

Service Bulletin

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SUBJECT Silencer rivet and Operators Manual amendment.

CLASSIFICATION ConAir Sports Ltd consider that compliance with this bulletin is mandatory.

ENGINES AFFECTED Cors-Air engines, all serial numbers with old style silencer (pre August 2002).

COMPLIANCE Before next flight or within 2 months, whichever is sooner.

COST

WARRANTY ENGINES (less than 1 year since supply)

PARTS	Free issue
LABOUR	Free of charge
TRAVEL OR CARRIAGE	To be paid for by end user

NON-WARRANTY ENGINES (more than 1 year since supply)

PARTS	Free issue
LABOUR	£5 inc VAT fixed price engine not installed £35 inc VAT per hour engine installed
TRAVEL OR CARRIAGE	To be paid for by end user

INTRODUCTION

The rear most bent section of the silencer on one Cors-Air engine has turned towards the pilot's harness during flight, causing a 20cm burn on the harness. This is believed to be the result of the loss of part of the silencer wadding which had held the bent section in place.

The bent section must be riveted in place using a STAINLESS STEEL rivet.

JPX Italia have also issued an amendment to the engine Operators Manual.

ACTION**1) Silencer Rivet**

Work should only be carried out by a competent mechanic with the correct maintenance tools. Otherwise the engine should be returned to an authorised dealer for the work to be carried out.

Fit a STAINLESS STEEL rivet to the old style silencer located in the position as shown in figure 1.



Figure 1.

2) Operators Manual Amendment

The following statement must be added to the Operators Manual at the end of the section titled "Maintenance".

"Dismantle the propeller at regular intervals and check that it is perfectly balanced, since an unbalanced propeller, even slightly, creates micro-vibrations which are not felt by the pilot, but can damage seriously parts of the engine with consequent breakage's. Being the propeller a mass provided of a noticeable inertial moment, it's advisable not to vary suddenly the RPM of the engine, both in flight and on the ground. These sharp and violent stresses could cause damages to the reduction, to the engine and also produce possible deformations to the fixing holes of the propeller."

Issued By: C.N. Beale

