



SI 2013/1

SERVICE INFORMATION

proper use of fuel pump procedures
for aircraft with Rotax 912iS engine

Rotax 912 iS equipped aircraft

INFORMATION - RECOMMENDED

Please pay attention to the following safety definitions used in this service information:

WARNING! Disregarding the following instruction leads to severe deterioration of flight safety and hazardous situations, including such resulting in serious injury and loss of life.

CAUTION! Disregarding the following instruction leads to serious deterioration of flight safety, may cause serious damage to the aircraft and suspend warranty.

ALL Pipistrel aircraft equipped with Rotax 912 iS Fuel Injected engine

Distributors are to translate this service information into their native language and forward it to all customers as soon as possible

Please see following page(s) for further details.

Proper use of fuel pump procedures

A case was reported where an aircraft suffered fuel system damage to the pumps and fuel selector, as a result of prolonged fuel pump operation with the fuel selector in the OFF position. According to Rotax, this can result in a case of overpressure (up to 8 bar, over the normal 3 bar) in the system and damage the fuel pumps.

Pipistrel has implemented measures to avoid such cases and would like to reinstate procedures from the Flight Manual Supplement for the Rotax 912 iS, REV 1 (24 May 2013) to avoid unnecessary damages and inconvenience.

Note of clarification: *With the fuel pump(s) engaged, the fuel selector must be either in LEFT or RIGHT position. Pilots/Maintenance personell should make sure that the fuel selector is in proper position or make sure the fuel pump(s) are OFF when operating the MASTER switch with no intention of flight (hangar work, etc.).*

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THIS IS THE END OF THE SERVICE INFORMATION.