

## Issues

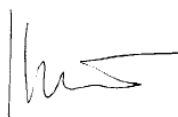
### SERVICE BULLETIN No. BB/43, BB-S/7, AB21 – revision 1

- 1. WITH REFERENCE TO:** Hot air balloons Kubicek and Aerotechnik operated with burners KOMET of serial number 105 and higher (trade name KOMET PLUS)
- 2. REASON:** The fuel leakage through the manometer due to malfunction of the pilot flame has occurred.
- 3. REQUIRED ACTION:**
1. Carefully check function of the pilot flames at each burner unit during pre-takeoff check.
  2. Cleanliness of the pilot burner fuel strainer must be checked during annual inspection.
  3. Update the Flight Manual and the Maintenance Manual Supplement to the below mentioned revisions
- 4. DEADLINE FOR ACTION:**
- Pilot flame check – prior to the next flight and all following flights**  
**Flight Manual Update – prior to the next flight**  
**Maintenance Manual Supplement Update – prior to the next annual inspection**
- 5. ACTION CARRIED OUT BY:** Owner / operator
- 6. INDUCED COST COVERED:** Owner / operator
- 7. NECESSARY MATERIAL:**
- For all Aerotechnik envelopes and Kubicek BB and BB-S envelopes of serial numbers up to 639:
- Flight Manual (*doc. no. B.0102, revision 21*)
- For Kubicek BB and BB-S envelopes of serial numbers 640 and higher:
- Flight Manual (*doc. no. B.2102, revision 14*)
- For all KOMET PLUS burners:
- Maintenance Manual Supplement – Older Burners (*doc. no. B.0202, revision 1*)
- 8. PROCESS:** Download the respective documents from the Kubicek Balloons website, print them and replace the manuals originally supplied by the new revision.
- 9. BULLETIN TAKES EFFECT:** **21 Oct 2011**
- 10. ENCLOSURES:** Procedure of the pilot burners checks

Technical content of this document is approved under the authority of DOA No. EASA.21J.277.

On behalf of BALÓNY KUBÍČEK spol. s r.o.

Petr Kubíček, technical director



Date: **29 May 2012**

## ENCLOSURE

### Procedure of the pilot burners checks

#### 1. Before takeoff

Make sure all the pilot burners work correctly. If turned on the flame must appear only around the pilot burner head, it may never blow out from the lower holes.



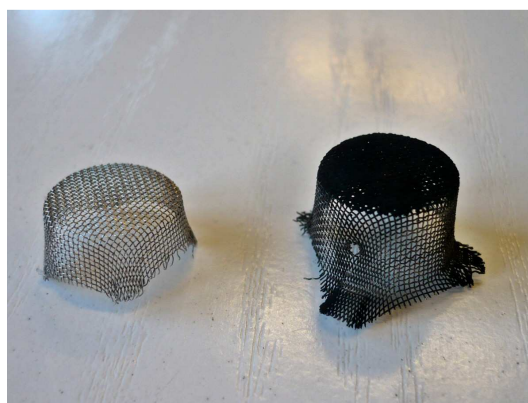
**NO FLIGHT IS PERMITTED if there is a pilot flame malfunction!**

#### 2. Annual inspection

Remove the pilot burner flame cup and inspect the strainer located below. It must not be blocked by the soot or other deposits. When dirty, wash the strainer in petrol and make sure it is clear before re-installation.



*Strainer blocked by soot*



*Clean and dirty strainer*