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## **SAFETY ALERT**

#0002

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**The Airplane Factory (Pty) Ltd considers compliance with all Safety Alerts mandatory**

**RELEASE DATE:** 18 June 2013

**EFFECTIVE DATE:** 18 June 2013

**SUBJECT:** Fuel hose

**MODELS AFFECTED:** All Sling 2 and Sling LSA aircraft from serial numbers 080 up to and including serial number 135.

**COMPLIANCE TIME:** Immediate. Aircraft should not be flown until such time as the requirements of this Safety Alert have been implemented.

**PURPOSE:** Replacement of all black 6 mm and 8mm fuel hose (marked either TRUCO or SANS) for safety purposes.

**PARTS/EQUIPMENT LIST:**

1. Goodyear 1/4" (6.4mm) FUEL INJECTION HOSE- SAE J30R9
2. Goodyear 5/16" (7.9mm) FUEL INJECTION HOSE- SAE J30R9
3. OETIKER double ear hose clamps 11-13 mm OE2.1113/7W1
4. OETIKER double ear hose clamps 13-15 mm OE2.1315/7.5W1
5. 0.5 mm locking wire

### **INSTRUCTIONS:**

All fuel hoses in the aircraft are to be inspected. Where fuel hose is marked TRUCO or SANS, this hose must be removed and replaced with fuel hose of the quality listed under "Parts/Equipment List" above.

Instructions for the inspection, removal and replacement of fuel hosing in the aircraft is as follows -

1. Remove the engine cowling and fuel tank inspection covers.
2. Inspect every piece of fuel hose in the aircraft, following the entire fuel line system - at the fuel tanks, inside the cockpit where the fuel hose comes through from the fuel tanks, inside the engine compartment and the return lines through the fuel selector and back to the tanks.
3. Where necessary, cut the locking wire and pull back the orange coloured heat shield in order to inspect the fuel hose.
4. Grey and black coloured fuel hoses marked PARKER are NOT AFFECTED – these are acceptable quality fuel hose.
5. Undo or cut off the fuel clamps and remove all fuel hose marked TRUCO or SANS. Do not pull the fuel hose off the fittings or fuel filters unless it comes off easily with no effort. The best way to remove the fuel hose is to cut it off using a sharp knife.

6. Clean, degrease and dry all affected fuel fittings and fuel filters. Ensure the inside of the fittings / fuel filters are clean too.
7. Replace the affected fuel hose with the Goodyear fuel injection hose. Be precise about the routing so that the fuel hose does not touch a hot component, does not rub against any sharp part of the engine or fuselage and that the fuel hose cannot kink. The routing of the new fuel hose should follow precisely the existing routing, unless there is a good reason not to do so.
8. Be particularly careful about the fitment of the fuel hose to the fuel tank fittings. The lower fuel hose is the suction / feed and the top one is the return. Ensure that the routing is correct.
9. Make sure the correct size fuel hose is fitted – to make sure measure the fuel fittings. Fuel fittings / fuel filters measuring 6.0-6.5 mm diameter use the 1/4" fuel hose and those measuring 7.4 – 8.0 mm diameter use the 5/16" fuel hose.
10. Correctly position and accurately crimp the Oetiker hose clamps. 11-13 mm clamps are fitted to the 1/4" fuel hose and 13-15mm clamps are fitted to 5/16" fuel hose. Check each clamp security by twisting and tugging on the hose.
11. Pump fuel through the fuel lines and then test run the engine for 15 minutes.
12. Again check every fuel hose connected to a fuel fitting or fuel filter for security by tugging on the fuel hose. Also check for leaks or sweating before closing off the fire sleeving.
13. All fuel hose in the engine compartment must be covered with the orange coloured fire sleeving, and the ends lock wired.
14. Every fuel hose routing must have stand-offs where it can rub or will touch any sharp edge.
15. Close the inspection covers and refit the engine cowling.
16. Run the engine on the ground at full power for 2 minutes of each fuel tank to ensure there is no blockage and there is correct fuel flow.
17. Please note that all work must be performed by a person qualified and entitled to do so such work. Work done must be entered into the aircraft airframe logbook and signed out by an Approved Person or Aircraft Maintenance Engineer, as the case may be.