



*Issues*

**INFORMATIVE BULLETIN No. SPORTSTAR – 008 b Rev.1\***

- 1. CONCERNING TO :** **SportStar (SportStar<sup>plus</sup>) light sport airplanes equipped for night VFR operation** (see a List in Enclosure 1).  
*\*Rev.1 corrects some serial numbers*  
The aircraft manufacturer formally releases by this bulletin those airplanes to night VFR operation on the conditions stated in this bulletin and at adherence of appropriate operation rules valid in particular country.
- 2. REASON :** US Sport Pilot Rule, that became effective on 1st August, 2004, allows night VFR operation with the light sport airplane (LSA) providing such LSA airplane is equipped in accordance with FAR 91.205 and the pilot is holder of night VFR rating. However until recently the Sport Pilot Rule consequent rules (ASTM) were missing and some obscurities persisted e.g. on use of the Rotax engines for night VFR operation.
- Although some of the SportStar airplanes (listed in Enclosure 1) were equipped in accordance with FAR 91.205 i.e. for night VFR operation on demand of the dealers/customers, in view of these circumstances those airplanes were temporarily restricted only to day VFR operation, until the obscurities will be clarified.
- The Rotax engine manufacturer has already issued notified revision of the Engine Owner's Manual (Enclosure 5), which now does not restrict the engine use only for day VFR flights, and the ASTM Consensus Standard F2245-06 incl. Annex 2 was also issued, which defines the requirements for night VFR equipment of LSA's manufactured since 1st July, 2007.
- Following legislation resolution stated above, the SportStar airplanes listed in Enclosure 1 may be released to night VFR operation on the conditions hereinafter.
- Note. LSA's manufactured till 1st July, 2007 must be equipped in accordance with FAR 91.205.  
The airplanes manufactured on and after 1st July, 2007 must comply with the requirements of ASTM Consensus Standard F2245-06 Annex 2 (a glareshield, rheostat, and art.horizon) are required beyond the framework of 91.205). Artificial horizons are installed in the SportStar airplanes manufactured till 1st July, 2007. In case of user's interest those airplanes may be retrofitted with the glareshield and rheostat.
- 3. REQUIRED ACTION :** The actions as follows are necessary to release a SportStar to night VFR operation.
- a replacement of limitation placard for day VFR operation (see Enclosure 2)
  - Insertion of Supplement No.20 to the AOI, Night VFR operation (see Enclosure 3)
  - Replacement of Appendix in the Maintenance Manual (see Enclosure 4)
  - Replacement of affected pages in the Engine Owner's Manual (see Enclosure 5)
  - Record of bulletin performance into Airplane Log Book
- 4. LATEST DATE OF THE ACTION:** In case of airplane owner interest to operate his/her airplane under night VFR conditions.



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5. **ACTION TO BE CARRIED OUT BY:** Airplane owner
6. **COSTS COVERED BY :** Airplane owner
7. **NECESSARY MATERIAL:** Necessary documentation (Supplements to the accompanying documentation) is enclosed to this bulletin (except Engine Owner's Manual for which a hyperlink to download is provided in Enclosure 5).  
The documents above cover the SportStar airplanes operated in the USA.  
Contact the airplane manufacturer to get documentation for another country where night VFR with a LSA is also permitted .  
A transparent self-adhesive foil to print Placard shown in Enclosure 2 is not a part of this bulletin.
8. **WORK PROCEDURE:** Perform actions listed in 3. Required action
9. **ENCLOSURES :**  
**Enclosure 1:** List of SportStar airplanes with night VFR equipment  
**Enclosure 2:** New day/night VFR limitation placard  
**Enclosure 3:** Supplement No.20 to the AOI, Night VFR operation  
**Enclosure 4:** Appendix to the Maintenance Manual  
**Enclosure 5:** Engine Owner's Manual
10. **ELABORATED BY :** Petr Javorský, Light Aircraft Project Manager  
Approved by: Milan MACH, Commercial Director

Petr JAVORSKÝ  
Light Aircraft Project  
Manager

2007-08-16

Date

Milan MACH  
Commercial Director

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Date



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## INFORMATIVE BULLETIN No. SPORTSTAR – 008 b

### Enclosure 1 List of SportStar airplanes with night VFR equipment

Airplane Serial Number:					
2005 0501	2006 0509	2006 0603	2006 0702	2006 0801	2007 0901
2005 0503		2006 0605	2006 0703	2006 0803	2007 0902
2005 0505		2006 0606	2006 0704	2006 0804	2007 0903
		2006 0609	2006 0705	2006 0805	2007 0904
		2006 0610	2006 0707	2006 0806	2007 0906
		2006 0611	2006 0708	2006 0810	2007 0915
		2006 0612	2006 0710	2007 0812	
			2006 0711	2007 0813	
			2006 0713	2007 0814	
				2007 0815	
				2007 0816	
				2007 0817	
				2007 0818	
				2007 0819	
				2007 0820	
				2007 0821	
				2007 0827	
				2007 0828	

The table above lists SportStar airplanes which may be released into night VFR operation in compliance with this bulletin.



## INFORMATIVE BULLETIN No. SPORTSTAR – 008 b

### Enclosure 2 New day/night VFR limitation placard

Instructions:

Print left or right column of the placards pursuant to your SportStar version (SportStar or SportStar<sup>plus</sup>) on a suitable transparent self-adhesive foil on laser/ink jet printer.

It is recommended to put then another layer of foil over the printing side to improve placard resistance.

Remove carefully an appropriate column of old placards from the tip-up canopy right side.

Clean that place from rest of glue using a suitable detergent for canopy cleaning, or alcohol.

Attach new printed placards.

#### SportStar (MTOW 550 kg 1213 lb)

This Light Sport Aircraft has been approved only for day/night VFR flights under no icing conditions.

Aerobatics and intentional spins are prohibited!

##### AIRSPEED IAS

Never exceed	146 kts
Manoeuvring	86 kts
Max. Flap Extended	70 kts
Stalling	37 kts

##### ENGINE SPEED

Max. Take-off (max. 5 min.)	5800 rpm
Max. Continuous	5500 rpm
Idling	1400 rpm

Unusable quantity of fuel 0.5 USgal

#### SportStar<sup>plus</sup> (MTOW 575 kg 1268 lb)

This Light Sport Aircraft has been approved only for day/night VFR flights under no icing conditions.

Aerobatics and intentional spins are prohibited!

##### AIRSPEED IAS

Never exceed	146 kts
Manoeuvring	86 kts
Max. Flap Extended	70 kts
Stalling	38 kts

##### ENGINE SPEED

Max. Take-off (max. 5 min.)	5800 rpm
Max. Continuous	5500 rpm
Idling	1400 rpm

Unusable quantity of fuel 0.5 USgal

Notes:

The placards above are intended for US version, for other unit systems contact the manufacturer.

Placard original width 85 mm, 3.35 in.



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## **INFORMATIVE BULLETIN No. SPORTSTAR – 008 b**

### **Enclosure 3 Supplement No.20 to the AOI, Night VFR operation**

1. Print Supplement No.20, Night VFR operation  
Document No.SP2006AOIUSS20 – for the SportStar plus or  
Document No. S2006AOIUSS20 – for the SportStar
2. Append the Supplement to your Aircraft Operating Instructions (AOI)
3. Record Supplement insertion into the AOI, table in par. 9.2 Supplements Inserted



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## **INFORMATIVE BULLETIN No. SPORTSTAR – 008 b**

### **Enclosure 4 Appendix to the Maintenance Manual**

Print Sheet of placards (pursuant to your airplane version - SportStar plus or SportStar) and use it to replace appropriate sheet in your Maintenance and Inspection Manual.



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## **INFORMATIVE BULLETIN No. SPORTSTAR – 008 b**

### **Enclosure 5 Engine Owner's Manual**

The latest Owner's Manual for all versions of Rotax 912 serie may be downloaded from:  
<http://www.kodiakbs.com/tiintro.htm> (File name: d03486.pdf)

It is advised to print it in the whole and replace the old manual.

The restriction for day VFR operation was removed from 4.2 Safety information.  
Now it is stated:

#### **4.2) Safety information**

▲ **WARNING:** Never fly the aircraft equipped with this engine at locations, airspeeds, altitudes, or other circumstances from which a successful no-power landing cannot be made, after sudden engine stoppage.

Unless correctly equipped to provide enough electrical power for night VFR (according latest requirement as ASTM), the ROTAX<sup>®</sup> 912 UL/ULS/ULSFR is restricted to DAY VFR only.

To meet this requirement, all SportStar airplanes intended for night VFR operation are fitted with SD-20 auxiliary generator.