



XS Rotax 912/912S exhaust silencer - baffle security

Classification	Mandatory
Applicability	XS Rotax 912/912S exhaust systems supplied between the beginning of May 2000 and the end of May 2003, see also the paragraph headed "Verifying Applicability"
Compliance	Before the next flight

Introduction

The design of some exhaust silencers delivered during the applicable period is such that, should an internal baffle become detached from its mounting points, it could move sufficiently to block the outlet. This would result in engine failure.

The proposed method for preventing such a blockage is to insert a perforated tube into the exhaust outlet such that it acts to hold the baffle away from the internal end of the outlet tube. When thus modified, the outlet will not be restricted even if the baffle does become detached from the silencer body, and the engine will continue to operate normally.

Verifying applicability

The latest specification of the silencer includes a perforated inner skin that lies just within the outer skin. This inner skin acts to prevent a detached baffle from closing off the exhaust outlet in the event of a baffle failure. Silencers to this later specification are not affected by this Service Bulletin.

To check whether or not your silencer is to this latest specification, insert a curved piece of wire, such as a length of welding rod, into the outlet tube, having first removed the tail pipe, so that the end touches the inside of the silencer skin. As you move it backwards and forwards, if it snags or you can feel and hear it scraping into holes, then you have the perforated skin, and this Service Bulletin does not apply. If, on the other hand, it scrapes smoothly against the skin, then this mandatory Service Bulletin does apply, in which case please contact Europa at the U.K. Office requesting part number EX-SB12. This will then be supplied free of charge.

Action

Remove the silencer from the engine and remove the tail pipe from the silencer.

Holding the silencer firmly, insert the perforated tube with the cut-out slot end first, into the exhaust outlet. It should be a tight fit, so tap it in using a wooden or rubber mallet until it contacts the baffle. The perforated tube should then protrude slightly proud of the silencer outlet.



If the fit is loose, carefully squeeze the perforated tube before inserting it, to cause it to become tighter.

Replace the tail pipe and reassemble the silencer to the engine.

Carry out an engine run, up to full throttle, having chocked the aircraft first. On the monowheel aircraft it is advisable to tie down the tailwheel before running the engine at full power.

Verify that the normal full engine rpm is attained.

Annotate the logbook that this Service Bulletin has been carried out.