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Date: May 24, 2023

Subject: CEN23LA165, Record of Correspondence

Contact: Rotech Flight Safety

Carburetor drip trays, which have a part number of 874300 for Rotax 912 and 914 engines. The drip trays are optional unless the engine is ordered from Rotax with an airbox. Pipistrel did not order the engine with a Rotax airbox. The drip trays mitigate the risk of an engine fire from fuel leaking onto the engine exhaust from the carburetors by directing it away from the exhaust and overboard.

The aircraft logbooks showed that the most recent maintenance entries for the engine were made by an independent Rotax Maintenance Technician (iRMT) who completed 9 Series Service and 9 Series Maintenance training. His iRMT certification had an expiration date of October 21, 2023. The mechanic was not certified to perform carburetor overhauls. To be eligible for carburetor overhauls, one must complete the Rotax 9 series overhaul course, which is restricted to designated and approved facilities. However, the mechanic was authorized to perform maintenance tasks on carburetors such as changing floats, balancing/synchronizing them, changing jets, and conducting 200-hour service inspections, among others.

There is no specific overhaul time limit mentioned in any of the Rotax manuals for carburetor overhaul. Kit 71 889 534 is referred by Rotax as a Maintenance Set Carburetor. There is no specific overhaul time limit mentioned in any of the Rotax manuals. Rotax Maintenance Manual (Heavy), section 73-00-10, Page 22, under the "Insert Float Chamber and Floats" section, instruction #4 specifies fixing the float chamber with the spring clip [retention clip].