



NO: SD-SC-006

DATE: 2008-08-14

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SAFETY DIRECTIVE -MANDATORY-

Czech Aircraft Works s.r.o.
Na Zahonech 1177
Building A10s
686 04 Kunovice -Airport
Czech Republic
tel: 00 420 572 543 456
fax: 00 420 572 543 692

REV: -

DATE: -

MODEL AFFECTED:	SPORTCRUISER
SUBJECT:	FUEL CELL FINGER STRAINER – INCORRECT SEALANT USED
ASSEMBLED AIRCRAFTS AFFECTED:	07SC038 (OC4275), 07SC041 (OC4281), 07SC044 (OC4282), 07SC046 (OC4329), 07SC050 (OC4239), 07SC061 (OC4334), 07SC062 (OC4335), 07SC064 (OC700203), 07SC067 (OC4336), 07SC071 (OC4363), 07SC073 (OC4399), 07SC074 (OC3930), 07SC075 (OC3933), 07SC077 (OC700212), 07SC081 (OC4369), 07SC082 (OC700254), 07SC084 (OC3987), 07SC085 (OC3988), 07SC109 (OC3934), 08SC088 (OC700180), 08SC089 (OC4338), 08SC100 (OC700325), 08SC102 (OC700164), 08SC105 (OC700269), 08SC111 (OC700232), 08SC121 (OC4343), 08SC125 (OC700313), 08SC126 (OC700184), 08SC130 (OC4018), 08SC134 (OC700522), 08SC149 (OC700298), 08SC158 (OC4297), 08SC159 (OC700322), 08SC170 (OC700491), 08SC172 (OC700299)
KITS AFFECTED:	07SC037QBK (OC4074), 07SC048QBK (OC3837), 07SC049QBK (OC3855), 07SC057QBK (OC3857), 07SC092QBK (OC3853), 07SC097QBK (OC3945), 08SC108QBK (OC4007), 08SC113QBK (OC4010), 08SC120QBK (OC4012), 08SC122QBK (OC4311), 08SC127QBK (OC4006), 08SC138QBK (OC4041), 08SC145QBK (OC4027), 08SC151QBK (OC700466), 08SC153QBK (OC4188), 08SC154QBK (OC4131), 08SC165QBK, 08SC166QBK, 08SC171QBK (OC700272), 08SC173QBK (OC700478)
COMPLIANCE:	IMMEDIATELY AFTER RECEIPT OF THIS DIRECTIVE

DESCRIPTION:

Application of incorrect sealant of fuel cell outlet was found out (See picture 1,2). Used sealant is not intended to permanent contact with gasoline and may degrade. It can cause fuel leaks, corruption of fuel flow meter, blockage of finger strainer or gascolator screen, low fuel pressure and at the worst case engine stop. Was found out that it may occur in aircraft S/N defined above.

APPROVAL:

The engineering design aspects of this bulletin are Czech Aircraft Works s.r.o. approved.

MANPOWER:

Step 1

Approximately 15 minutes are required to complete this safety directive.

Step 2

Approximately 2 hours are required to complete this safety directive.

Man-hours are based on hands-on time, and may vary with personnel and facilities available.



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MATERIAL:

Not affected.

CONSUMABLE MATERIAL:

PART NUMBER	NOMENCLATURE	QUANTITY
FUEL	GASOLINE (MOGAS)	As required
SOLVENT	ACETONE, MEK, ISOPROPYL ALCOHOL,	As required
SEALANT	LOCTITE 565	10ml

SPECIAL TOOLS:

Not affected.

WEIGHT AND BALLANCE:

Not affected.

ELECTRICAL LOAD DATA:

Not affected.

REFERENCES:

SPORTCRUISER Maintenance and Inspection Procedures:
Chapter 9, Fuel system

PUBLICATIONS AFFECTED:

Not affected.

ACCOMPLISHMENT INSTRUCTIONS:

Step 1

1. Remove inspection cover in wing bottom area close to wing root, both wings. (Picture 3)
2. Check color of sealant that could be visible around the thread of finger strainer and fuel fitting. If it is white (light gray), then the SD is done. Install inspection covers and annotate aircraft records to reflect compliance with this safety directive.
3. If the sealant is red (orange,brown), or there is not visible sealant, or there is uncertainty about sealant color, continue to **Step 2**.

NOTE

You can find out that in fuel valve, fuel flow meter, gascolator, electric fuel pump and fuel press sender may be the red sealant used. This is correct because there is used the other type of selant (LOCTITE 545) .

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Step 2

1. Ground aircraft.
2. Remove engine cowlings.
3. Disconnect battery.
4. Drain fuel system, open fuel caps and let vapor ventilate.
5. Disconnect fuel hose from fuel outlet brass fitting (Picture 4).
6. Remove brass fitting and finger strainer from fuel cell, disconnect brass fitting and finger strainer (Picture 5).
7. Remove drain valve from fuel cell.
8. Carefully clean sealant from brass fittings, finger strainers and fuel cell.
9. Rinse fuel cell by gasoline to clear debris away and let it dry. If necessary, clean debris by vacuum cleaner.
10. Inspect interior of fuel cell by means of mirror and flashlight for remaining debris. If debris are found, go back to 8.
11. Remove gascolator bottom cup, inspect gascolator screen and cup for debris, carefully clean by gasoline.
12. A/C with fuel flow meter (FFM) installed: Disconnect FFM plug and remove fuel flow meter (Picture 6). Inspect for debris and carefully rinse by gasoline. Slightly (**really slightly!**) blow into FFM input to check if rotor is slack-running. It must be hereable and must rotate for a long time. Handle with caution because FFM is delicate instrument!
13. Degrease threads of fuel cells, finger strainers, brass fittings and drain vents by cleaning solvent.
14. Apply a 360° bead of sealant (LOCTITE 565) to the leading threads of the male fitting, leaving the first thread free (Picture 7). Force the material into the threads to thoroughly fill the voids. Using accepted trade practices, assemble and wrench tighten fittings until proper alignment is obtained. Allow the sealant to cure a minimum of 24 hours.
15. Install FFM (Pay attention for proper flow direction), assembly gascolator, connect fuel hose to fuel cell outlet brass fitting.
16. Connect battery.
17. Fill the fuel cell by gasoline and perform engine ground run test.
18. Inspect fuel system for possible fuel leaks and inspect gascolator screen for debris.
19. Install engine cowlings and wing inspection covers.
20. Annotate aircraft records to reflect compliance with this safety directive.



Picture 1 – finger strainer

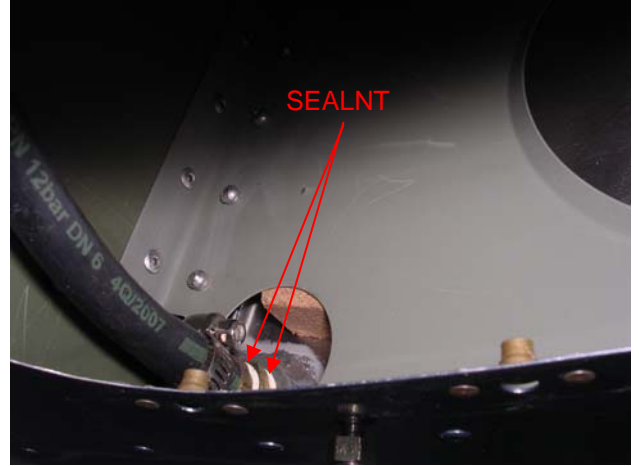


Picture 2 – finger strainer

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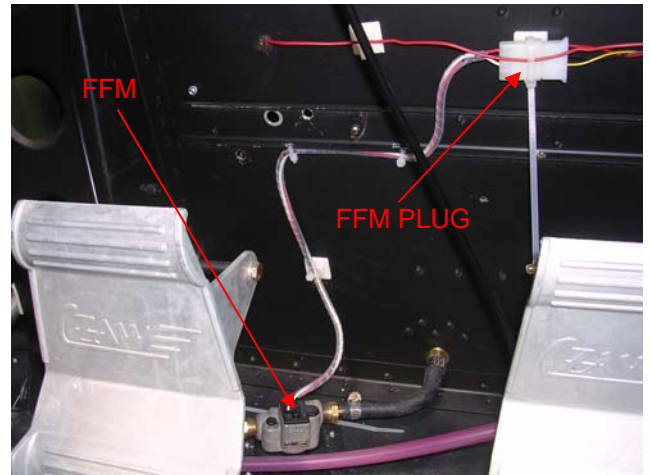
Picture 3 – inspection cover



Picture 4 – fuel hose, outlet fitting



Picture 5 – finger strainer and outlet brass fitting disassembled



Picture 6 - FFM



Picture 7 – proper application of sealant