

RotorSport UK Ltd

Poplar Farm, Prolley Moor, Wentnor, Bishops Castle, Shropshire, SY9 5EJ

Service Information Letter

SIL-017

Issue: 1

Dated: 19.08.14

CCAR no: 061

The purpose of this document is to communicate information that may be of benefit to pilot owners of RotorSport aircraft. If there is any clarification required of the content of the letter, contact RSUK on 44(0)1588 650769, or email info@rotorsport.org. Document completed iaw BP 2.20.

Aircraft type & model applicability:

Aircraft serial numbers affected:

MT-03, MTOsport, Calidus, Cavalon

All

Subject: Rotax carburettor floats

Safety effect:

This SIL-017 is issued to warn pilots of possible in-flight engine stoppage or fuel leakage.

Weight and CG effect:

Not affected

Background:

RSUK have been made aware of one incident of engine stoppage and one of fuel leakage from the carburettor (into the airbox) affecting 914UL engines. It was found on investigation to result from a carburettor float "sinking" and resulting in an over-rich mixture.

Discussion:

Rotax carburettors (as fitted to both 912ULS and 914UL engines used in RSUK gyroplanes) each have two carburettor floats. These floats are manufactured from plastic foam and rise to close the shut-off valve above them, thereby maintaining a constant fuel level. If either float sinks, for example by becoming porous, the fuel level in the float chamber will be too high and cause an over-rich mixture. It can cause petrol to spill out of the carburettor.

Recommendation:

An A3-7 approved engineer working with RSUK has already formally notified Rotax Aircraft Engines via the UK distributor of the issue. A response is awaited and pilots should monitor both RSUK and Rotax websites for further information.

In the interim Rotax service requirements for carburettors should be closely followed. RotorSport recommend that the float bowls are removed during service, and checked that all floats float to the same height in the fuel used in the aircraft. If any are found that do not, replace the lower floating float.

References:

None

Approval Statement:

'The technical content of this document is approved under the authority of the UK CAA Design Organisation Approval Ref: DAI/9917/06'

Effect on Pilots Handbook or Maintenance Manual:

None

SIL authorised by:

Quality Control Manager

Engineering Manager

Chief Test Pilot (if flight performance or safety effect)

Head of Airworthiness or CVE (where required)

**Name: G Speich
Signature and date:**

**Name: G Shaw
Signature and date:**

**Name:
Signature and date:**

**Name: A Lyons
Signature and date:**

Not required