

Service Bulletin

Subject:

Pitot heat warning circuit board replacement.

Applicability:

GA8-00-004 to GA8-06-096 with heated Pitot Tube installed.

Amendments:

Issue 2 Correction to electrical connector P51 pin number in Para 1.5 on page 3.

Background:

An improved pitot heat warning Sensor has been introduced onto new production GA8 aircraft fitted with a heated Pitot tube. This Service Bulletin details the retrofit of the new Pitot Heat Sensor Assembly into aircraft fitted with the earlier type sensor.

Compliance:

This Service Bulletin may be incorporated at the owner's discretion.

Weight and Balance:

Negligible effect.

Approval:

The technical aspects of this Service Bulletin have been approved under a CASA Authorisation.

Parts:

Kit SB-GA8-2008-51-1 consists of the following parts:

Item	P/N	Description	Qty
1	GA8-315012-19	Pitot Heat Sensor Assembly	1
2	GA8-315012-71	Pitot Heat Sensor Wiring Harness - Retrofit	1

Parts Availability:

New parts can be obtained directly from GippsAero.

Tel.: +61 (0) 3 5172 1200

Fax.: +61 (0) 3 5172 1201

Email: spares@gippsaero.com

Labour:

Approximately one hour should be allocated for completing the work detailed in this Service Bulletin.

Warranty:

GippsAero factory participation is limited to the supply of parts, including freight, at the owner's expense.

Instructions:**WARNING:**

THE CAPACITOR LOCATED IN THE SOLENOID BOX IS A POTENTIAL HAZARD TO PERSONNEL MAINTAINING THE AIRCRAFT BY VIRTUE OF THE POTENTIAL FOR INADVERTENT SHORTING OF THE POSITIVE SIDE TO GROUND. THIS WOULD CAUSE A SIGNIFICANT ARC, WHICH, IF IT CAME INTO CONTACT WITH ANY PART OF THE BODY, COULD RESULT IN A MINOR BURN OR CAUSE A REFLEX ACTION THAT MAY SHORT OUT OTHER ELECTRICAL CONNECTIONS.

BEFORE REMOVING THE COVER PANEL TO ACCESS THE UNDERFLOOR AREA IN FRONT OF THE PILOT'S SEAT, PERFORM THE FOLLOWING ACTION TO ENSURE THAT THE CAPACITOR CIRCUIT IS DISARMED:

- (i) PULL THE 1 A BUS 2 CONTROL BREAKER
- (ii) SWITCH THE BUS 2 MASTER SWITCH ON

ENSURE THAT THE BREAKER REMAINS OPEN AND THE MASTER SWITCH REMAINS ON FOR THE DURATION THAT THE COVER PANEL IS REMOVED. NOTE THAT BUS 2 IS NOT LIVE WHILST THE BUS 2 CONTROL BREAKER IS PULLED.

SB-GA8-2008-51	Issue: 2	Date of Issue: 17 Sep 2010	Page 2 of 4
----------------	----------	----------------------------	-------------

1. Replacement of Pitot Heat Sensor Assembly

- 1.1. Remove the pilot's crew seat and access the battery to disconnect power to the aircraft electrical system.
- 1.2. Release the 6 Dzus fasteners securing the overhead panel and lower the panel for access to the wiring.
- 1.3. Locate the Pitot Heat Sensor Assembly attached to the terminal of the Pitot Heat breaker switch and remove the Pitot Heat Sensor Assembly.
- 1.4. Attach the ring terminal of the Pitot Heat Sensor Wiring Harness – Retrofit (P/N GA8-315012-71) to the breaker switch. Refer to Figure 1.
- 1.5. Insert the socket crimp end of wiring harness (P/N GA8-315012-71) into pin 2 of the existing plug P51.
- 1.6. Plug the new Pitot Heat Sensor Assembly (P/N GA8-315012-19) to Plug P51 and secure with cable ties to the wiring loom centrally on the panel adjacent to the electro luminescent panel light power supply. Ref Figure 1.
- 1.7. Re-secure the overhead panel in place with the Dzus fasteners.
- 1.8. Reconnect the power supply.



Figure 1. Correct installation of the relocated pitot heat sensor assembly and wiring

Note:

Breaker location may vary due to other optional equipment.

2. Test the operation of the System

WARNING:

ENSURE THAT ALL PERSONNEL NEAR THE PITOT TUBE REFRAIN FROM MAKING CONTACT AS THE PITOT TUBE IS HOT WHEN SWITCHED ON.

- 2.1. Remove the fairing from the forward Left wing root for access to P/J01.
- 2.2. Turn on the Bus 1 Master switch, with the pitot heat switched off. The Pitot Heat warning light should illuminate if operating correctly.
- 2.3. Turn on the Pitot Heat. The light should extinguish and the pitot tube heat up if operating correctly.
- 2.4. Disconnect Plug P01 from Jack J01. The light should illuminate if operating correctly.
- 2.5. Reconnect P/J01. The light should extinguish and the pitot tube heat up if operating correctly.
- 2.6. Turn off the Bus 1 master switch and re-install the left wing root fairing.

Documentation:

Update aircraft log book to reflect incorporation of this Service Bulletin.

Compliance Notice:

Complete the Document Compliance Notice and return to GippsAero by mail, fax or email.

DOCUMENT COMPLIANCE NOTICE



Document: Service Bulletin SB-GA8-2008-51

Issue 2

Aircraft Serial Number: GA8-_____

Service Bulletin SB-GA8-2008-51 Issue 2 has been incorporated in the above aircraft.

Date: _____

Signed

On behalf of (*company name*): _____

Please post fax or email this compliance notice to:

GippsAero
Attn: Technical Services
P.O. Box 881
Morwell Victoria 3840
Australia
Fax.: +61 (0)3 5172 1201
Email: techrec@gippsaero.com

DOCUMENT COMPLIANCE NOTICE



Document: Service Bulletin SB-GA8-2008-51

Issue 2

Aircraft Serial Number: GA8-_____

Service Bulletin SB-GA8-2008-51 Issue 2 has been incorporated in the above aircraft.

Date: _____

Signed

On behalf of (*company name*): _____

Please post fax or email this compliance notice to:

GippsAero
Attn: Technical Services
P.O. Box 881
Morwell Victoria 3840
Australia
Fax.: +61 (0)3 5172 1201
Email: techrec@gippsaero.com