

USE OF UNAUTHORIZED THREAD SEALANT

INTRODUCTION:

Volare' Carburetors, LLC (formerly Precision Airmotive/ Facet/ Marvel Schebler/ Borg Warner) issued Service Bulletin SB-10 on June 17, 2009, the subject of which is "Unauthorized Thread Sealant" the use thereof in all float style carburetors built by Volare' or it's predecessors. This service bulletin indicates that thread sealant particles have been found at overhaul inside of the carburetor at various points. All KAPS carburetors use the white to off white Loctite PST 565 sealant in certain areas. This process has been employed for many years and when properly applied is superior for use anywhere thread lube alone is called out. Many thread lubes are anti-seize type with fine particles such as graphite suspended in a viscous liquid. These particles may also accumulate if application is overdone or not done properly. The key is proper application. The thread sealant has several advantages in that it will stop fuel leaks at overhaul or repair and prevent the development of fuel leaks due to vibration loosening on fittings and plugs. By issuing Service Bulletin SB-10, Volare' Carburetors, LLC desires that everyone cease the use of any thread sealant on it's carburetors. Effective the date of this KAPS service letter, we will no longer use thread sealant in our overhauls, however, based on our proper application and successful history of thread sealant use, no KAPS repair or overhaul should be considered suspect on the Volare' SB-10 statements alone. Do not disassemble a KAPS overhaul or repair unless symptoms or maladies are present in your carburetor. In addition, any KAPS overhauled or repaired float carburetor disassembled for the purpose of removing "thread sealant" will no longer be the responsibility of KAPS under warranty or otherwise. *(Unless done so by KAPS.)*

Kelly Aerospace Power Systems desires that Volare's service bulletin SB-10 be complied with to enhance safety in those aircraft or rotorcraft that **use carburetors other than a KAPS** overhauled or repaired float style carburetor and advise those customers to follow the instructions therein as required. However, KAPS considers Volare' SB-10 "not applicable" to any of it's previously overhauled or repaired float style carburetors. *Removing and repairing a carburetor without symptom or cause may indeed result in a similar or greater hazard than the potential hazard pointed out in Volare's SB-10.*

This service letter is intended to notify KAPS customers that, as a running change, we no longer use a thread sealant in our overhaul or repair process and to dispute the contention of Volare' Carburetors, LLC, that any use of thread sealant in float style carburetors is inherently dangerous. *It is KAPS position that when properly applied, the use of thread sealant does not compromise any operation of the float style carburetor, therefore all KAPS overhauls/repairs are not applicable to Volare' SB-10.*

COMPLIANCE:

To coincide with and supplement any action taken on Volare' Carburetors Service Bulletin SB-10.

All questions, information, or requests pertaining to flight safety service bulletin SB-10 must be forwarded to Volare' Carburetors, LLC, Product Support Dept. (336) 449-5054.

Questions regarding this service letter? Contact KAPS Customer Service at (334) 286-8551.

PROCEDURE:

NOTE:

Remember, according to Volare' SB-1, only "authorized" Volare' parts may be used in their carburetors so the cleaning of thread sealant may require the replacement of any or all serviceable parts in your carburetor. This is costly and unnecessary **as all KAPS FAA/PMA approved parts are interchangeable with Precision Airmotive/ Facet/ Marvel Schebler/ Borg Warner original parts.**

CAUTION:

The removal of an airworthy part from a complete installation without symptom or cause may present a hazard to owners, operators, and property. Beyond normal maintenance, NEVER open or disturb the carburetor without documented cause.

1. Observe Volare' Carburetors, LLC SB-10 in its entirety and determine if you are affected and decide what action you will take.
2. It is KAPS position that the proper use of thread sealant does not compromise any operation of the float style carburetor and therefore makes Volare' SB-10 "not applicable" to KAPS overhauls or repairs.
3. If you decide to comply with Volare' Carburetors, LLC SB-10 carefully observe instructions and comply with each. *It should be noted that Volare' SB-1 requires that any "unauthorized" part in the carburetor or part which cannot be identified, must be replaced using only Volare' Carburetors, LLC parts to allow compliance with this service bulletin. Remember, the use of KAPS FAA/PMA approved parts in the applicable application in your carburetor is an FAA approved alternative to such replacement.*
4. If a decision is made to follow this service letter, a logbook statement should be made stating: ***In accordance Kelly Aerospace Power Systems Service Letter SL 032, the content of Volare' Carburetors service bulletin SB-10 is not applicable to this carburetor.***

For reference, please see the Volare' Carburetors, LLC Service Bulletin SB-10 included as "Attachment A" to this service letter.

WARRANTY STATEMENT:

No warranty or other participation is applicable to this service publication. Acknowledgment and understanding of this service letter is fully the responsibility of the service facility and/or the owner of the affected product. Issuance of this service letter in no way constitutes an implied or expressed warranty of any kind.

This publication does not imply or state any responsibility for the workmanship of any person or entity performing work or maintenance on any model carburetor, fuel system, engine, or aircraft. ***The proper use of FAA/PMA approved airworthy parts in no way constitutes a total waiver of liability for any party.*** All parties retain liability, including product liability to the extent of their responsibilities under applicable law.

CONTACT INFORMATION:

If you have any questions concerning this service information letter, please contact Kelly Aerospace Energy Systems Technical Support at 888-461-6077. Or write:

**Kelly Aerospace Product Support
2900 Selma Highway
Montgomery, AL 36108, USA**

ATTACHMENT A (SL 032)



Volare' Carburetors, LLC

125 Piedmont Avenue
Gibsonville, N.C. 27249, USA

Service Bulletin: SB-10

Revision: Original
Date: June 17th, 2009

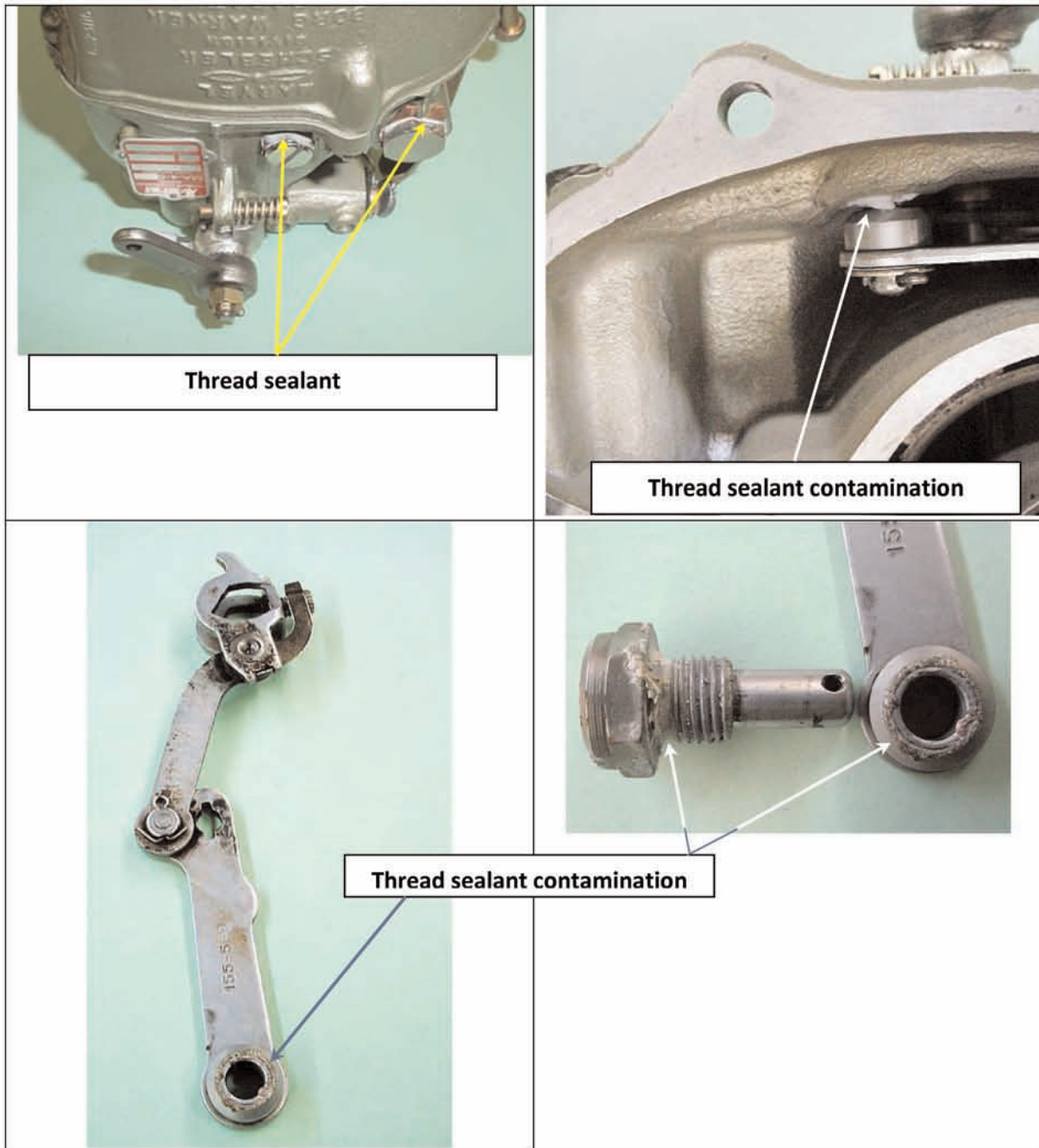
SUBJECT – UNAUTHORIZED THREAD SEALANT

1. **Applicability:** *ALL MODELS of float carburetors manufactured by Volare Carburetors LLC ("Volare"), and its predecessors Precision Airmotive Corporation, Facet Aerospace Products Company, and Marvel-Schebler (Borg Warner) (hereinafter "Volare").*
2. **Reason:** Volare is issuing this SB to caution owners, operators, over-haulers, and repairers of Volare Float Carburetors against the improper and unauthorized use of thread sealant during carburetor assembly. **Warning: Failure to follow this advice may result in engine malfunction, damage, injury, or death.**
3. **Background:** During tear-down and inspection of Volare Float Carburetors at the factory service center, Volare has found thread sealant inside fuel passages. Volare's examination of carburetors identified with AVstar data tags reveals extensive use of thread sealant on various fittings and the presence of thread sealant inside carburetor fuel passages. Other facilities may also be following the similar unauthorized practice. **Volare does not use thread sealant on carburetors it manufactures or services and does not authorize or approve the use of thread sealant on its carburetors by others.**

Thread sealant can break away inside a carburetor, clog fuel passages, and result in partial or complete loss of engine power. A previous Marvel-Schebler Service Bulletin, A1-69 and AD Note 69-24-03, dealt with a similar issue wherein thread lubricant was discovered in carburetors.
4. **Compliance:** Owners, operators, over-haulers, and repairers of Volare Float Carburetors not known to be free of unauthorized thread sealant should:
 - a. Immediately inspect such carburetors for evidence of thread sealant around, but not limited to, various fittings particularly the inlet fittings, bowl drain plugs and, on MA-4-5 MA-5 and MA-6 series carburetors, the accelerator pump pivot screw. Thread sealant can often be seen as a whitish appearing hard or semi-hard paste extruding from under a fitting (see photos) but removal of the fittings may be required to conclusively exclude the presence of unauthorized sealant.

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- b. If thread sealant is present, immediately remove the carburetor from service, disassemble it, remove the thread sealant, and inspect all passageways, jets, mechanisms, screens, etc., for contamination by the sealant. Using the appropriate service manual and all applicable Service Bulletins for the carburetor model being repaired, confirm that all techniques and materials for repairs to be accomplished are FAA and Volare approved. Clean, inspect, and reassemble the carburetor in accordance with the appropriate service manual.



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5. **Voiding of Warranty and Waiver of Liability:** Any owners, operators, over-haulers, and repairers, of Volare Float Carburetors who fail to inspect and where necessary replace or repair a carburetor in accordance with this bulletin, or permit operation of a carburetor which is non-compliant with this bulletin, or permit operation of a carburetor in which other than genuine Volare-approved parts are installed, **voids any otherwise applicable warranty and such actions constitute a complete and total waiver** to the extent permitted by law of any and all rights the owner, operator and/or service facility or repairer may have had to hold Volare responsible or liable for the malfunction or failure of such an aviation carburetor. The owner/operator and/or service facility or repairer that returns a carburetor to service that is non-compliant with this service bulletin shall bear the sole responsibility and full liability for any **damages of whatever nature, injury, or death** arising from any malfunction or failure of such a non-compliant aviation carburetor.

6. **Safety First:** While Volare has no authority to compel owners to act responsibly and take prudent action to insure their own safety and the safety of others, Volare believes compliance with this Service Bulletin is essential to protect against failures with unacceptable consequences. Volare strongly warns owners of the inherent risks involved in operating an airplane with thread sealant in the carburetor's fuel chambers and passages and strongly encourages owners to comply with this Service Bulletin.