

TITLE	Checking of the Rotax 912 engine crankcase for cracks.
CLASSIFICATION	Cyclone Airsports considers this bulletin compulsory.
COMPLIANCE	Within next 25 hours
APPLICABILITY	Pegasus Quantum 912 with engine serial numbers as follows: Rotax 912UL up to S/N 4,403.074

INTRODUCTION The engines listed must be checked for cracks in the crankcase caused by vibrations, impacts, forces, thermal strain etc.

Possible causes of cracks include:

- Unapproved and untested modifications
- Improper carburetor synchronization
- Unsuitable idle speed (too low)
- Unsuitable engine mounting/undamped vibrations
- propeller balance out of tolerance
- friction torque in the backlash range of gear box not within tolerance
- lack of maintenance
- ground contact
- excessive thermal strain
- exceeding of maximum admissible engine speed
- exceeding of maximum admissible manifold pressure.

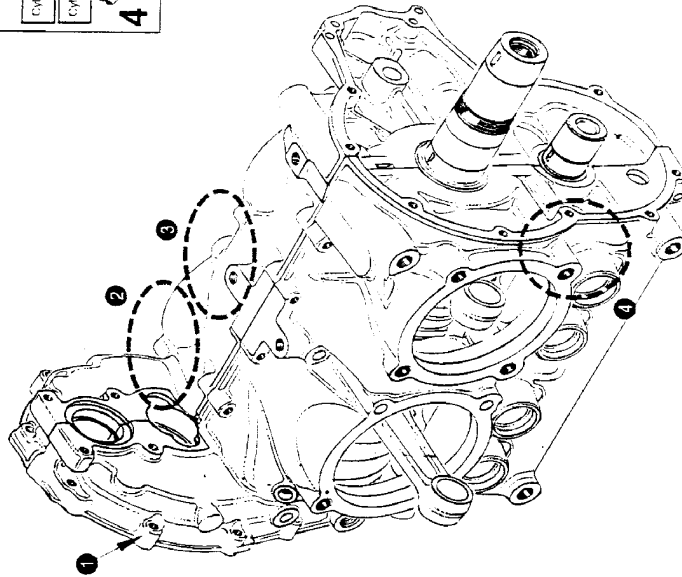
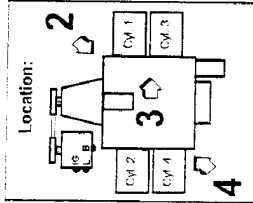
Running the engine with cracks invites the risk of loss of oil/seizure/fire risk, major engine damage with possible detachment of a cylinder barrel etc.

Checking of crankcase:

Using the diagram below, inspect the crankcase (1) and engine mounting area.

Scrutinize the crankcase for cracks especially in the area of cylinder 1 upper side (2), between cylinder 1 and 3 upper side (3) and cylinder 4 lower side (4) see fig1. Leaking oil may be found at the site of a crack .

If cracks are detected the nearest ROTAX Authorized Distributor has to be informed and if necessary the engine has to be removed from the aircraft and must be returned to ROTAX Authorized Distributor. Disconnect the battery and HT before working on the engine.



ISSUED BY

DATE

Chief Engineer		Date
Production Manager		Date

Sales Director		Date
Managing Director		Date