RZECZPOSPOLITA POLSKA
REPUBLIC of POLAND

Urząd Lotnictwa Cywilnego

Prezes Urzędu Lotnictwa Cywilnego
President of the Civil Aviation Authority

ŚWIADECTWO UZNANIA ZATWIERDZENIA TYPU
Type Approval Recognition Certificate

NUMER: *Reference:* **UL.A.00 – 013/2023**

Niniejsze świadectwo uznania zatwierdzenia typu zaświadcza, że określony typ/model ultralekkiego statku powietrznego został uznany za akceptowalny w Rzeczypospolitej Polskiej zgodnie z obowiązującymi przepisami polskiego lotnictwa cywilnego i pozostaje w mocy przez czas nieokreślony, chyba że zatwierdzenie zostanie zrzeczone, zawieszone lub cofnięte oraz że został wpisany na listę typów zatwierdzonych prowadzoną przez Prezesa Urzędu Lotnictwa Cywilnego, o której mowa w przepisach wydanych na podstawie art. 33 ust. 2 i 4 ustawy – Prawo lotnicze (Dz.U. z 2022 r. poz. 1235, 1715, 1846, 2185 i 2642).

This Type Approval Recognition Certificate certifies that the ultralight aircraft type/model specified has been found acceptable in Republic of Poland in accordance with the applicable Polish Civil Aviation regulations and shall remain as such for an unlimited duration unless the approval is surrendered, suspended or revoked and has been entered on the list of approved flying device types managed by the President of the Civil Aviation Authority, referred to in the regulations issued on the basis of Art. 33 para 2 and 4 of the Aviation Law Act dated July 3rd, 2002 (JL. 2022, item 1235, 1715, 1846, 2185 and 2642).

Państwo projektu *State of Design*	**Czech Republic**
Państwo produkcji *State of Manufacture*	**Czech Republic**
Posiadacz zatwierdzenia typu *Type Approval Holder*	**Evektor- Aerotechnik, a.s.** **Letecká č.p. 1384 686 04 Kunovice, Czech Republic**
Wytwórca *Manufacturer*	**Evektor- Aerotechnik, a.s.** **Letecká č.p. 1384 686 04 Kunovice, Czech Republic**
Oznaczenie typu produktu *Product Type Designation*	**EV-97 EUROSTAR**
Numer zatwierdzenia typu *Type Approval Number*	**ULL 03/1998**
Arkusz danych do zatwierdzenia typu *Type Certificate Data Sheet*	**ULL 03/1998**
Przyjęte wymagania techniczne *Type Certification Basis*	**UL 2 – Part I, issue 1998**
Uwagi *Remarks*	Approved by LAA CR the Technical Commission on: 24.03.1998 for MTOM 472,5 kg – first edition 20.02.2018 for MTOM 472,5 kg – last update (supplement h) EZD ref. LTT-4.5460.6.2023

Z upoważnienia Prezesa Urzędu Lotnictwa Cywilnego
On behalf of President of the Civil Aviation Authority
Andrzej Lancholc
wz. Zastępca Dyrektora Departamentu Techniki Lotniczej
p.p. Deputy Director, Aviation Technical Departament
(pismo zostało wydane w postaci elektronicznej i opatrzone kwalifikowanym podpisem elektronicznym)
(the letter was published in electronic form and signed with a qualified electronic signature)

Data pierwszego wydania: **05.06.2023**
Date of original issue:
Data ostatniej zmiany: --
Date of last revision:

CZECH REPUBLIC

Letecká amatérská asociace ČR – Light Aircraft Association of the Czech Republic

Type Certificate

Issued by the Light Aircraft Association of the Czech Republic(hereinafter LAA CR), based on the delegation by the Ministry of Transport to perform the state administration in the matters of sports flying equipmentin accordance with the Section 82, Subsection 1 of Act No. 49/1997 Coll. On civil aviation and amending and supplementing Act No. 455/1991 Coll. On Trade Licensing (The Trade Licensing Act), as amended by later regulations of the Ministry of Transport

Aircraft type designation:

Two-seat, single-engine, aerodynamically controlled , all-copozite low wing aircraft– Sport Flying Equipment.

Type designation: **EV-97 EUROSTAR**

Maximum take off mass 472,5 kg including the ballistic recovery parachute.
Detailed technical specification is stated in the Data Sheet.

Supplement a) 9.5.2000	- EV97 model 1999
Supplement b) 13.10.2000	- EV97 model 2000
Supplement c) 16.12.2004	- EV97 model 2000 version R
Supplement d) 2.10.2008	- EV97 model SL
Supplement e) 29.10.2008	- EV97 all models sailplane towing
Supplement f) 23.2.2009	- EV97 model SLW
Supplement g) 6.5.2013	- EV97 model SL+
Supplement h) 20.2.2018	- EV97 model SLX

Type certificate holder:

EVEKTOR – AEROTECHNIK, a.s.
Letecká č.p. 1384
686 04 Kunovice
Czech Republic

ID: 255 60 280

Approved by the LAA CR Technical commission on:

March 24, 1998

The Type certificate is registered at the LAA CR under the reference:

ULL 03 / 98

Letecká amatérská asociace ČR
Ke Kablu 289
102 00 Praha 10
TEL.: 242 403 587

LAA CR Chief Technical Inspector: **Ing. Petr Tax**

Letecká amatérská asociace ČR,
Light Aircraft Association CR
Ke Kablu 289, 102 00 Praha 10, Hostivař
tel: sekretariát 02/7075-270 rejstřík 02/7075-274 fax: 02-7075270 **e-mail**: laacr@laacr.cz **http**://www.laacr.cz

Type certificate No.:	ULL - 03/98	
	Revision „h“	
Type Certificate holder:	Evektor- Aerotechnik	
Sport Flying Equipm.:	EV-97, model 1997	
	EV-97, model 1999	(Rev.“a“)
	EV-97, model 2000	(Rev.“b“)
	EV-97, model 2000 verze R	(Rev.“c“)
	EV-97, model SL	(Rev.“d“)
	EV-97, model 1999 and later, sailplane towing	(Rev. „e“)
	EV-97, model SLW	(Rev. „f“)
	EV-97, model SL+	(Rev. „g“)
	EV-97, model SLX	(Rev. „h“)
Revision h Date of Issue: 20.2.2018		

TYPE CERTIFICATE DATA SHEET No. ULL - 03/98 / „h“

1. Type certificate holder: Evektor- Aerotechnik, a.s.
Letecká č.p. 1384
686 04 Kunovice, Czech Republic

2. Type, model:

I. EV-97 model 1997

II. EV-97 model 1999
Model 1999 differs from the basic model 1997 by the wider cockpit and modified installation of the pitot system.

Option:
Parachute Rescue System and appropriate adjustments.
Towing equipment for banner and glider towing up to maximum mass of 360 kg and appropriate adjustments.

III. EV-97 model 2000
Model 2000 differs from the basic model 1997 by the wider cockpit and modified installation of the pitot system, extended canopy and the new landing gear.

Option:
Parachute Rescue System and appropriate adjustments.
Towing equipment for banner and glider towing up to maximum mass of 360 kg and appropriate adjustments.

IV. EV-97 model 2000 with Jabiru 2200 engine
Model 2000 differs from the basic model 1997 by the wider cockpit and modified installation of the pitot system, extended canopy and the new landing gear and installation of Jabiru 2000 engine with necessary modifications of fuel system.

Option:
Parachute Rescue System and appropriate adjustments.
Towing equipment for banner and glider towing up to maximum mass of 360 kg and appropriate adjustments.

V. EV-97 model 2000 version R
Model 2000 differs from the basic model 1997 by the wider cockpit and modified installation

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of the pitot system, extended canopy and the new landing gear and necessary modifications of aeroplane structure for V_{NE} increase.

Option:
Parachute Rescue System and appropriate adjustments.
Towing equipment for banner and glider towing up to maximum mass of 510 kg and appropriate adjustments.

VI. EV-97 model SL
Model SL has fiberglass tip-up canopy and fuselage aft section top, engine cowlings of a new design, fin and rudder tip of a new design.
Optional equipment:
Ballistic recovery parachute.
Towing gear to tow sailplanes up to 700 kg MTOW.

VII. EV-97 model SLW
Model SLW has the airframe (fuselage, wing with integral fuel tanks, tail unit) adopted from the SportStar SL ultralight aeroplane (LAA Type Certificate No. ULL 07/2003 Revision c). The aileron, wing tip, landing gear and the tail skid are adopted form the EV-97 EUROSTAR SL (see VI. above).
The wing span was cut to be the same as on the Eurostar and a reinforced wing step area above the wing flap root was cancelled.
Optional equipment:
Ballistic recovery parachute.
Towing gear to tow sailplanes up to 700 kg MTOW and associated modifications.

VIII. EV-97 Model SL+
Model SL+ design is based on Model SL. The main difference is new wing with a new reinforced spar and wing integral fuel tank. More details in 3. Technical Description.
Optional equipment:
Ballistic recovery parachute.
Towing gear to tow sailplanes up to 700 kg MTOW and associated modifications.

IX. EV-97 Model SLX

Model SLX is bade on Model SL. The main difference is new wing with a new reinforced spar. More details in 3 Technical Description .
Optional equipment:
Ballistic recovery parachute.
Towing gear to tow sailplanes up to 700 kg MTOW and associated modifications.

3. Technical description: I. Type is defined by Master Drawing No. E0 00-00 01 (1 sheet) (Rev. No. E097Z096 dated March 1, 1999.

II. Model 1999 is defined by Master Drawing No. E0 01-00 01 (1 sheet) dated May 6,1999.

III. Model 2000 is defined by Master Drawing No. E0 02-00 01 (1 sheet) dated March 24, 2000.

IV. Model 2000 with Jabiru 2200 engine is defined by Master Drawing No. E6 00-30 01 dated April 1, 2000.

V. Model 2000 version R is defined by Master Drawing No. E0 02-01 01 (1 sheet) dated April 1, 2000.

VI. Model SL is defined by Master Drawing No.E0 03-00 01 dated 14.3.2008

VII. Model SLW is defined by Master Drawing No. E0 04-00 01 dated 14.10.2008.

VIII. Model SL+ defined by Master Drawing No. E0 08-00 01 EV97 – SL+ Aeroplane, dated 10.1.2013.

IX. Model SLX defined by Master Drawing No. E0 03-00 01 EV97 – SLX Aeroplane, dated 21.9.2017.

EV-97 is a cantilever low-wing, side-by-side two-seater of all-metal structure. The fixed landing gear consists of the fixed three-wheel undercarriage with the nose wheel and braked main wheels. All-metal wing is equipped with split flaps.

Option:
Parachute Rescue System and appropriate adjustments.
Towing equipment for banner and glider towing up to maximum mass of 360 kg and appropriate adjustments.

EV-97 Model SL differs from EV-97 by the fiberglass tip-up canopy and fuselage aft section top, engine cowlings of a new design, and modified VTU tip shape.

EV-97 Model SLW has the same composite tip-up canopy, fuselage aft section top, engine cowlings of a new design, and a modified VTU tip shape as the SL model.
However the aiframe is adopted form the SportStar SL ultralight aeroplane, designed for MTOW 580 kg. Landing gear, aileron, wing tip and tail skid are adopted form the Eurostar SL.

EV-97 Model SL+
Model SL+ is based on Model SL. The main difference is new wing with the new reinforced spar and wing integral fuel tank, which design is used from the SportStar type. The wing centre section from Model SL is modified in order to increase fatigue life. Further some modifications of the fuselage are made, associated with the wing integral fuel tanks. The fuselage area behind seats where welded fuel tank was originally installed, was modified according to the SLW model - to create large volume baggage compartment, including installation of elevator reversing control arm. Hand control is used from SLW model. The fuel system for wing integral fuel tanks is taken from SLW model. Wing-fuselage fairings have modified shape.

EV-97 Model SLX
Model SLX is based on Model SL. The main difference is wing with the new reinforced spar. The wing centre section is modified in order to increase fatigue life. Wing-fuselage fairings have modified shape.

4. Engine:

I., II., III. (identical).	Rotax 912 A (UL)	Option: Rotax 912S (ULS)
IV.	Jabiru 2200	
V.	Rotax 912 A (UL)	Option: Rotax 912S (ULS)
VI, VII.	Rotax 912 ULS (S)	Option: Rotax 912UL(A)
VIII, IX.	Rotax 912 ULS (S)	Option: Rotax 912UL (A), Rotax 912iS

5. Fuel:

I.,II. III. (identical). Car- gasoline RON 95 according to DIN 51600, O-NORM C 1103, or AVGAS 100LL.

IV. AVGAS 100LL, AVGAS 100/130 or car- gasoline leaded or unleaded with minimum octane number 95.

V. Car- gasoline RON 95 according to DIN 51600, O-NORM C 1103, or AVGAS 100LL.

VI. ,VII. Rotax 912 ULS (S): R912 MOGAS EN 228 Super or EN 228 Super Plus, Min. ROZ 95
Rotax 912 UL (A): see R912 ULS and further EN 228 Normal Min. ROZ 90

VIII., IX. R 912iS: Min RON 95, MOGAS EN 228 Super or Super plus, AVGAS 100LL

6. Oil:

I., II., III. (identical). Car- engine oil of SF, SG classification according to API. Do not use aircraft engine oils!

IV. Aircraft engine oil 15W-50 or equivalent according to MIL-L-22851C.

V. Motorcycle oil of registered brand with gear additives. Do not use aircraft engine oils!

VI. , VII., VIII. Motorcycle oil of registered brand with gear additives. Do not use aircraft engine oils!

VIII, IX. Rotax 912iS: Motorcycle oil of registered brand with gear additives. Do not use aircraft engine oils! API SG or higher. Details see Rotax bulletin SI-912i-001 or later.

7. Engine Limits:

I., II., III. (identical).

Maximum takeoff power	59.6 kW / 5800 min^{-1} (5 minutes period max.)
Maximum continuous power	58 kW / 5500 min^{-1}

Optional (for Rotax 912 S (ULS) engine)
Maximum takeoff power 73.5 kW / 5800 min^{-1} (5 minutes period max.)
Maximum continuous power 69 kW / 5500 min^{-1}

IV. Maximum continuous power 59.6 kW / 3150 min^{-1}

V. Maximum takeoff power 59.6 kW / 5800 min^{-1} (5 minutes period max.)
Maximum continuous power 58 kW / 5500 min^{-1}

Optional (for Rotax 912 S (ULS) engine)
Maximum takeoff power 73.5 kW / 5800 min^{-1} (5 minutes period max.)
Maximum continuous power 69 kW / 5500 min^{-1}

VI., VII., VIII., IX. Rotax 912 ULS (S):
Maximum takeoff power 73,5 kW / 5800 rpm (max. 5 min.)
Maximum continuous power 69 kW / 5500 rpm
Rotax 912 UL (A) - optionally:
Maximum takeoff power 59,6 kW / 5800 rpm (po dobu 5 minut)
Maximum continuous power 58 KW / 5500 rpm

8. Propeller and
Propeller limitations: I., II., III., IV., V., VI., VII., VIII., IX. (identical)
Manufacturer: VZLÚ Praha, model: V 230C
Fixed , wooden, two-bladed, sense of rotation clockwise.
Diameter 1625 mm
Maximum RPM 2560 min^{-1}

Option
Manufacturer: VZLÚ Praha, model: V 230E
Fixed, wooden, two-bladed.
Diameter 1625 mm
Maximum RPM 2400 min^{-1}

Manufacturer: VZLÚ Praha, model: V 331NC
On ground adjustable, wooden, three-bladed.
Diameter 1650 mm
Maximum RPM 2600 min^{-1}

Manufacturer: Křemen- Propellers, model: SR 200b
On ground adjustable, wooden, three-bladed.
Diameter 1675 mm
Maximum RPM 2550 min^{-1}

Manufacturer: Křemen- Propellers, model: SR 2000xa
In flight electrically adjustable, wooden, three-bladed.
Diameter 1700 mm
Maximum RPM 2600 min^{-1}

Manufacturer:Křemen, model: SR 2000xc
In flight electrically adjustable, wooden, three-bladed.
Diameter 1700 mm
Maximum RPM 2600 min^{-1}

Manufacturer:Sport-Prop, model: CLASSIC 170/3(2)/R
On ground adjustable, composite, three-bladed (two-bladed).
Diameter 1700 mm
Maximum RPM 2600 min^{-1}

Manufacturer:Sport-Prop, model: CLASSIC 160/3(2)/R
On ground adjustable, composite, three-bladed (two-bladed).
Diameter 1600 mm
Maximum RPM 2700 min^{-1}

Manufacturer:Sport-Prop, model: VARIA 165/2/R
In flight mechanically adjustable, composite, two-bladed.
Diameter 1650 mm
Maximum RPM 2600 min^{-1}

Manufacturer: Kašpar a synové, model: Fiti Eco Competition - 2
On ground adjustable, composite, three-bladed.
Diameter 1580 mm
Maximum RPM 2900 min^{-1}

Manufacturer WOODCOMP s.r.o., typ KLASSIC 170/3/R
On ground adjustable, composite
Diameter 1720 mm
Maximum RPM 2600 min –1

Manufacturer Kašpar a synové – strojírna KALMAR, s.r.o., typ KA-1/3P
On ground adjustable, composite, three-bladed.
Diameter 1620 mm
Maximum RPM 2650 min-1

Manufacturer Kašpar a synové – strojírna KALMAR, s.r.o., typ KA-1/2P
In flight adjustable, composite, two-bladed.
Diameter 1620 mm
Maximum RPM 2650 min-1

Manufacturer Woodcomp, type Klassic Effic 170/3/R
Ground adj., composite, 3 bladed.
Diameter 1700 mm
Maximum RPM 2600 min-1

Manufacturer Woodcomp, type Klassic 170/2/R
Ground adj., composite, 2 bladed.
Diameter 1700 mm
Maximum RPM 2600 min-1

Manufacturer Woodcomp, typ PROPULS AES 170
Ground adjustable, composite, 3 bladed.
Diameter 1700 mm
Maximum RPM 2600 min-1

Manufacturer DUC Hélices Propellers, Francie, typ Inconel SWIRL
Ground adjustable, composite, 3 bladed.
Diameter 1730 mm
Maximum RPM 2600 min-1

Manufacturer Kašpar a synové – strojírna KALMAR, s.r.o., typ KA-4/3-PA
In flight mechanically adjustable, composite, three-bladed.
Diameter 1700 mm
Maximum RPM 2650 min-1

Manufacturer NEUFORM, typ CR3-75-(IP)-47-101,6
Ground adjustable, composite, 3 bladed.
Diameter 1750 mm
Maximum RPM 2060 min-1

Manufacturer NEUFORM, typ CR3-V-70-(IP)-R2-ECS

Ground adjustable, composite, 3 bladed.
Diameter 1700 mm
Maximum RPM 2220 min-1

9. Airspeed Limits:

I.

Max. never exceed	V_{NE}	215 km/h IAS
Max. operating	V_{NO}	190 km/h IAS
Designed maneuvering	V_A	160 km/h IAS
Max. with extended wing flaps	V_{FE}	125 km/h IAS

II., III., IV. (identical)

Max. never exceed	V_{NE}	235 km/h IAS
Max. operating	V_{NO}	190 km/h IAS
Designed maneuvering	V_A	160 km/h IAS

Max. with extended wing flaps	V_{FE}	125 km/h	IAS
V. , VI., VII., VIII., IX.			
Max. never exceed	V_{NE}	270 km/h	IAS
Max. operating	V_{NO}	190 km/h	IAS
Designed maneuvering	V_A	160 km/h	IAS
Max. with extended wing flaps	V_{FE}	125 km/h	IAS

10. C.G. Range: I, II, III, IV., V., VI., VII, VIII., IX. (identical).
Front limit 250 mm aft from the datum (20%b_{SAT})
Rear limit 425 mm aft from the datum (34%b_{SAT})

11. Reference Datum: I., II., III., IV., V., VI., VII., VIII., IX. (identical). The leading edge of the wing.

12. Leveling means: I., II., III., IV., V., VI, VII., VIII., IX. (identical). For leveling points and levelling procedure see Airplane technical description, operating, maintenance and repair manual. Measuring tools (steel rules, gages, theodolite).

13. Maximum take- off weight: I., II., III., IV., V., (identical) 450 kg.
VI., VII., VIII., IX. Up to 472.5 kg with a ballistic recovery parachute where allowed

14. Minimum crew: I., II., III., IV., V., VI., VII., VIII., IX. (identical). One pilot.

15. Number of seats: I., II., III., IV., V., VI., VII., VIII., IX. (identical). Two seats, occupants arm 452 mm aft from the datum.

16. Maximum baggage: I., II., III., IV., V., VI. (identical). Max. 15 kg, baggage arm 1185 mm aft from the datum.
VII.,VIII., IX. Max. 25 kg, baggage arm 1185 mm behind datum

17. Fuel Capacity: I., II., III., (identical). Max. 50 litres, usable fuel quantity of 49.3 litres, fuel arm 937 mm aft from the datum.
(see NOTE 1)

Option
Additional fuel tank of 50 litres, fuel arm 388 mm in front of the datum.
Additional tanks of 2 x 9 litres, fuel arm 1180 mm aft from the datum.

IV. Max. 50 litres, usable fuel quantity of 49.3 litres, fuel arm 388 mm in front of the datum.

V. Max. 50 litres, usable fuel quantity of 49.3 litres, fuel arm 937 mm aft from the datum.
(see NOTE 1)

Option
Additional fuel tank of 50 litres, fuel arm 388 mm in front of the datum.
Additional fuel tanks of 2 x 9 litres, fuel arm 1180 mm aft from the datum.

From s/n 2001 1301: Max. 65 litres (without the possibility of installing additional fuel tanks), usable fuel quantity 62.1 litres, fuel mass moment arm 920 mm aft from the datum (see NOTE 1)

VI. Eurostar SL: 65 liters, usable fuel 62.1 litrů, fuel moment arm 920 mm behind datum

VII. Model SLW: wing integral fuel tank of 120 liters total volume (2 x 60 liters), located between wing main and auxiliary spar. Fuel arm 680 mm behind datum (wing L.E.).

VIII. Model SL+: wing integral fuel tanks of 120 litres total volume (2 x 60 litres), located between main and auxiliary spar. Fuel arm 680 mm behind Datum (wing Leading edge).

IX. Eurostar SLX: 65 liters, usable fuel 62.1 litrů, fuel moment arm 920 mm behind datum (optional fuel tank 78 l)

18. Oil Capacity: I., II., III. (identical). Max. 3 litres, minimum 2 litres, oil arm 663 mm in front of the datum.

IV. Max. 2 litres, minimum 1.5 litres, oil arm 1123 mm in front of the datum.

V., VI., VII., VIII., IX. Max. 3 litres, minimum 2 litres, oil arm 663 mm in front of the datum.

19. Control Surface Movements:

I.

Control surface		Deflection	Tolerance
Rudder		30°	± 2°
Elevator	- up	25°	± 1°
	- down	20°	± 1°
Ailerons	- up	20°	± 1°
	- down	15°	± 1°
Wing flap	- takeoff	15°	± 2°
	- landing	50°	± 3°
Trim tab	– up	5°	± 2°
	- down	25°	± 5°

See Airplane technical description, operating, maintenance and repair manual, document No. 760598, chapter- Appendices.

II., III., IV., V., VI., VII., VIII., IX., (identical)

Control surface		Deflection	Tolerance
Rudder		30°	± 2°
Elevator	- up	25°	± 1°
	- down	20°	± 1°
Ailerons	- up	20°	± 1°
	- down	15°	± 1°
Wing flap	- takeoff	15°	± 2°
	- landing 1	30°	± 3°
	- landing 2	50°	± 3°
Trim tab	– up	5°	± 2°
	- down	25°	± 5°

II: See Airplane Technical Description, Operating, Maintenance and Repair Manual, document No. EV99NOEN, Chapter- Appendices.

III: See Airplane Technical Description, Operating, Maintenance and Repair Manual, document No. EV2000NOCZ, Chapter- Appendices.

IV: See Airplane Technical Description, Operating, Maintenance and Repair Manual, document No. EVEXPCZ, Chapter- Appendices.

V: See Airplane Technical Description, Operating, Maintenance and Repair Manual, document No. EV2000RNOCZ, Chapter- Appendices.

VI: See Airplane Technical Description, Operating, Maintenance and Repair Manual, document No. EVSLNOCZ, Chapter- Appendices.

VII: See Airplane Technical Description, Operating, Maintenance and Repair Manual, document No. EVSLWNOCZ, Chapter- Appendices.

VIII : See Airplane Technical Description, Operating, Maintenance and Repair Manual, document No. EVSL+NOCZ, Chapter – Appendices

IX: See Airplane Technical Description, Operating, Maintenance and Repair Manual, document No. EVSL+NOCZ, Chapter – Appendices

20. Certification Basis: I., II., III., IV., V.,VI.,VII., VIII., IX. (identical). Airworthiness requirements of Sporting flying vehicles- Aerodynamically controlled ultralight aircraft UL2- part 1, issued by the Light Aircraft Association of the Czech Republic on April 1, 1998, on the basis of the CAA Czech Republic authorization, Ref. No. 1539/PI-165/97.

21. Manufacturer: EVEKTOR - AEROTECHNIK, a.s., Letecká č.p. 1384, 686 04 Kunovice, Czech Republic. Approval No. 05/2002 issued by the Light Aircraft Association of the Czech Republic on 28.8.2002 and later prolongations.

22. Equipment: As the necessary condition for issuance of Technical certificate of airworthiness of Sporting flying vehicles the basic equipment, corresponding to applicable requirements of airworthiness standard determined in the paragraph 20, Certification Basis, must be installed in each certified serial aircraft. In addition to this, the installed optional equipment is listed in particular Flight Manual, document No.below, chapter 7, accompanying each certified aircraft.

I. 760597

II. EV99LPCZ

III. EV2000LPCZ

IV: EV2000JLPCZ

V: EV2000RLPCZ.

VI. EVSLLPCZ

VII. EVSLWLPCZ

VIII: EVSL+LPCZ

IX: EVSLLPCZ

23. Saiplane towing EV 97 model 99, model 2000, model SL, model SLW, model SL+, model SLX Rotax 912 ULS engine, in-flight adjustable propellers Woodcomp Varia (mechanically), Woodcomp SR3000 170/3/R(eletrically), Kaspar KA 1/3P (mechanically-hydraulically)

- Weak link strength 300 daN +/- 30 daN.
- Sailpane maximum takeoff weight = 700 kg
- Minimum towing speed V_T = 100 km/h
- Optimum speed for best Rate of Climb = 110 km/h
- Maximum towing speed = V_A=160 km/h. Maximum permitted towing speed shall not exceed the sailpaine speed limit.
- Additional equipment shall comply with the requirements of Annex II of UL-2 Part 1, Additional requirements for towing of saiplanes by the ultralight aeroplanes (Sport Flying Equipment)
- Aeroplane Flight Manual for EV 97 EUROSTAR ultralight aeroplane, Supplement 1. Towing Gear

Certification basis: UL-2 Part 1 Annex III, Additional requirements for towing of saiplanes by the ultralight aeroplanes
UL-2 Part 1 Annex III, Supplement 1, Additional requirements for towing of sailplanes (type certificated) by the ultralight aeroplanes

Notes:

NOTE 1 Each aircraft submitted for issuance of type certificate of Sporting flying vehicles airworthiness must be accompanied with the current Weighing and C.G. Determination Record, containing the list of basic and optional equipment, included into empty weight of the particular aircraft.

NOTE 2 Placards indicated in the Flight Manual must be located on approved places.

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