

 CZECH SPORT AIRCRAFT	SAFETY ALERT / SAFETY DIRECTIVE	Czech Sport Aircraft a.s. Na Záhonech 212, 686 04 Kunovice Czech Republic office@czechsportaircraft.com
		No.: SA-SC-011
		Date: 2018-08-30
		Page: 1 of 3
		Rev.: 1 Date: 2018-09-17

MODEL AFFECTED:	SportCruiser / PiperSport (except the aircraft under EASA Permit to Fly)
SUBJECT:	Additional information and instructions in POH with respect to: <ul style="list-style-type: none"> - handling the engine at idling flight regime; - use of correct fuel type in relation to outside temperature; - use of electrical fuel pump.
AIRCRAFT AFFECTED:	All SportCruiser and PiperSport aircraft
COMPLIANCE:	Execution of this Safety Alert is mandatory and must be performed immediately. Instructions contained herein, if not followed and observed, may lead to unsafe conditions, resulting in a possible vapor lock, loss of engine power or engine failure.

DESCRIPTION:

The purpose of this Safety Alert is to provide the SportCruiser / PiperSport operators and owners with additional information and instructions about:

- handling the engine at idle flight regime;
- use of correct fuel type in relation to the outside temperature;
- use of the electrical fuel pump.

This information and these instructions address several safety issues experienced in the past and are based on the FAA recommendations.

This information and these instructions must be included in the POH (Pilot's Operating Handbook) for aircraft affected by this Safety Alert.

AUTHORISATION TO PERFORM:

Owner / pilot

REASON:

Dissemination of this Safety Alert's information and compliance with its instructions should increase the operational safety level of the affected aircraft.

MANPOWER:

N/A

SPECIAL TOOLS:

N/A

WEIGHT AND BALANCE:

N/A

ELECTRICAL LOAD DATA:

N/A

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REFERENCES:

ROTAX Installation Manual 912 Series, latest revision
 ROTAX Maintenance Manual, latest revision
 ROTAX Operators Manual 912 Series, latest revision
 ROTAX Service Instruction SI912 i 001R4, SI-912-016R9

PUBLICATIONS AFFECTED:

SportCruiser / PiperSport Maintenance Manual, SC-AMM-1-0-00, Rev.13
 SportCruiser / PiperSport Pilot's Operating Handbook.

MATERIAL:

N/A

COSTS:

N/A

ACCOMPLISHMENT INSTRUCTIONS:

To accomplish this Safety Alert, read the following information and then follow these instructions carefully and during aircraft operation:

1. Handling the engine at idle flight regime

In POH, Section NORMAL PROCEDURES, point Approach: the original text in the frame CAUTION must be replaced by the following new wording:

quote

“If, during descent, the engine cools to the minimal approved temperature, increase the power and reduce the descent rate to avoid overcooling the engine.”

unquote.

2. Use of correct fuel type in relation to the outside temperature

In POH, in all paragraphs where any information about the fuel is mentioned, the following text in the frame WARNING has to be added:

quote

“WARNING

Use only fuel formulated for the specific climate zone.

Pay special attention to the current outside air temperature.

Do not use winter MOGAS blends in warmer than normal temperatures.

RISK OF VAPOR FORMATION IF WINTER FUEL IS USED FOR SUMMER OPERATION.”

unquote.

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3. Use of the electrical fuel pump

In POH, instructions for use of the electrical fuel pump have to be modified as follows:

quote

“The electrical fuel pump shall be ON during engine start, engine warm up, taxiing, take-off, climb, approach and landing. The electrical fuel pump shall be ON also at all those situations when vapor lock is suspected or when any engine power reduction occurs.”

unquote.

4. Complete the aircraft records (log book) to reflect compliance with this Safety Alert.

Note: Updated POH pages for the respective aircraft will be provided by the aircraft manufacturer on request and against charge.

Information and instructions contained in this Service Alert become effective immediately and are mandatory for all SportCruiser / PiperSport aircraft as of this Service Alert issue.

APPROVAL:

This Safety Alert / Safety Directive has been approved by:

Title	Head of the Design Organisation	Airworthiness Manager
Name	Jiří Konečný	Miroslav Koukal
Signature		

 CZECH SPORT AIRCRAFT	<h2 style="margin: 0;">SAFETY ALERT / SAFETY DIRECTIVE</h2>	Czech Sport Aircraft a.s. Na Záhonech 212, 686 04 Kunovice Czech Republic office@czechsportaircraft.com
		No.: SA-SC-006
		Date: 2017-10-16
		Page: 1 of 3
		Rev.: -
		Date: -

MODEL AFFECTED:	SportCruiser
SUBJECT:	Fuel return line
AIRCRAFT AFFECTED:	All SportCruiser aircraft till S/N 09SC273 inclusive, i.e. all SportCruiser aircraft produced till 14 May, 2009.
COMPLIANCE:	<p>Execution of this Safety Alert is mandatory and must be performed immediately. Instructions contained herein, if not followed and observed, may lead to vapour lock, resulting in a possible loss of engine power.</p> <p>This Safety Alert is temporary till it is replaced by other instructions.</p>

DESCRIPTION:

The purpose of this Safety Alert is to inform the Sport Cruiser operators and owners about mandatory fuel return line installation that is required to be incorporated within the aircraft fuel system design. Refer to the Rotax Installation Manual 912 Series, the latest revision, Chapter 73-00-00, Fuel system.

AUTHORISATION TO PERFORM:

Owner / pilot / Maintenance or Service organization

REASON:

Implementation of the fuel return line is required by the Rotax Company. The purpose of the fuel return line is to bleed off any vapours that may form within the fuel system that could cause vapour lock resulting in a possible loss of engine power.

MANPOWER:

Approximately 0.5 working hours.

SPECIAL TOOLS:

Common tools for aircraft servicing.

WEIGHT AND BALANCE:

Not affected.

ELECTRICAL LOAD DATA:

Not affected.

REFERENCES:

ROTAX Installation Manual 912 Series, latest revision
 ROTAX Maintenance Manual, latest revision
 ROTAX Operators Manual 912 Series, latest revision
 ROTAX Service Instruction SI912 i 001R4, SI-912-016R9

PUBLICATIONS AFFECTED:

SportCruiser / PiperSport Maintenance Manual, SC-AMM-1-0-00, Rev.10.

MATERIAL:

N/A

COSTS:

N/A



SAFETY ALERT / SAFETY DIRECTIVE

ACCOMPLISHMENT INSTRUCTIONS:

To accomplish this bulletin, carry out the following steps:

1. Check the aircraft fuel installation whether the fuel return line is installed or not (steps 2 - 4).
2. Move the aircraft to a suitable place to perform the work.
3. Remove the engine upper cowling (see the SC-AMM-1-0-00, the latest revision).
4. Look at the engine and check if the fuel return line is installed in the fuel system of the aircraft, as per the pictures below.

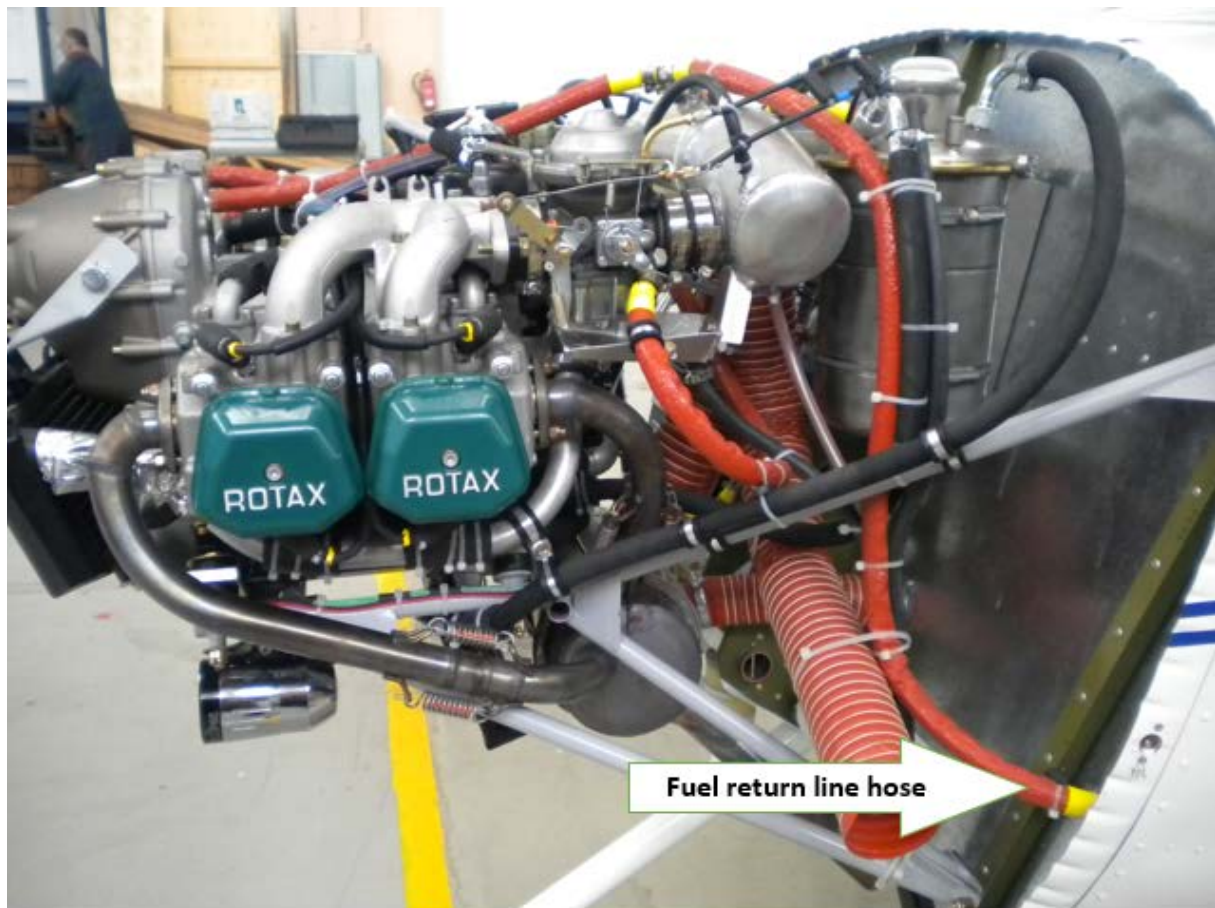


Figure 1 – Fuel system with the fuel return line

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Figure 2 – Fuel system without the fuel return line

5. a) If the fuel return line hose is installed, enter the following text into the aircraft log book: *"The SA-SC-006 applicability has been checked with the result: not applicable"*. The SA-SC 006 compliance will be thereby duly completed in such a case.
- b) If the fuel return line hose is missing, follow and apply the following steps and instructions when operating the aircraft:
 - Switch the electrical fuel pump to "ON" and use it during take-off and landing. Operate the engine within the specified pressure limits, see the latest Operators Manual 912 Series, chap. 2.1.
 - Use only the AVGAS 100 LL fuel, according to the latest ROTAX Operators Manual 912 Series, chap.2.4.

NOTE: Be aware of the maintenance checks / intervals related to the use of leaded AVGAS fuels, see the latest ROTAX Maintenance Manual, chap. 5, ROTAX Service Instruction SI912 i 001R4, SI-912-016R9.
6. Install the engine upper cowling back (see the SC-AMM-1-0-00, the latest revision).
7. Complete the aircraft records (log book) to reflect compliance with this Safety Alert.

APPROVAL:

This Safety alert/Safety directive has been approved by:

Title	Head of the Design Organisation	Airworthiness Manager
Name	Jiří Konečný	Miroslav Koukal
Signature	