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|  <b>CZECH SPORT<br/>AIRCRAFT</b> | <h2 style="text-align: center;">SAFETY ALERT /<br/>SAFETY DIRECTIVE</h2> | Czech Sport Aircraft a.s.<br>Na Záhonech 212,<br>686 04 Kunovice<br>Czech Republic<br>office@czechsportaircraft.com |
| No.: SA-SC-012                                                                                                    |                                                                          | Rev.: -                                                                                                             |
| Date: 2019-11-14                                                                                                  |                                                                          |                                                                                                                     |
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|---------------------------|----------------------------------------------------------------------------------------------------|
| <b>MODEL AFFECTED:</b>    | SportCruiser                                                                                       |
| <b>SUBJECT:</b>           | Inspection of correct fuel system arrangement                                                      |
| <b>AIRCRAFT AFFECTED:</b> | SportCruiser up to S/N 09SC288 inclusive,<br>excluding aircraft S/N 09SC165 and S/N 09SC166.       |
| <b>COMPLIANCE:</b>        | Execution of this Safety Alert is mandatory and must be performed immediately, before next flight. |

### DESCRIPTION:

The purpose of this Safety Alert is to inform the SportCruiser operators and owners about importance of correct fuel system arrangement.  
Refer to the Aircraft Maintenance Manual, doc.no.SC-AMM-1-0-00, the latest revision, Chapter 9, Fuel system.

### AUTHORISATION TO PERFORM:

Europe: Certifying staff in accordance with EU 1321/2014  
USA: Repairman (LS-M) or Mechanic (A&P)

### REASON:

Serial arrangement of electrical and mechanical fuel pumps when an alternative fuel line around the electrical pump is missing, is not correct.  
An alternative fuel line must be always present in the fuel system.

### MANPOWER:

Approximately 2 hours.

### SPECIAL TOOLS:

Common tools for aircraft maintenance.

### WEIGHT AND BALANCE:

Not affected.

### ELECTRICAL LOAD DATA:

Not affected.

### REFERENCES:

Aircraft Maintenance Manual, doc.no. SC-AMM-1-0-00, the latest revision  
ROTAX Installation Manual 912 Series, the latest revision

### PUBLICATIONS AFFECTED:

N/A

### MATERIAL:

Material (valve, fuel hoses, fittings, etc.) can be ordered as a kit at the aircraft manufacturer.

### COSTS:

All costs to be covered by the aircraft owner/operator.

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| No.: SA-SC-012                                                                                                    |                                                                 | Rev.: -                                                                                                             |
| Date: 2019-11-14                                                                                                  |                                                                 |                                                                                                                     |
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### Fuel system arrangement:

The fuel system must be designed to ensure that the engine is supplied with sufficient fuel in every operational situation.

General graphic scheme of the correct fuel system arrangement is described in Fig. 1.

*Legend:*

1. Fuel tank
2. Coarse filter
3. Fuel main valve
4. Fine filter/water trap
5. Mechanical fuel pump
6. Fuel pressure control
7. Electrical fuel pump
8. 1 x check valve
9. Return line from engine to tank
10. Flow meter (if installed)

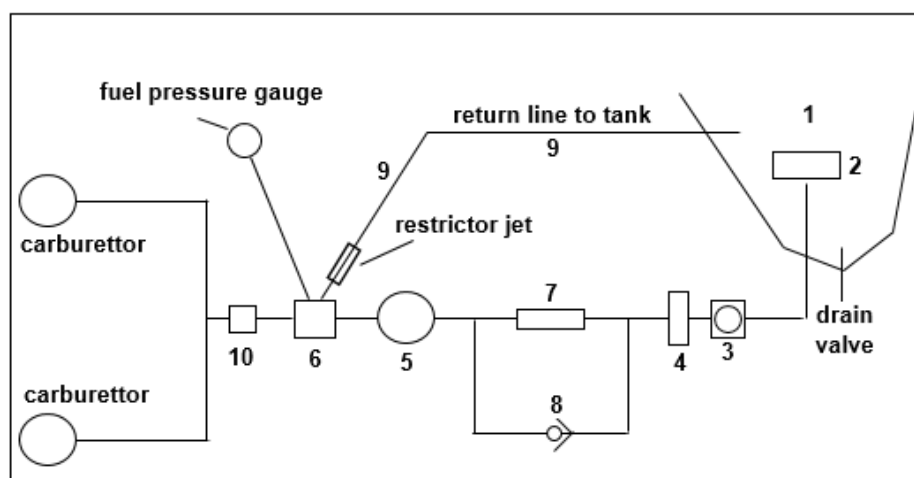


Fig. 1 : General graphic scheme of the correct fuel system arrangement

For correct fuel system arrangement applied on SportCruiser aircraft, see the Aircraft Maintenance Manual, doc.no.SC-AMM-1-0-00, the latest revision, Chapter 9, Fuel system, Fig. 9-1: Fuel system layout.

**ATTENTION:** Be careful with installation of electrical pump. An alternative fuel line must be always installed to ensure that the engine will be supplied with fuel when the electrical pump gets stuck.

### ACCOMPLISHMENT INSTRUCTIONS:

**To accomplish this bulletin, carry out the following steps:**

1. Move the aircraft to a suitable place to perform the work.
2. Remove the engine upper and lower cowling (see the SC-AMM-1-0-00, the latest revision)
3. Check the aircraft fuel system arrangement whether it is in accordance with the SC-AMM-1-0-00, the latest revision, Chapter 9, Fuel system, Fig. 9-1: Fuel system layout.
4. a) If the fuel system arrangement is correct, enter the following text into the aircraft log book:  
*"The SA-SC-012 applicability has been checked with the result: not applicable".*  
The SA-SC 012 compliance will be thereby duly completed in such a case.

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- b) If the fuel system arrangement is not correct, apply the following steps:
- Disconnect the battery terminals (see the SC-AMM-1-0-00, the latest revision).
  - Modify the fuel system arrangement according to the SC-AMM-1-0-00, the latest revision, Chapter 9, Fuel system, Fig. 9-1: Fuel system layout.
5. Connect the aircraft battery terminals.
  6. Install the engine lower and upper cowling back (see the SC-AMM-1-0-00, the latest revision).
  7. Complete the aircraft records (log book) to reflect compliance with this Safety Alert.

### APPROVAL:

This SB was approved by:

| Title     | Head of the Design Organisation                                                     | Airworthiness Manager                                                                |
|-----------|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| Name      | Jiří Sklenář                                                                        | Miroslav Koukal                                                                      |
| Signature |  |  |