ROTAX 912 SERIES

ENGINE OIL CHECK – “THE BURP”

PURPOSE	To obtain an accurate oil-level indication by returning residual crankcase oil to the external oil tank before reading the dipstick.

PROPELLER SAFETY

Treat the propeller as if the engine could start at any time. Before touching or rotating the propeller, verify the aircraft is secured and all engine/ignition controls are in the safe/OFF condition specified by the aircraft POH/checklist. Keep people and loose items clear of the propeller arc.

PROCEDURE

1	**Secure the aircraft** Park on a suitable surface. Use wheel chocks as appropriate. Confirm the area around the propeller is clear.
2	**Verify controls SAFE / OFF** Use the aircraft checklist/POH. Confirm ignition is OFF and the engine cannot be intentionally started. Do not rely on a single switch or indication when working around the propeller.
3	**Open the oil tank** Remove the oil-tank cap/dipstick so the return-air sound can be heard. Clean off dipstick with a paper towel.
4	**Rotate the propeller by hand** Turn the propeller in the normal direction of engine rotation. Continue rotating through successive compression strokes. Rotax specifies turning the propeller several times to pump residual oil from the engine back to the oil tank.
5	**Listen for the "Burp"** Continue until air returning to the oil tank produces the characteristic murmur/gurgling sound. This indicates the oil-return process is complete for the level check.

6	**Check the oil level** Remove/wipe the dipstick as appropriate, reinsert it fully, then read the level. The oil must be between the MIN and MAX marks and must never be below MIN. For standard operation, the level should normally be around midway between MIN and MAX.
7	**Service only as required** If oil is needed, use only oil approved for the engine/aircraft. Avoid overfilling. For longer flights, replenishing to MAX may provide additional reserve when permitted by current manufacturer guidance.
8	**Close and verify** Reinstall the dipstick/oil-tank cap securely by hand, verify the area is clean and free of tools/rags, and complete the aircraft preflight checklist.

APA TRAINING NOTE: “Burping” is not a substitute for the aircraft preflight checklist or current Rotax/aircraft manufacturer instructions. If the indicated oil quantity is abnormal, the expected gurgle cannot be obtained, or a leak/discrepancy is found, stop and have the condition evaluated before flight.

ROTAX 912 OIL CHECK - QUICK REFERENCE & TRAINING RECORD

Aviate Pilot Academy

QUICK REFERENCE

☐	Aircraft secured; propeller area clear.
☐	Ignition/engine controls verified SAFE / OFF per aircraft checklist.
☐	Oil-tank cap/dipstick removed.
☐	Propeller rotated by hand in normal direction of engine rotation.
☐	Continue until oil tank gives a distinct murmur/gurgle.
☐	Dipstick checked: oil between MIN and MAX; never below MIN.
☐	Oil added only if required and with approved oil.
☐	Oil cap/dipstick secured; engine compartment checked; preflight continued.

REFERENCE / DOCUMENT CONTROL

Primary technical reference: BRP-Rotax Maintenance Manual Line, 912 Series, Edition 04 / Revision 2 (June 1, 2025), Lubrication System - Oil Level Check/Replenish. Check current Rotax technical documentation for later revisions before updating this training aid.

Document: APA-ROTAX-912-OIL-001 **Revision:** 1.0 **Prepared:** September 18, 2026

Applicability: Training aid for Aviate Pilot Academy aircraft equipped with an applicable ROTAX 912-series engine. Aircraft-specific POH/AFM/checklists remain controlling.

IMPORTANT: This document is a training aid, not approved manufacturer data. Always use the current aircraft POH/AFM, checklist, ROTAX manuals, service instructions, and applicable maintenance requirements.