



Ministerio de Fomento  
AGENCIA ESTATAL DE SEGURIDAD AÉREA  
(State Aviation Safety Agency)

**AIRWORTHINESS  
DIRECTIVE**

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**AFFECTED PRODUCTS:** Ultralight aircrafts (ULM) and amateur built aircrafts (Order 31 May 1982, BOE 5 June) equipped with ROTAX 912 iS Sport, 912 UL, 912 ULS y 914 UL engines, all serial numbers. These engines are known to be installed on, but not limited to, the aircraft models as listed in Appendix 1 of this AD.

**MANUFACTURER:** BRP-Rotax GmbH & Co. KG.

**ISSUE DATE:** 24 October 2017.

**REFERENCE:** BRP-ROTAX Service Bulletin (SB) SB-912 i-008iS / SB-912-070UL / SB-914-052UL.

**EFFECTIVITY DATE:** On the issue date.

**DESCRIPTION:** Power loss and engine RPM drop have been reported on Rotax 912/914 engines in service. It has been determined that, due to a quality control deficiency in the manufacturing process of certain valve push-rod assemblies, manufactured between 08 June 2016 and 02 October 2017 inclusive, partial wear on the rocker arm ball socket may occur, which may lead to malfunction of the valve train..

This condition, if not detected and corrected, may lead to rough engine operation and loss of power, possibly resulting in a forced landing, with consequent damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, BRP-Rotax issued Service Bulletin (SB) SB-912 i-008iS / SB-912-070UL / SB-914-052UL (single document), providing applicable instructions.

For the reason described above, this AD requires a one-time inspection and, depending on findings, replacement of affected parts. This AD also prohibits installation of affected parts on an engine.

**COMPLIANCE:** Required as indicated, unless accomplished previously:

Note 1: Valve push-rod assemblies Part Number (P/N) 854861 are hereafter referred to as "valve push-rod" in this AD.

Note 2: BRP Rotax SB-912 i-008iS / SB-912-070UL / SB-914-052UL (single document) is hereafter referred to as "the SB" in this AD.

Note 3: For the purpose of this AD, Group 1 engines are those having a serial number (s/n) as listed in the SB (see Note 2 of this AD); or an engine, having any s/n, on which a valve push-rod (see Note 1 of this AD) has been replaced in service between 08 June 2016 and the effective date of this AD inclusive. Group 2 engines are those that are not Group 1.

**Inspection:**

(1) For Group 1 engines (see Note 3 of this AD): Within the compliance time identified in Table 1 of this AD, as applicable, visually inspect the push-rod ball sockets of each valve push-rod in accordance with the instructions of the SB.



Table 1 – Visual Inspection of Affected Assembly

Engine Flight Hours (FH) since first installation on an aircraft	Compliance Time
160 FH or less	Before exceeding 170 FH since first installation of the engine on an aircraft, or within 3 months after the effective date of this AD, whichever occurs first
More than 160 FH	Within 10 FH or 3 months, whichever occurs first after the effective date of this AD

Corrective action:

(2) If, during the inspection as required by paragraph (1) of this AD, a valve push-rod having black surface is detected, before next flight, replace that valve push-rod and its affected parts (see Note 4 of this AD) with serviceable ones in accordance with the instructions of the SB.

Note 4: for the purpose of this AD, an affected part is listed in Table 2 of this AD.

Table 2 – Affected Part

Part	Part Number
Vale push-rod assembly	854861
Rocker arm left	854383
Rocker arm right	854393

Part installation:

(3) For Group 1 and Group 2 engines: From the effective date of this AD, it is allowed to install on any engine a valve push-rod (see Note 1 of this AD), provided it is determined it was not manufactured between 08 June 2016 and 02 October 2017 inclusive.

ADDITIONAL INFORMATION: For further information, contact:  
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**Appendix 1**

**List of Ultralight Aircraft models with Spanish Type Certificate, equipped with engines ROTAX 912 iS Sport, 912 UL, 912 ULS or 914 UL**

Type Certificate Holder	Model
AERO-EAST-EUROPE	SILA 450C
ALPI	PIONEER 200
DYNALI	H3 EASY FLYER SPORT
P&M AVIATION	QUIKR, QUIK GT 450
AEROMARINE	EUROFOX 3K, EUROFOX 3K/80, EUROFOX 2K
MAGNI GYRO	M16C, M16C-912S, M24C
AIR CREATION	TANARG 912S/iXess15
AIRBET	GIRABET II, GIRABET II SPORT
ICP	VIMANA
AIRCATFLY	DYNAMIC WT9-SPEED, DYNAMIC WT9-CLUB
BRM	LAND AFRICA 80HP, LAND AFRICA 100HP,
DTA	LAND AFRICA 80HP, LAND AFRICA 100HP SPORT
B&F TECHNIK VERTRIEBS	VOYAGEUR II 912-450, COMBO 912-MAGIC, VOYAGEUR 912S-MAGIC
PIPISTREL	FK 9 MK IV
AEROPRAKT	SINUS 912, VIRUS SW 100
AVIAKIT	A 22-L, A 22-L 80
JIHLAVAN AIRPLANES	AVIAKIT XL U.L.M.
ICP	KP 2U SKYLEADER 200
ELA AVIACION	SAVANNAH, SAVANNAH XL, SAVANNAH S, SAVANNAH S iS
FANTASY AIR	ELA-07 R-115, ELA-07 R-100
COLYAER	ALLEGRO 2000
TECNAM	MARTIN 3-S100
EVEKTOR AEROTECHNICK	P 2002 SIERRA
FLIGHT DESIGN GMBH	EV-97 EUROSTAR, EV-97 EUROSTAR SL, EV-97 EUROSTAR SLW
TECNAM	CT2K, CTSW, CTLS
TL ULTRALIGHT	P96 GOLF
TECNAM	TL-96 STAR, TL-96 STAR (100 HP)
AIR CREATION	P 92 ECHO, P 92 ECHO-S, P 92 ECHO-SUPER
VOL 9	KISS 450 GTE CLIPPER 912
CEDIMEX AVIACIÓN	SKY RANGER 912, SKY RANGER NYNJA 80
MAINAIR SPORT	S-6ES 912
	BLADE 912 GEMINI