - check

- stall speed vane condition and its free movement

12. Right wing - see 2. except the landing light (if installed), Pitot tube and stall speed vane

- stall speed vane condition and its free movement



18. Cockpit check

- Perform stall warning system check:

MASTER SWITCH	ON
Stall speed vane (on the left wing)	lift
The audio alarm sounds and warning light illuminates when vane is lifted.	
Stall speed vane	release
MASTER SWITCH	OFF

NOTE

During ground maneuvering in blustery wind conditions the SWS audio alarm may sound occasionally.

Section 5 – Performance

5.2.2 Stall speeds

If airplane speed is approximately 8 kts (9 mph) and less above stall speed the audible alarm is heard and warning light illuminates.

Section 6 – Weight & Balance

No.	Title	Type	No. of items	Installed
1.	Stall warning sensor	ACI T1	1	✓

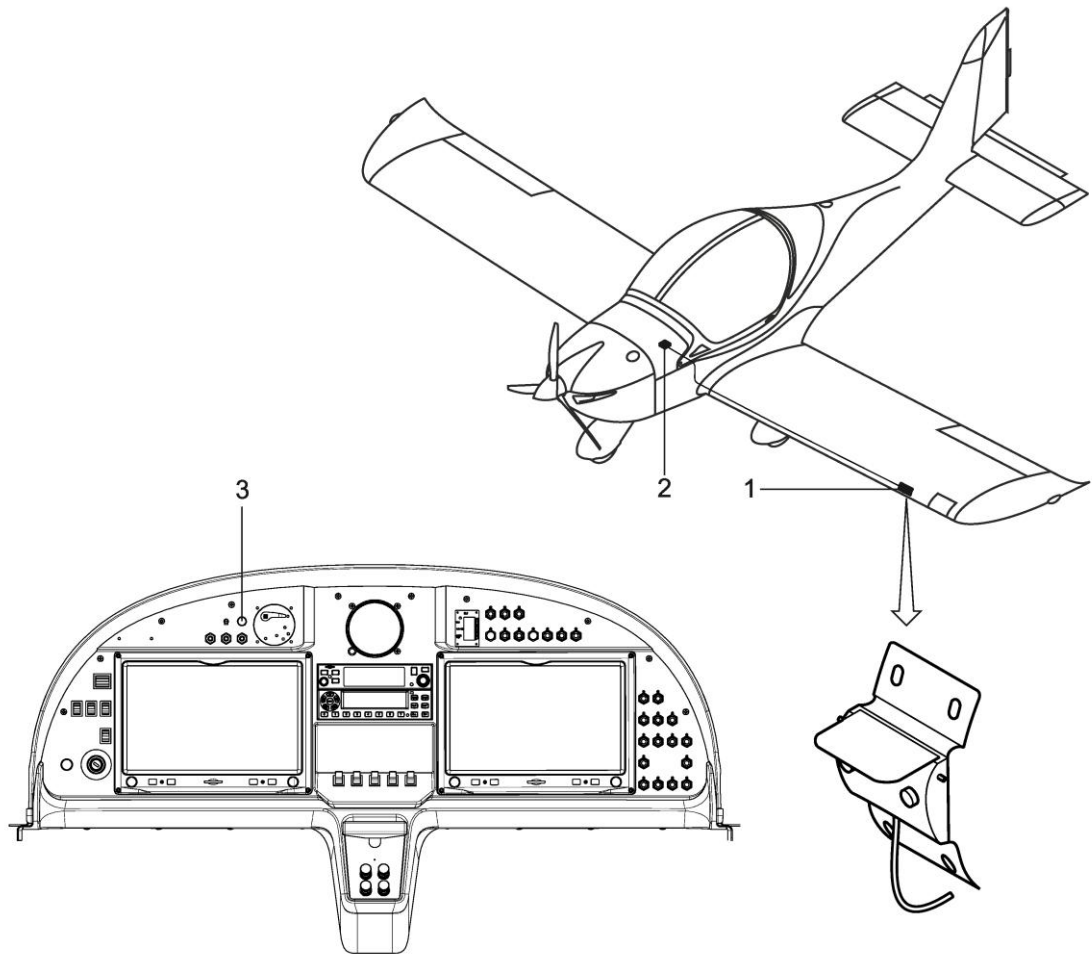
Section 7 – Airplane & System Description

Miscellaneous equipment

7.15.1 Stall warning system

Stall warning system ACI type T1 is installed on this airplane to warn pilot that airspeed is decreasing near to stall.

Stall speed vane (sensor) is located on the left wing, audible alarm box is located in the cockpit (behind the instrument panel).



- 1 Stall Warning Sensor
- 3 Warning light

- 2 Acoustic Unit

Figure 7–8 Stall speed vane on the left wing

Section 8 – Handling, Servicing & Maintenance

8.2 Airplane inspection period

Lubricating points

Annually apply a drop of engine oil to each end of the stall warning system vane shaft on the left wing.



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