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CANCELLED 28 OCT 2022
REFER AN 165

Airworthiness Alert 2016-3 **Rotax 914**

Overview

The GFA has received a Service Difficulty Report detailing engine rough running of a HK 36 TTC at full power. When power was reduced, the engine ran normally. The HK 36 TTC is powered by the Rotax 914 turbo charged engine. The GFA records reflect Rotax 914 engines are fitted to variants of both the HK 36 and Stemme powered sailplane.

The Investigation

On investigation, the engine ground run established that fuel was leaking from the carburettor bowl gasket when operating at a high power setting. It was established that the older style float chamber gasket was fitted and the fuel bowl attachment screw (bolt) was not tight and required over half a turn to tighten. The fuel leak stopped on correct re-torque of the fuel bowl. This condition if it had not been corrected could have resulted in an engine fire.

Recommendation

Rotax continually carry out product improvement. This is reflected in Rotax Service Instruction SI 914-014R1. This AWA recommends the registered operator check both carburettor fuel bowl attachment screw for correct torque. It further recommends replacing the old type cork gasket to the latest type (PN 830728). Note also the attachment screw assembly has also been upgraded now incorporating an O ring seal (PN 963281). Ensure the part numbers listed above are the correct parts for your model engine. Reassemble the carburettor IAW manufacturer's instructions.

Dennis Stacey GFA CTO

15/11/2016