

Despite statements made that the filters are not suitable for use in the Europa it cannot be denied that many thousands of hours have been flown using them. However, it must be reiterated that, due to their capacity, which is less than the average gascolator, it is imperative that they be checked and cleaned regularly during the early hours of the aircraft's flying career. You should expect that the main filter in the Rotax 914 installation will collect any debris at quite a fast rate as the fuel return system alone allows a flow rate of about 60 litres/hour.

Once you reach the stage where you don't find significant amounts of debris collecting in the filters, typically after about 15 or 20 flights have been made, then it will be found necessary only to check/clean them as a matter of routine during a 25 hour check.

Engine Mount Spacers

Experiments have been made with the length of spacer used with the anti-vibration mountings for the engine and have found that a longer spacer, which means that the rubber isolators will be less compressed, results in slightly improved engine vibration damping. The longer spacers, which are 49mm (1.925") long (the maximum length permissible) require the use of a longer bolt. An AN5-41 bolt is the correct length.

Although the longer spacers and bolts are now standard in the engine installation kit, it is not mandatory to change them if you are using the shorter spacers. This announcement is made purely for information only.

Andy Draper, Technical Director

Technical Support

Weekend Technical Support is available on: [+44] (0) 1751 433475 (Neville's Workshop number).

Telephone Technical Support over the Christmas break will be available as usual except for the following days: Dec 25th & 26th and Jan 1st.

Parts Catalogue

Enclosed with this newsletter is the latest Parts Catalogue (December 2000 Issue). New in this catalogue are; the latest trailer for the Europa Monowheel, cockpit and cowling covers and a carburettor heater kit.

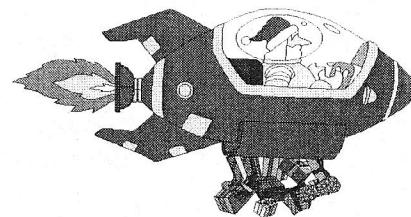
Orders/Deliveries

Many thanks to all of you that have been quoting part numbers at the time of ordering, it's proving especially helpful if Julia or Anna aren't available. If you know exactly what you want, the rest of us can take the order meaning that you get your parts delivered quicker!

Stock Take

Please note that we will be carrying out a stock take during week commencing 18th December 2000. If you need any parts to get you through the Christmas period, please ensure you **place your orders before 15th December** to ensure delivery.

Many thanks.



Oil Hose Deterioration

Engine installation kits for classic Europas and early XS Europas included two types of oil hose – one, supplied with the engine, has the marking 'CONTI' on it; the other supplied in the engine installation kit, is either plain or marked with red stripes. This extra hose was subsequently found to be surplus to requirements as the hose supplied by Rotax is sufficiently long.

Experience has shown that the 'CONTI' hose is superior to the other hoses in its ability to withstand the temperatures generated in the engine compartment.

The hose most likely to be affected by temperature is the one connecting the engine sump outlet to the oil tank.

The best routing for this hose, to avoid the exhaust system/turbo charger, is to run from the banjo fitting (which should be pointing to the right and about 30° forwards) curving immediately aft and up to go over the rear cylinder's coolant hose, under the starter motor and inside the ring mounting before looping up to the oil tank.

We recommend that you check this hose – if it is not made from the 'CONTI' hose material it may well show signs of overheating and should be changed to the 'CONTI' hose.

If you have discarded or cannot find the original 'CONTI' hose which came with the engine (which is specially formulated and has a much higher temperature rating than most other rubber hoses), supplies are available from the factory. A length of 65cm will be required, at a price of £8.32 plus VAT, postage and packing.

Engine Mounting Spacers – Correction

In the last newsletter the dimension quoted for the length of the longer engine mounting spacers was incorrect. The correct length is 46mm (1.8") and not 49mm (1.925") as quoted. Sorry for any confusion.

Air Filters in Plenum Chamber

The air filter which fits into the top of the plenum chamber of Europas fitted with the 912/912S engines (Classics without the cold air plenum chamber mod are not affected) is intended to be a good fit such that it shouldn't be able to come out without being pulled out deliberately. If you find that the filter in your plenum chamber is less than a tight fit, some form of retention should be added.

Andy Draper, Technical Director

Technical Support

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