BMAA Defect Alert #0061- ISSUE 2: Light Sport Aircraft Ltd – Wing Spar
Service Letter

UPDATED: 25/11/2016

LSA have collated the results from testing of the lower spar cap, concluding that the defect is purely due to surface contamination and is not structural.

PTO for letter.
Dear Eurostar Owner

Re: Eurostar EV-97 Wing Spar Caps

LSA has now received information from the Air Accident Investigation Branch (AAIB) regarding the wing lower spar cap which on previous inspection had shown cracks in the paint. AAIB have now confirmed after the testing of an affected spar cap that the flaking paint was caused by a paint adherence issue.

Owners of aircraft that showed no cracks in the paint (reference previous letter dated 20th October 2016) need take no action.

Owners of aircraft that showed cracks in the paint (reference previous letter dated 20th October 2016) must take the following action:

The loose paint may be removed by using a non-abrasive method so as not to score or damage the underlying metal spar. Removal of the paint is not essential. Treat the affected area with ACF 50 to prevent any corrosion. This treatment should be repeated every 100 hours of flight.

ACF50 is a widely available anticorrosion treatment in the general aviation industry and can be obtained from most general aviation stockists.

Yours sincerely

Steve Pike
Edmund Otun
Dated: 24/10/2016

Light Sport Aircraft Ltd – Wing Spar Service Letter

LSA has released a service letter asking all EV-97 owners to check their aircraft wing spars for anomalous indications. This is due to two separate reports detailing cracking of paint around the lower spar cap. Both are BMAA aircraft, one a 2004 wing with 3500hrs and the other a 2010 wing with 1700hrs.

The purpose of the service letter is to determine whether there are any other examples present in the fleet.

At this stage, LSA are asking all owners to check their wings and to report back using the simple questionnaire enclosed with the letter. Owners need to report back with the findings for their aircraft in order to establish a clear picture for the fleet, so it can be established whether these are isolated cases.

Currently it is not clear what has caused the anomalies, they are in the process of being investigated. As and when more information comes to light all owners (and Inspectors) will be informed accordingly.

Please see a copy of the service letter below for full details.

Feel free to contact the BMAA Technical Office if you have any questions.

Kind regards,

Rob

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