

TL-Ultralight s.r.o. Notice of Continued Airworthiness
Service Bulletin 103015
Operation procedures with new Rotax fuel pump

1.1 ISSUED BY: TL-Ultralight s.r.o.
Budova č.84 Letiště, 503 41 Hradec Králové
Czech Republic
Tel: +420 495 211 753
URL: www.tl-ultralight.cz

DATE OF NOTICE: 30 October 2015
EFFECTIVE DATE: Immediately
AFFECTED AIRCRAFT: TL-2000, StingSport, Sting S3, & Sting S4.
AFFECTED SERIAL NUMBERS: All
NOTICE ID: SB103015
PAGES: This is page 1 of 1 pages.

1.2 SUBJECT: Operation with new Rotax fuel pump.
1.3 TYPE OF MAINTENANCE: None, Operator check list procedure changes only.
1.4 QUALIFICATIONS: Owner and/or Pilot responsibilities.
1.5 REFERENCES: TL-2000 Aircraft Parts Manual (APM)
TL-2000 Aircraft Maintenance Manual (AMM),
TL-2000 Aircraft Operation Instructions (AOI),
TL-2000 Pilot Operating Handbook (POH)
This service bulletin: SB103015.

1.6 DISTRIBUTION: This service notice is sent to all registered TL-2000 owners on record and it will be posted on website of the US distributor: ww.sting.aero/owner/notices

1.7 DISCUSSION: This Service Bulletin establishes procedures for the use of the revised fuel pumps described in Rotax SERVICE BULLETIN SB-912-63/63UL dated 2013-08-21 and available for download at www.rotax-owner.com. These pumps are being installed in TL Ultralight aircraft as a part of the work during the 5 year rubber replacement procedures.

Reports from the field indicate that fuel pressures lower than normal or below engine limits may occur during the takeoff, climb and high angle of attack phase of flight in spite of the increased pressures provided by the new Rotax pump.

1.8 CORRECTIVE ACTION: All TL-2000 aircraft operators are now being directed to operate the installed aircraft electrical aux pump during takeoff, climb, all landing pattern operations and any phase of flight in which high pitch angles may occur.

The aircraft AOI and POH procedures will be changed to reflect this Service Bulletin.

1.9 COMPLIANCE: This Service Bulletin is not cause for grounding. An aircraft with a valid annual condition inspection is considered to be in a condition for safe operation. Flight for re-positioning to complete services required in this Service Bulletin is acceptable. Enter compliance with this Service Bulletin in the aircraft logs as required. END SN103015