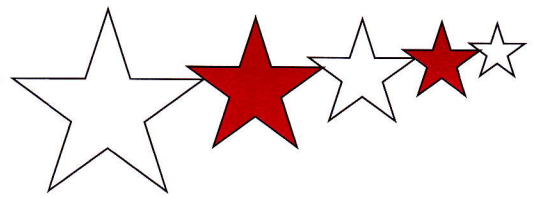


# COSMIK AVIATION



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Dear Eurostar Owner

22<sup>nd</sup> December 2009

By now you should have received the MPD from the CAA mandating a temporary reduction in the Maximum Manoeuvring Speed ( $V_A$ ) and the Never Exceed Speed ( $V_{NE}$ ). This reduction is to ensure that the airframe is not overstressed while test procedures are put in place, and testing of the wing spar caps can be undertaken.

In order to help you implement the MPD we are enclosing the following

- 1) Supplement for the Pilots Operating Handbook which must be added to the POH
- 2) A self adhesive placard showing the new  $V_{NE}$  and  $V_A$  which should be mounted in a conspicuous position on the instrument panel. The original placarded figures for  $V_{NE}$  and  $V_A$  can be covered by the new placard, or by a strip cut from the bottom of the enclosed placard. Only the new speeds must be visible to the pilot. (Please be careful about the positioning of the placard as we cannot guarantee that it will not affect the paint etc on the panel)

If yours is one of the very few home built Eurostars with the airspeed indicator calibrated in knots, please make your own temporary placard with the figures from the MPD.

- 3) A self adhesive red line, which should be affixed radially to the Airspeed Indicator at 106 mph. (These red lines have been kindly made free of charge by Chris Theakstone of CT Aviation, who supplies instrument marking kits).

Please don't forget to enter compliance with the MPD in the Aircraft Logbook.

As soon as the test procedure is approved, the CAA will put in place another MPD, and we can start carrying out the tests on all aircraft. I hope this will not take too long, but you will be kept informed.

In the meantime all at Cosmik Aviation would like to wish you the Compliments of the Season and safe flying.

Yours sincerely

Nigel Beale