	Safety Alert	
	Flight Design GmbH Sielminger Str. 51 D-70771 L.-Echterdingen Tel.: +49(0)7021 80460-0 Fax: +49(0)7021 80460-69 E-Mail: airworthiness@flightdesign.com	SA-SECS-CT2K-04; SA-SECS-CTSW-05 Revision 00

Safety Alert

Inspection for applicability of Rotax ASB-912-061 / ASB-912-061UL

SA-SECS-CT2K-04

SA-SECS-CTSW-05

Repeating Symbols:

Please pay attention to the following symbols throughout this document emphasizing particular information.

- ▲ **Warning:** Identifies an instruction, which if not followed may cause serious injury or even death.
- **Caution:** Denotes an instruction which if not followed, may severely damage the aircraft or could lead to suspension of warranty.
- **Note:** Information useful for better handling.

1 Planning Information

1.1 Affected Aircraft

Type: CT
 Model: CT2K; CTSW.
 Serial Number: All aircraft delivered prior to issue of this SA. Namely:
 All CT2K
 All CTSW up to S/N 11-07-08
 Applicable Countries: Not limited

1.2 Concurrent Documents

„Replacement of the pressure side fuel hose at fuel pump part no. 893114 for ROTAX Engine Type 912 (Series)” Alert Service Bulletin ASB-912-061UL or ASB-912-061 (as applicable for the installed engine), Initial Issue 26. May 2012 or later revision issued by Rotax [1].

(see documentation section of www.rotax-aircraft-engines.com)

1.3 Reason


Rotax has issue ASB-912-061 and ASB-912-061UL for the 912 series engine.

The affected engine component is the pressure-side fuel hose of the engine driven fuel pump. On the newer-style fuel pump, the pressure-side fuel hose is pre-installed as part of a fuel pump assembly.

The Rotax ASB [1] is applicable to individual Flight Design aircraft as indicated by:

1. Engine serial number
2. Fuel pump part number

- **Note:** Affected aircraft cannot be readily identified by aircraft serial number after delivery from the factory.

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1.4 Subject

Inspection for applicability of the Rotax ASB [1] to the Flight Design models listed.
 Conduct of the Instructions as per Rotax ASB [1] when affected.

1.5 Compliance

Inspection for applicability of the Rotax ASB [1] to the individual aircraft must be conducted prior to next flight.

Upon determination that the Rotax ASB [1] is applicable, compliance with the Rotax ASB [1] instructions is mandatory.

- **Note:** Flight Design is disseminating this information originated by the engine manufacturer by means of this Safety Alert. With this SA, the Rotax ASB [1] is mandatory for engines installed to Flight Design aircraft.
- ▲ **Warning:** Non-compliance with these instructions could result in engine damage, personal injury or death.

1.6 Approval

Not applicable

1.7 Type of Maintenance

Inspection for applicability of the Rotax ASB [1] – Line.
 Conduct of instructions per Rotax ASB [1] (when affected) – Heavy.

1.8 Personnel Qualifications

Inspection for applicability: Owner/Operator
 Conduct of Rotax ASB [1]: As per Rotax ASB [1]; minimum qualification as per national requirements for conduct of this type of engine maintenance on the type of aircraft.

1.9 Release to Service

Conduct of this SA must be logged in the aircraft log book with date and signature of the responsible person according to the national regulations.

1.10 Weight and Balance

Not applicable


1.11 References

Latest issues of:

[1] Alert Service Bulletin ASB-912-061UL or ASB-912-061, Initial Issue, 26 May 2012

1.12 Superseded Documents

- none -

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1.13 Contact Details

For further information on conduct of this SA, or to report any Safety of Flight or Service Difficulty issues contact your Distributor responsible for your country. Your Distributor can be located via the Flight Design website: www.flightdesign.com under "Dealer Location".

In cases where the local distributor is not known or available contact Flight Design GmbH directly: airworthiness@flightdesign.com.

1.14 Disclaimer

This Safety Alert has been generated with utmost care. Nevertheless errors and misunderstandings can never be fully excluded. In case of any doubts the applicant of this Service Alert is requested to contact Flight Design immediately to clarify the issue.

2 Resources

2.1 Parts

Refer to [1]

2.2 Materials

Refer to [1]

2.3 Tools

Refer to [1]

2.4 Special tools


Refer to [1]

2.5 Manpower

Refer to [1]

2.6 Cost

Refer to [1]

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3 Instructions

3.1 General

Verify if one of the following is true:

- the aircraft is equipped with one of the affected engines as per [1] 1.1).
- the engine in the aircraft, regardless of engine S/N, is equipped with one of the affected spare part fuel pump as per [1] 1.1) as a consequence of a maintenance or overhaul event.

When one of the above is true, full compliance must be shown with the Rotax ASB [1], under all provisions provided in [1].

When none of the above is true, the ASB [1] of Rotax must not be complied with.

In case of doubt contact your nearest authorized ROTAX aircraft engine distributor.

Due to regular in-field maintenance it is possible that engines or fuel pumps have been exchanged on aircraft after delivery of the aircraft from the factory. Therefore, affected aircraft cannot be readily identified by aircraft serial number.

3.2 Documentation

Conduct of this Safety Alert must be logged in the aircraft log book with date and signature of the responsible Person conducting the inspection. The entry must include the following information:

- Identified engine S/N
- Spare part fuel pump S/N (if applicable)
- Rotax ASB [1] is applicable – yes or no
- Documentation of the conduct of the Rotax ASB [1] (when applicable)

4 Appendix

4.1 Changes to Previous Revision

Original Issue – no changes

4.2 Feedback Template

No specific feedback required.