

Service Bulletin

Subject:

Conversion of aircraft from CASA certificated FAR23 Amendment 54 status to FAA certificated FAR23 Amendment 54 status.

Applicability:

All GA8 serial numbers, however, GA8 serial numbers GA8-00-004 through GA8-03-025 are required to have incorporated Service Bulletin SB-GA8-2003-04 prior to incorporating this Service Bulletin.

Amendments:

Nil – Initial Issue

Background:

This Service Bulletin documents the modifications required to convert a CASA certificated Amendment 54 aircraft to an FAA certificated Amendment 54 aircraft.

Compliance:

This Service Bulletin is mandatory for aircraft destined for importation into the United States and other countries recognising an FAA type certificate.

Weight and Balance:

Negligible effect on weight and balance.

Approval:

This Service Bulletin has been approved pursuant to Regulation 35 of CAR1988.

Parts:

Item	P/N	Description	Qty
1	C01-01-04	FAA Approved Flight Manual	1
2	C01-00-04	FAA Approved Service Manual	1
3	GA8-112011-329	Left throttle quadrant placard	1
4	GA8-112011-331	Right throttle quadrant placard	1
5	GA8-771013-9*	Tachometer	1

* Existing tachometer may be reworked – refer to text for details

Parts Availability:

New parts can be obtained directly from Gippsland Aeronautics.

Tel.: +61 03 5172 1200

Fax.: +61 03 5172 1201

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Instructions:

Throttle Quadrant Modification

To meet noise requirements under the ICAO test method accepted by CASA, the aircraft features a pitch stop to limit propeller speeds to 2500 rpm for normal operations with an emergency bypass to 2700 rpm.

The FAR 36 noise test method accepted by the FAA results in no limits on propeller speed below the maximum allowable value of 2700 rpm, and so the pitch stop can be removed.

1. Gain access to the throttle quadrant by removing the access panel on the left hand side of the centre console.
2. Unfasten the two screws attaching the pitch stop and backing plate to the throttle quadrant cover. Discard these parts.

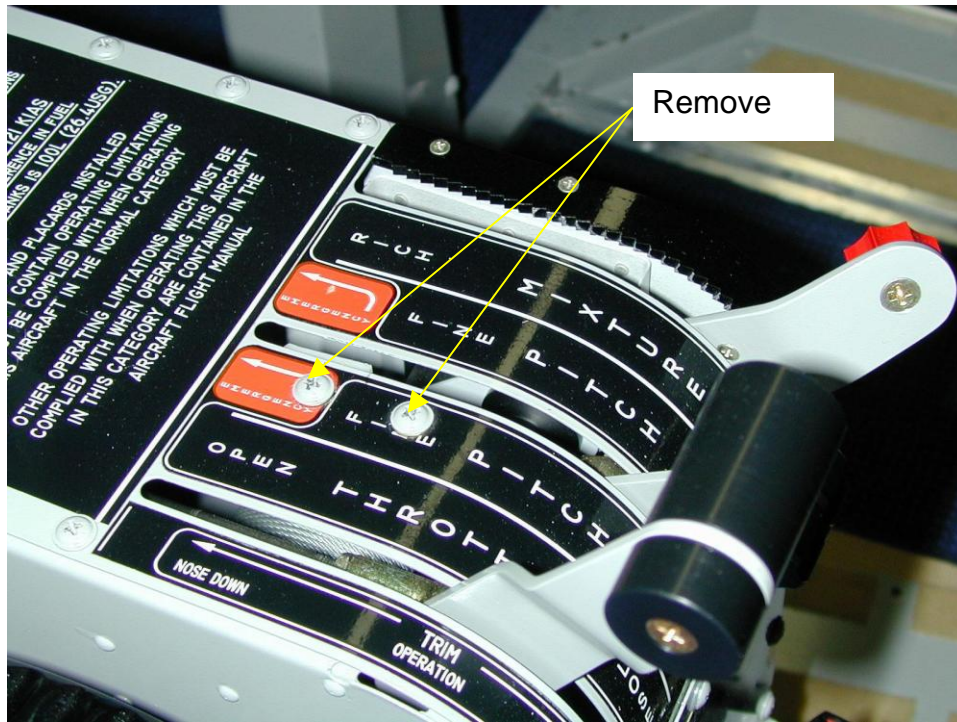


Figure 1 – Pitch stop attachment

3. Replace access panel.
4. Remove throttle quadrant placards and replace with new placards (P/N GA8-112011-329 and GA8-112011-331) per Figure 2.

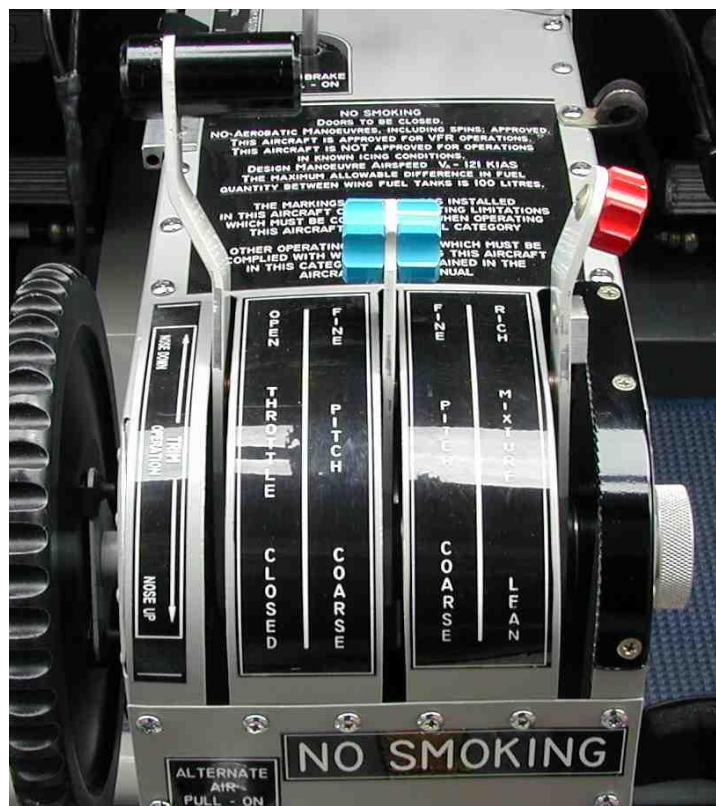


Figure 2 – Throttle quadrant placards

Tachometer Replacement

1. Remove existing tachometer and replace with new tachometer (P/N GA8-771013-9).

Alternatively, the existing tachometer may be reworked by re-marking the existing red arc between 2500 rpm and 2700 rpm with a yellow arc. Refer to Figure 3. Re-identify the tachometer as GA8-771013-9.

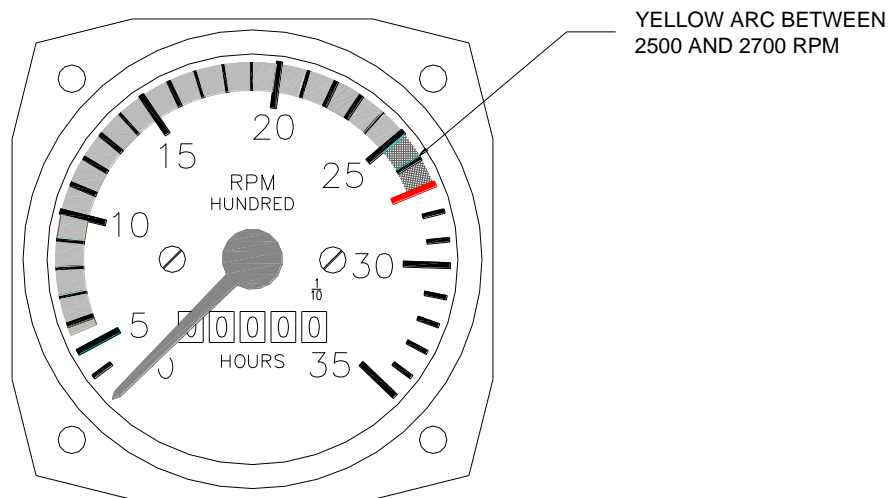


Figure 3 – Tachometer marking

Emergency Locator Transmitter

If not already installed, the aircraft must be fitted with an emergency locator transmitter (ELT).

The ELT installation may be done locally and approved by the local regulatory authority. Alternatively, Gippsland Aeronautics can provide Engineering Release GA8-962317 that approves the installation of an ACK E-01 ELT.

Recommendations

For aircraft that are relocating from the southern hemisphere to the northern hemisphere (or vice versa), Gippsland Aeronautics recommend that the following instruments be replaced with units intended for the hemisphere of operation:

- Compass
- Directional Gyro
- Artificial Horizon

Additionally, the GPS manufacturer or their approved agent should be contacted to check whether the GPS database requires updating.

Documentation:

1. Replace existing CASA approved aircraft Flight Manual C01-01-03 with FAA approved Flight Manual C01-01-04.
2. Replace existing CASA approved Service Manual C01-00-03 with FAA approved Service Manual C01-00-04.
3. Update aircraft log book to reflect incorporation of this Service Bulletin.

Compliance Notice:

Complete the Document Compliance Notice and return to Gippsland Aeronautics by fax/mail.

SB-GA8-2003-05	Issue: 1	Date of Issue: 11 April 2003	Page 4 of 4
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Aircraft Serial Number: GA8-_____

I/we have incorporated Service Bulletin SB-GA8-2003-05 for the above aircraft.

Dated: _____

Signed

Please post or fax this compliance notice to:

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