issues

SERVICE BULLETIN No. RTC-085a R1

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

1. CONCERNING:	All SportStar RTC aircraft.
2. REASON:	Cracks can form in the trailing edge ribs (762291 RIB L and 762391 RIB R) due to unintended loading of the trailing edge section during crew entry and exit.
3. REQUIRED ACTION:	1. Inspect the trailing edge ribs visually. 2. If you find a crack on any trailing edge rib, install the OPRTC133 stiffener as specified in the work procedure.
4. LATEST DAY OF THE ACTION:	During the next 100-hour or annual inspection, and thereafter, at intervals not to exceed 100 FH/Annual, inspect the affected part in accordance with the instructions of the SB.
5. CARRIED OUT BY:	Owner / operator of the aircraft.
6. COSTS COVERED BY:	Owner / operator of the aircraft.
7. NECESSARY MATERIAL:	Supplied by manufacturer.
8. WORK PROCEDURE:	According to the bulletin text.
9. APPENDICIES:	None.

Effective date: 03. 11. 2026

tel: +420 572 777 111 / +420 572 777 605
e-mail: service@evektor.com / evektor@evektor.com http://www.evektor.com

1. List of required tools and materials

Name	Nomenclature	Number of pieces
Stiffener	OPRTC133	1 pc
Drill	-	1 pc
Primer	S2003/0600	As required
Glasurit topcoat	-	As required
Technical alcohol	-	As required
Sealant Emfimastic PU 50	096257	As required
Rivet 3,2x7,9	047560	3 pcs
Centre punch	830447	1 pc
Ejector mandrel	729132	1 pc
Cleco	835382	2 pcs
Drill bit	ø2,6 mm; ø3,3 mm; ø1,5 mm	1 pc of each

2. Inspection

Inspect visually the trailing edge ribs 762291 RIB L and 762391 RIB R (pos. 3 and 4, Fig. 3). If a crack is found (see Fig. 1 or similar damage), install the OPRTC133 stiffener in accordance with the procedure in Section 3.



Fig. 1 Crack on the trailing edge rib

3. Work procedure

On the damaged rib, drill out three rivets (pos. 1, Fig. 3). Remove the blind rivets in accordance with the procedure described in Aircraft Maintenance Manual, document number ERTC021-10-AS / ERTC022-10-AS, Chapter 51, paragraph 5, item A (1) Removal of blind rivet from a thin sheet.
Remove all dirt from the joints.

tel: +420 572 777 111 / +420 572 777 605
e-mail: service@evektor.com / evektor@evektor.com http://www.evektor.com

Drill a 1,5 mm diameter stop hole at the end of the crack on the damaged rib in accordance with AMM, Chap. 51.
Align the stiffener (pos. 2) as shown in Fig. 3 and drill ø3,3 mm hole.
Note: Care should be taken when drilling rivet holes above the trailing edge flange to avoid unwanted drilling through the trailing edge.
Secure the stiffener using clecos.
Remove the stiffener, then clean and degrease the join with technical alcohol.
Apply sealant (096257, Emfimastic PU 50) to the one of the jointed surfaces in an even layer. Rivet into the holes left by drilled-out rivets. When inserting rivets and releasing clecos, ensure that the jointed surfaces do not separate.
Remove excess sealant from the joint and degrease it with technical alcohol.
The sealant required a curing period of 24 hours.
Apply primer S2003/0600 to the rivet heads. Then apply a topcoat matching the colour of the surrounding structure.
The final installation of the stiffener is shown on Fig. 2.



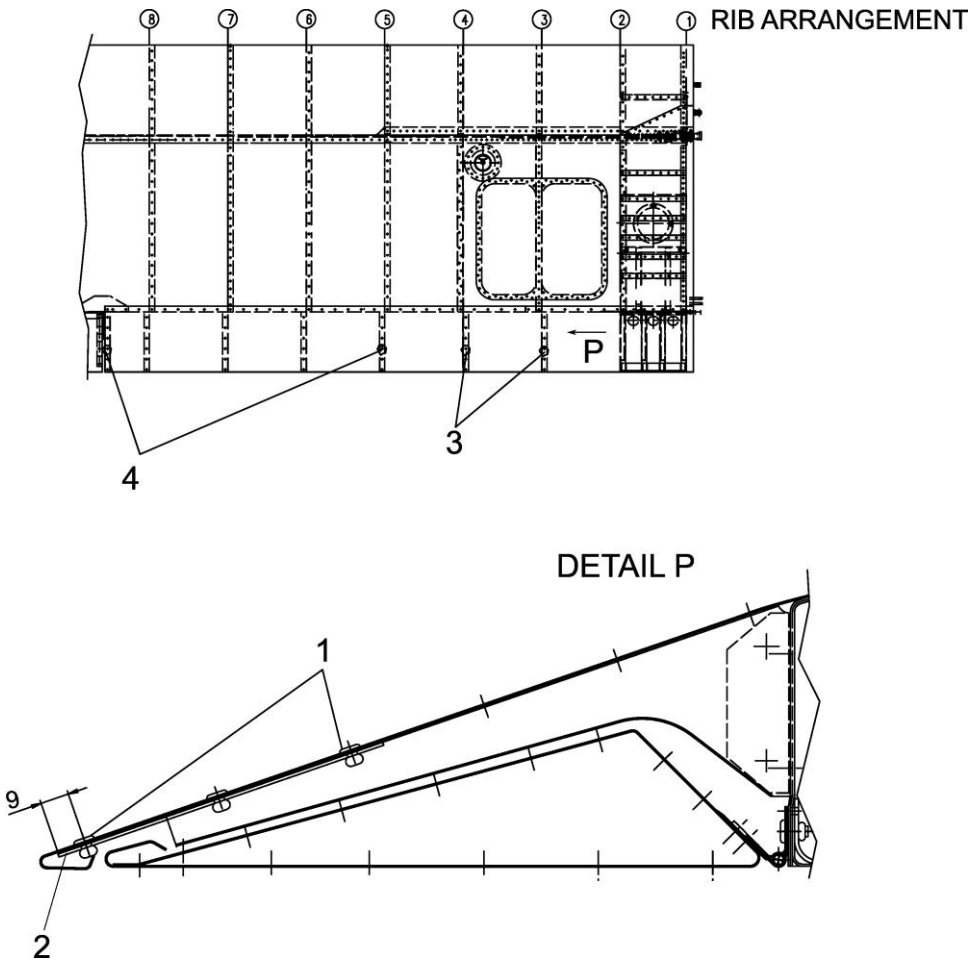
Fig. 2 Rib stiffener

4. Operational documentation

4.1 Without affecting the accompanying technical documentation.

4.2 Record the work performed on the aircraft in the aircraft´s logbook.
„Inspection of the trailing edge ribs 762291 RIB L and 762391 RIB R performed in accordance with the Service Bulletin No. RTC-085a R1. Trailing edge ribs without defects / installation of stiffener(s) OPRTC133 performed.“ Add date and signature.

tel: +420 572 777 111 / +420 572 777 605
e-mail: service@evektor.com / evektor@evektor.com http://www.evektor.com



Name	Position
Rivets 3,2x7,9	1
Stiffener OPRTC133	2
Rib R/L 762391/762291	3
Rib R/L 762391/762291	4

Fig. 3 Rib arrangement and stiffener installation detail

tel: +420 572 777 111 / +420 572 777 605
e-mail: service@evektor.com / evektor@evektor.com http://www.evektor.com