Service Bulletin

Fuel vapour locking

Classification

Mandatory.

Applicability

All Europas fitted with Rotax 912 engines.

Compliance

Before the next flight.

Introduction

Reports have been received from pilots operating Rotax 912 engine powered Europas concerning serious fuel vapour locking, occurring during the take-off run after the aircraft has been standing for 5 - 10 minutes following a previous flight, or after prolonged engine ground running. This has been manifested by rough running at high power, and has even resulted in the engine stopping.

The conclusion is that, as the fuel line to the carburettors is routed over the top of the engine and then back again, there is plenty of opportunity for the line to become quite hot; when no fuel is flowing through the line to cool it, vapour locking occurs.

Action

Make sure that the fuel line is not fastened, or routed close to, any directly heated part of the engine, e.g. crankcase, cylinders, the cooling system including hoses and header tank.

Route the fuel line as far away as possible from the exhaust system components.

Lag the fuel line in the engine compartment with an insulating sleeve such as Aeroquip firesleeve.