

From: Jordan Paskevich

Sent: Monday, October 24, 2016 10:42 AM

To: Scott Arnold

Subject: RE: Flight Design GMBH CTSW HXB, N302CT, Sealy, TX, on June 15, 2016

Arnold

The owner complied with SB-912-053-UL (Replacement of fuel pump for Rotax engine type 912 (Series) Issued on **13.04.2007** (912ULS) complied on **24.05.07** (See page 5 of manual)

The owner did **NOT** comply with SB-912-063-UL (Replacement for Fuel pumps for Rotax engine type 912 (Series) issued on **21.08.2013** (912ULS). The fuel pump that was installed on this engine (According to Log book) was affected by this SB. According to the log book the Installed fuel pump was **P/N 892 542 S/N 07.002314**.

The fuel pump that was actually installed on the accident engine was **NOT** listed in the logbook (**P/N 892 542 S/N 09.000263**). The fuel pump that was installed on the accident engine was still affected by S/B-912-063 UL and has a mandatory replacement time of 5 years (based off the fuel pump S/N it was manufactured in 2009)

Breakdown:

-Fuel pump installed on accident engine was not entered into the owner's maintenance log book.

-Fuel pump installed on accident engine was affected by S/B 912-063 UL

-Fuel pump installed on accident engine was manufactured in 2009 (based off S/N) and has a mandatory replacement of 5 years.

-Fuel pump installed on accident engine failed when tested. It would not produce any pressure due to deterioration of the rubber diaphragm. When an electric fuel pump on the engine test stand was turned on, fuel poured out of the mechanical fuel pump drain hole, indicating a breach within the rubber diaphragm. The mechanical fuel pump was disassembled for further inspection and the rubber diaphragm was found breached (see above photo's)

-When a known good fuel pump was installed on accident engine, it ran and produced full power with no anomalies noted.

I hope this clears things up for you and if you have any questions, please don't hesitate to contact me.

Best Regards

Jordan Paskevich

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