

## Safety Alert

### Checking of the cylinder head assy. 2/3

**MANDATORY**

#### Symbols:

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

- ▲ **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 to implement the change more easily.

### 1. General

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<u>Release date:</u>	March 7 <sup>th</sup> 2013
<u>Date of effect:</u>	immediately
<u>Compliance:</u>	before next take-off
<u>Release Number:</u>	SA-005-engine-cylinder head
<u>Superseded notice:</u>	none
<u>Referenced Document:</u>	ROTAX Alert Service Bulletin ASB-912-062UL/ASB-912-062, latest issue available via download on <a href="http://www.rotax-aircraft-engines.com">www.rotax-aircraft-engines.com</a>
<u>Models affected:</u>	G-3/600, GX
<u>Affected S/N:</u>	Aircraft with engine serial numbers as per ROTAX ASB-912-062UL/ASB-912-062

## Safety Alert

Reason: As per ROTAX ASB-912-062UL/ASB-912-062: "Due to a deviation in the manufacturing process some cylinder heads may have an oil leak in the intake channel in the area of the valve guide. There is a possibility of small machined through holes, which can increase the oil consumption which may result in an engine stoppage."

Subject:

- checking of the cylinder head assy. (2/3)
- comply with ROTAX ASB-912-062UL/ASB-912-062

Time required:

- check for applicability: 10 minutes
- check spark plugs: 30 minutes
- replacing cylinder head: 4 hours

### 2. Material Information

Tools needed: • as per ROTAX ASB-912-062UL/ASB-912-062

Parts needed: • as per ROTAX ASB-912-062UL/ASB-912-062

### 3. Compliance

Schedule for Inspection:

- before next flight
- as per ROTAX ASB-912-062UL/ASB-912-062

Level of maintenance:

- check for applicability: none
- check spark plugs: line
- replacing cylinder head: heavy

▲ **WARNING:** As per ROTAX ASB-912-062UL/ASB-912-062: "Non-compliance with these instructions could result in engine damages, personal injuries or even fatal injuries."

## Safety Alert

License required:  
(US-LSA)

check for applicability:

- owner/operator with Sport Pilot Licence (or higher)
- LSA Repairman, or
- A&P Mechanic, or
- Part 145 Repair Station

for spark plug checking:

- owner/operator with Sport Pilot Licence (or higher)
- LSA Repairman, or
- A&P Mechanic, or
- Part 145 Repair Station

for cylinder head replacement:

- LSA Repairman with ROTAX Heavy Maintenance Training, or
- A&P Mechanic with ROTAX Heavy Maintenance Training, or
- Part 145 Repair Station with ROTAX Authorization

License required:  
(EASA-LSA)

check for applicability:

- Owner/Operator
- REMOS Service Center

for spark plug checking:

- Owner/Operator
- REMOS Service Center

for cylinder head replacement:

- REMOS Service Center with ROTAX Heavy Maintenance Training, or
- Part 145 Repair Station with ROTAX and REMOS Authorization

### 4. CHECK for APPLICABILITY

Check Engine SN:

The engine serial number is named on the aircraft equipment list and on the engine data plate, which is found on the ignition cover, on the left, opposite the electric starter. See ROTAX Maintenance Manual (Line) for further information.

Documentation:

In case the engine is not affected by the ROTAX ASB-912-062UL/ASB-912-062, sign off aircraft and engine logbook by a licensed person. Include engine SN in the logbook entry.

In case the engine is affected, the ROTAX Alert Service Bulletin ASB-912-062UL/ASB-912-062 must be complied with to the full extent. Check off aircraft and engine logbook by licensed person after inspection or repair is accomplished.



## Safety Alert

### 5. INSTRUCTIONS for INSPECTION

Instructions: Follow ROTAX ASB-912-62UL/ASB-912-062.

Documentation: In case no unusual deposits (excessive carbon or oil) are found on any of the two spark plugs (top and bottom) of cylinders 2 and 3 each when being checked according to ROTAX ASB-912-062UL/ASB-912-062, restore the aircraft to original operating configuration according to ROTAX ASB-912-062UL/ASB-912-062 and REMOS Maintenance Handbook. Sign off aircraft and engine logbook by a licensed person. Include engine SN in the logbook entry.

In case unusual deposits are detected, the ROTAX Alert Service Bulletin ASB-912-062UL/ASB-912-062 must be complied with to the full extent.

### 6. INSTRUCTIONS for REPAIR

Instructions: Follow ROTAX ASB-912-62UL/ASB-912-062.

Documentation: In case excessive deposits (oil or carbon) are found on the spark plugs, the cylinder head must be replaced in accordance with the relevant Maintenance Manual (Heavy). Make an entry in both the aircraft and engine logbook by a licensed person. Do not operate the aircraft in this case.

Contact REMOS Aircraft and your nearest ROTAX aircraft engine distributor.

**RE MOS wishes you safe and fun flights!  
Always check your aircraft before you fly!**

**REMOS Aircraft GmbH Flugzeugbau**

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Feedback Form for Safety Alert SA-005 engine cylinder head

Das Flugzeug REMOS G3 / GX, Kennzeichen

*The aircraft REMOS G3 / GX, callsign*

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mit der Seriennummer

*with serial number*

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Motor-Seriennummer

*Engine serial number*

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ist nicht betroffen von SA-005

*is not affected by SA-005*

wurde gemäß SA-005 überprüft ohne Befund

*has been checked acc. to SA-005 without finding*

der Zylinderkopf wurde gemäß SA-005 ausgetauscht

*the cylinder head has been replaced acc. to SA-005*

name of owner

adress

adress

Zip Code, City

Country

sign