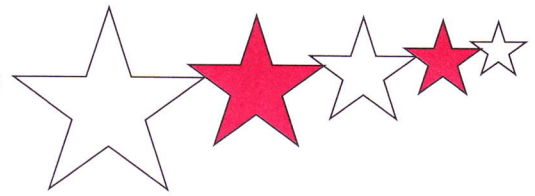


COSMIK AVIATION



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Dear Eurostar Owner

14th December 2009

Re: Evektor Eurostar EV-97 Wing Spar Caps

As I am sure some of you have heard/read on recent forums, there was an incident in 2006 with a Danish Eurostar flying in Switzerland which suffered a structural failure of a spar cap immediately outboard of the wing-to-fuselage attachment fitting. Both occupants were killed. A comprehensive report issued recently by the Swiss Air Accident Investigation Board shows that the material from which the spar caps were made had a tensile strength lower than the specified limit for the alloy. Although the aeroplane was flying overweight and probably in turbulence, this material deficiency has caused concern, particularly because a sample taken from another Eurostar which crashed into a Swiss lake in unconnected circumstances, showed similar under-strength characteristics. This second accident did not involve an airborne structural failure.

Cosmik Aviation, the UK builders and importers of the EV-97, together with Evektor in the Czech Republic, are working hard to determine the extent of the problem and the real threat to the structural integrity of the UK fleet of Eurostars, some 150 strong. Cosmik has chosen not to request that the CAA immediately ground the fleet because there are two strong pieces of evidence which mitigate the risk:

- Evektor has shown that, even with the understrength material, the wing can meet the loads required in the airworthiness standards against which it was certified or accepted (BCAR Section S and JAR VLA); and
- when the original wing load tests were performed, the material used on the test wing was also understrength by a similar margin to that on the Danish aeroplane. This wing not only survived the test loads, but survived an overload of 17%.

Cosmik Aviation has been in discussion and called a meeting with the CAA and other involved organisations to discuss this matter and to agree a way forward. This meeting will take place this week.

In the meantime, both EV-AT and Cosmik are investigating inspection and test methods which can be used. It is likely that we shall need to measure the spar cap strength and to detect any possible flaws in it which may arise from the extrusion process from which the caps are made.

Until these investigations are complete, owners are reminded that they must always observe the loading and speed limitations, particularly in turbulent conditions. They are put in place for good reasons.

Cosmik Aviation will contact all owners as soon as more information is available.

Yours sincerely

Nigel Beale, Chief Executive