

From: David R Nelson
Sent: Tuesday, November 22, 2016 9:39 AM
To: Jordan Paskevich
Cc: Scott, Arnold; Allan Thilmany; Michael Crudden; Darryl J. Anderson
Subject: RE: Rotax 912ULS-N8681 Zenith CH-750

According to the pilot, he did not install a fuel return line, because he stated it was no in the specs.

David Nelson
Aviation Safety Inspector
Accident Investigation

From: Allan Thilmany
Sent: Tuesday, November 22, 2016 10:26 AM
To: Scott, Arnold
Subject: FW: Rotax 912ULS-N8681 Zenith CH-750

Arnold,

On November 22, I asked Mr. Voegele if he had a fuel vapor return line and he said he did not because he did not believe there was a capability for one. I then asked him about the fuel he put into the aircraft. He stated he knows it was fresh fuel. He always (except maybe one time) put in 92 octane from the gas station. He put 5 gallons in the left tank that morning. The one time he put in fuel from his home tank but did not like to use it since it was a lower octane. I then asked him about the spark plugs and he stated he believes they are to be changed at 100 hours and he felt he did it on schedule and they were getting due again.

Allan P. Thilmany
FAA Aviation Safety Inspector
Accident Investigation

From: Jordan Paskevich
Sent: Tuesday, November 22, 2016 12:11 PM
To: David R. Nelson
Subject: RE: Rotax 912ULS-N8681 Zenith CH-750

David

In the above attachment is information out of the Rotax 912 installation manual where it shows the description of the required fuel system. In several areas, it states the use of a fuel return line along with the NOTICE stating the fuel return line is mandatory (Bottom of page 6)

Best Regards
Jordan Paskevich
Rotech Flight Safety
Rotax Aircraft Engines