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SB-GA8-2017-171
Issue 2

OPTIONAL

Service Bulletin

Subject:

Alternator Control Unit (ACU) Replacement & ACU Interface Replacement.

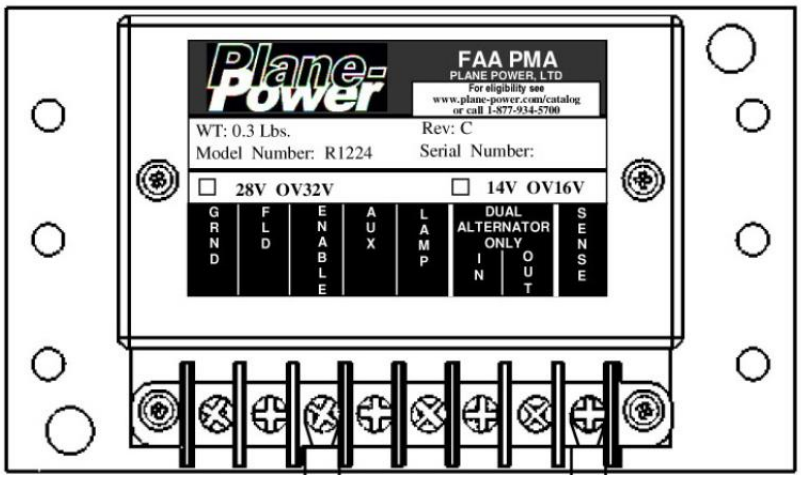

Figure 1 - View of Plane Power R1224 voltage regulator

Applicability:

Table 1 – Applicability

AIRCRAFT	SERIAL NUMBER(s)
GA8	GA8-12-176, GA8-12-184, GA8-13-194, GA8-13-197, GA8-14-206, GA8-15-209, GA8-16-231, GA8-16-235 & GA8-16-237.
GA8-TC 320	GA8-TC 320-09-150, GA8-TC 320-11-161, GA8-TC 320-12-174, GA8-TC 320-12-183, GA8-TC 320-12-187, GA8-TC 320-13-192, GA8-TC 320-13-198, GA8-TC 320-14-205, GA8-TC 320-15-215, GA8-TC 320-15-218, GA8-TC 320-15-224, GA8-TC 320-16-229, GA8-TC 320-16-232 & GA8-TC 320-16-234

Amendments:

Issue 1: Initial issue. Ref GAE11#1972

Issue 2 Wiring for 100A alternator AUX terminal revised. Fuse holder part number corrected. Ref GAE11#2074

Background:

This Service Bulletin authorises the replacement of the installed Zeftronics 28V Alternator Control Unit (ACU) with a Plane Power 28V voltage regulator.

The Service Bulletin also authorises the removal of the existing installed DC/DC Up-Converter for aircraft installations where a 24V battery is available and able to provide power to the 28V regulator system.

Compliance:

This accomplishment instructions contained within this Service Bulletin are optional and may be incorporated at the Operator's, Owner's or Maintenance Provider's discretion.

Labour:

4 man hours should be allocated for completing the work detailed in Part A of this Service Bulletin. This time does not include set up.

16 man hours should be allocated for completing the work detailed in Part B of this Service Bulletin. This time does not include set up.

Warranty:

This is an optional modification. Warranty is not applicable.

Approval:

This modification has been approved pursuant to Regulation 21.095 of CASR (1998).

Weight and Balance:

For Part A: The change to the aircraft's weight and balance introduced by this modifications is negligible.

For Part B: The change to the aircraft's weight and balance introduced by this modifications is shown in Table 2 below.

Table 2 - Weight and Balance for Part B of this Service Bulletin

	WEIGHT		ARM		MOMENT	
ITEM	(kg)	(lb)	(mm)	(in)	(kgmm)	(in.lb)
Part B modifications	-1.24	-2.73	1397	55.0	-1732.6	-150.2

The aircraft's weight and balance record shall be updated to include this information.

Parts:

The parts required to install the alternative voltage regulator are listed in Tables 3, 4 and 5.

Table 3 - Parts list applicable to aircraft with SB-GA8-2012-90 or ER-GA8-9624222 incorporated (Kit SB-GA8-2017-171-001)

ITEM	PART NUMBER	DESCRIPTION	QTY
217	R1224	VOLTAGE REGULATOR (PLANE POWER)	1
218	M22759/16-18-9	WIRE 18AWG ETFE 600V WHITE M22759	A/R
219	M22759/16-20-9	WIRE 20AWG ETFE 600V WHITE M22759	A/R
222	AN525-832R8	SCREW	4
223	AN365-832A	NUT LOCK	4
224	AN960-8	WASHER	4
240	MS25036-148	TERML LUG INSUL RING 22-18AWG #4 DIA RD	5
241	MS25036-101	TERML LUG INSUL RING 22-18AWG #6 DIA RD	1
246	MS25036-152	TERML LUG INSUL RING 16-14AWG #4 DIA BL	1
251	NAS1329A08-75	RIVNUT, KEYLESS	2
252	AN525-832R6	SCREW	2

Where part GA8-246042-011 28V Alternator Control Unit Interface (ACUI) is fitted, it is recommended that this be replaced by GA8-246076-011 28V Alternator Control Unit Interface 3 (ACUI3). Part GA8-246076-011 is fitted in all aircraft which have incorporated Service Bulletin SB-GA8-2012-90 at Issue 14 or later. The ACUI3 is listed in Service Manual Supplement C05-96-39 Amendment 4 or later release.

Table 4 - Parts list applicable to aircraft with SB-GA8-2014-118 & ER-GA8-9624232 incorporated (Kits SB-GA8-2017-171-002 and SB-GA8-2017-171-003).

ITEM	PART NUMBER	DESCRIPTION	KIT -002 QTY	KIT -003 QTY w/removal of DC/DC Up-Converter
214	GA8-246018-011	CHANGE OVER RELAY W/DIODE	-	1
216	W23-X1A1G-2	CIRCUIT BREAKER 2A	-	1
217	R1224	VOLTAGE REGULATOR (PLANE POWER)	1	1
218	M22759/16-18-9	WIRE 18AWG ETFE 600V WHITE M22759	A/R	A/R
219	M22759/16-20-9	WIRE 20AWG ETFE 600V WHITE M22759	A/R	A/R
220	FIQC1.25-6.4DG	TERML LUG QUICK CONN INSUL 0.5-1.6mm² RD	-	4
222	AN525-832R8	SCREW	4	5
223	AN365-832A	NUT LOCK	4	5
224	AN960-8	WASHER	4	5
230	01550120ZXU	FUSE HOLDER IN LINE 3AG (LITTELFUSE)	-	1
231	AGC-1	FUSE QUICK BLOW 1A 3AG GLASS	-	1
240	MS25036-148	TERML LUG INSUL RING 22-18AWG #4 DIA RD	4	4
241	MS25036-101	TERML LUG INSUL RING 22-18AWG #6 DIA RD	1	2
242	MS25036-149	TERML LUG INSUL RING 22-18AWG #8 DIA RD	-	1
244	MS25036-150	TERML LUG INSUL RING 22-18AWG 1/4 DIA RD	1	1
246	MS25036-152	TERML LUG INSUL RING 16-14AWG #4 DIA BL	1	1
250	M81824/1-1	SPLICE INSULATED AWG 26-20 RED 105C	-	1
251	NAS1329A08-75	RIVNUT, KEYLESS	2	2
252	AN525-832R6	SCREW	2	2

Table 5 - Parts list applicable to aircraft with SB-GA8-2015-155 incorporated.
(Kits SB-GA8-2017-171-004 and SB-GA8-2017-171-005)

ITEM	PART NUMBER	DESCRIPTION	KIT -004 QTY	KIT -005 QTY w/removal of DC/DC Up-Converter
214	GA8-246018-011	CHANGE OVER RELAY W/DIODE	-	1
216	W23-X1A1G-2	CIRCUIT BREAKER 2A	-	1
217	R1224	VOLTAGE REGULATOR 28V (PLANE POWER)	1	1
218	M22759/16-18-9	WIRE 18AWG ETFE 600V WHITE M22759	A/R	A/R
219	M22759/16-20-9	WIRE 20AWG ETFE 600V WHITE M22759	A/R	A/R
220	FIQC1.25-6.4DG	TERML LUG QUICK CONN INSUL 0.5-1.6mm² RD	-	4
222	AN525-832R8	SCREW	4	5
223	AN365-832A	NUT LOCK	4	5
224	AN960-8	WASHER	4	5
230	01550120ZXU	FUSE HOLDER IN LINE 3AG (LITTELFUSE)	-	1
231	AGC-1	FUSE QUICK BLOW 1A 3AG GLASS	-	1
240	MS25036-148	TERML LUG INSUL RING 22-18AWG #4 DIA RD	4	4
241	MS25036-101	TERML LUG INSUL RING 22-18AWG #6 DIA RD	1	2
242	MS25036-149	TERML LUG INSUL RING 22-18AWG #8 DIA RD	-	1
245	MS25036-104	TERML LUG INSUL RING 22-18AWG 5/16 DIA RD	1	1
246	MS25036-152	TERML LUG INSUL RING 16-14AWG #4 DIA BL	1	1
250	M81824/1-1	SPLICE INSULATED AWG 26-20 RED 105C	-	1
251	NAS1329A08-75	RIVNUT, KEYLESS	2	2
252	AN525-832R6	SCREW	2	2

Parts Availability:

Required parts can be purchased directly from GippsAero.

Tel: +61 (0)3 5172 1200

Fax: +61 (0)3 5172 1201

Email: aircraft.parts@mahindraaerospace.com

Accomplishment Instructions:

NOTE:

Ensure appropriate safety precautions are taken when performing work outlined in this Service Bulletin.

Refer to GA8 Service Manual, Chapter 24 for safety precautions are taken when carrying out the procedure outlined in this Service Bulletin.

Unless otherwise specified, reference to the GA8 or GA8 TC-320 Service Manual as well as FAA AC43.13-1B & FAA AC43.13-2B should be made when carrying out the procedure outlined in this Service Bulletin. In case of discrepancy between the Service Manual and the Advisory Circular, the Service Manual takes precedence.

All work specified in this Service Bulletin shall be carried out by appropriately qualified personnel and equipment.

NOTE:

This Service Bulletin offers the installer a limited number of variations. It is the installer's responsibility to determine which variation is applicable to their aircraft.

Contact GippsAero if clarification is required.

Choose Part A or B from Table 6. Part A will only replace the regulator and, with exception of Figure 9, run a wire from the AUX terminal of the alternator to the AUX input of the voltage regulator.

Table 6 - Selection Chart

Applicable existing aircraft configuration	SB Part	Schematic and Parts List
Aircraft currently incorporating Service Bulletin SB-GA8-2012-90 or GippsAero factory option ER-GA8-9624222.	A	Figure 9 Table 3
Aircraft currently incorporating Service Bulletin SB-GA8-2012-118 & GippsAero factory option ER-GA8-9624232 fitted with PlanePower ALT-FLX 150A alternator.	A	Figure 10 Table 4
Aircraft currently incorporating Service Bulletin SB-GA8-2012-118 & GippsAero factory option ER-GA8-9624232 fitted with PlanePower ALT-FLX 150A alternator with 24V battery installed & available for alternator excitation. Select this when removing the DC/DC Up-Converter.	B	Figure 11 Table 4
Aircraft currently incorporating Service Bulletin SB-GA8-2015-155 fitted with Hartzell ES ES-14024B-2 140A alternator.	A	Figure 12 Table 5
Aircraft currently incorporating Service Bulletin SB-GA8-2015-155 fitted with Hartzell ES-14024B-2 140A alternator with 24V battery installed & available for alternator excitation. Select this when removing the DC/DC Up-Converter.	B	Figure 13 Table 5

PART A: Replacement of Zeftronics R25400 ACU with Plane Power alternator regulator only

1. Switch all electrical power off within the aircraft.
2. Pull the 100A and 5A 28V circuit breakers on the LHS of the lower instrument panel.
3. Pull the 15A overhead panel “28V FIELD EXCITE” circuit breaker.
4. Remove the pilot kick panel and LH cockpit wall trim panel.

NOTE:

It is recommended that each wire be marked with tape to aid reassembly.

5. Disconnect the D15 connector from the installed ACU Interface.
6. Disconnect the Zeftronics electrical connector.
7. Disconnect all electrical connections to the Caution Unit.
8. Disconnect all electrical connections to the System Controller.
9. Inspect the attachment of the Caution Unit Tray to the aircraft structure. If the Caution Unit Tray is attached via the camlock and two screws in the approximate locations as shown in Figure 2, then disconnect the Caution Unit Tray, lower it towards the aircraft floor and then skip to Step 14, otherwise continue.
10. Inspect for two holes in the approximate locations shown in Figure 2.

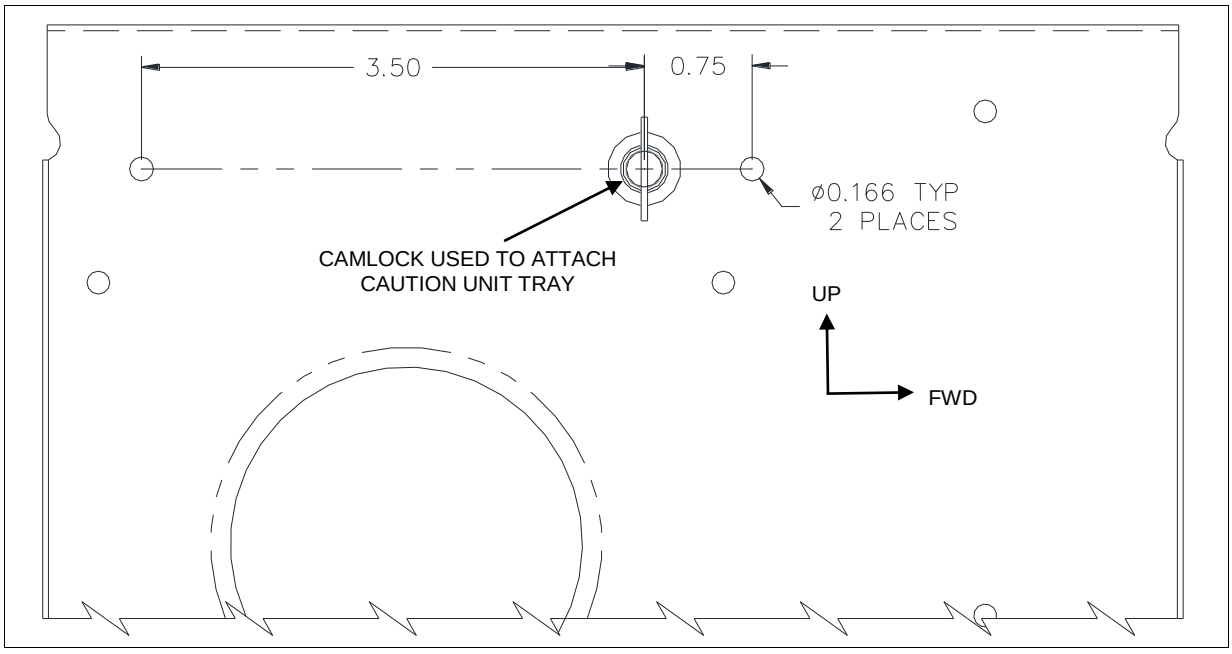

Figure 2 – Caution Unit Tray attachment hole locations. Tolerance ± 0.05”

11. Disconnect the Caution Unit Tray and lower towards the aircraft floor.
12. Inspect for rivnuts adjacent to the camlock receptacle in the cockpit structure behind the Caution Unit Tray (to approximately align with holes in Figure 2).

13. Select option below which corresponds to inspection results from Steps 10 and 12, and accomplish the instructions that follow.

    a. If there are no holes but rivnuts are installed, match drill holes into the Caution Unit Tray using a #19 drill, to a diameter of 0.166". Disconnect the Caution Unit Tray and lower towards the floor.

    b. If there are no holes and rivnuts are not installed, then re-attach Caution Unit Tray via camlock. Drill two holes into the Caution Unit Tray, and the cockpit side wall structure behind, in accordance with Figure 2. Disconnect the Caution Unit Tray and lower towards the floor. Install a rivnut (Item 251) into each of the two holes in the cockpit side wall structure.

    c. If there are holes but rivnuts are not installed, then re-attach Caution Unit Tray via camlock. Match drill the two holes into the cockpit side wall structure behind. Disconnect the Caution Unit Tray and lower towards the floor. Install a rivnut (Item 251) into each of the two holes in the cockpit side wall structure.

    d. If there are holes and rivnuts are installed, then continue to next step.

14. Remove the Zeftronics ACU from the Caution Unit Tray. Remove the earth wire from the terminal block.

15. Drill four holes into the Caution Unit Tray as specified by Figure 3. Deburr holes.

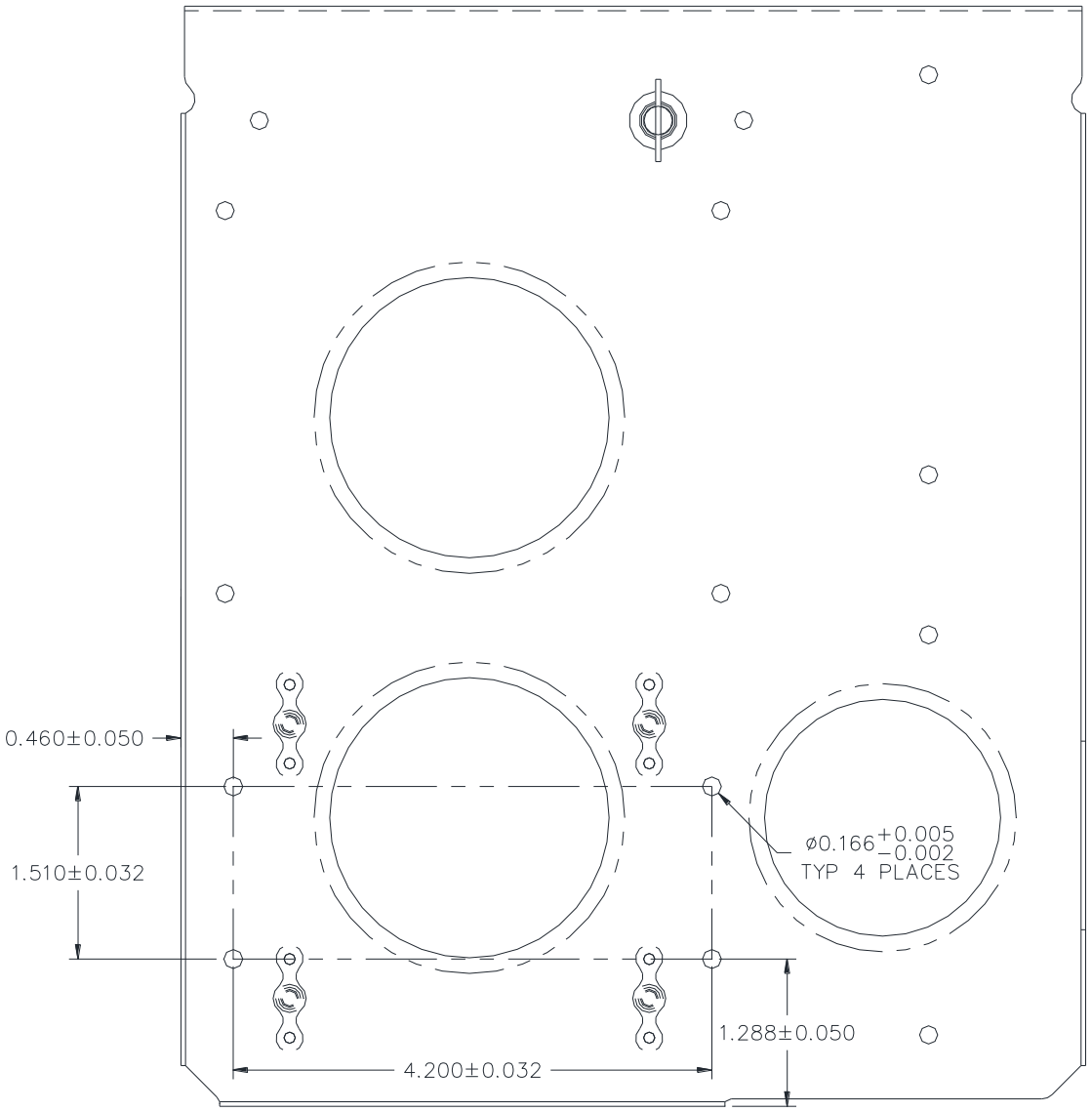

Figure 3 – Hole locations for Plane Power voltage regulator.

16. Inspect the Plane Power R1224 Voltage Regulator (Item 217) to ensure that it is set for 28V operation. Look for the filled check box above the GRND terminal. Read the "Regulator Installation Instructions" supplied with the R1224 Voltage Regulator. Refer to Plane Power drawing 12-1001 for setting the unit for 28V and for adjustment of the output voltage.
17. Place the R1224 Voltage Regulator on the Caution Unit Tray such that the terminal strip faces downwards. Refer to Figure 4.

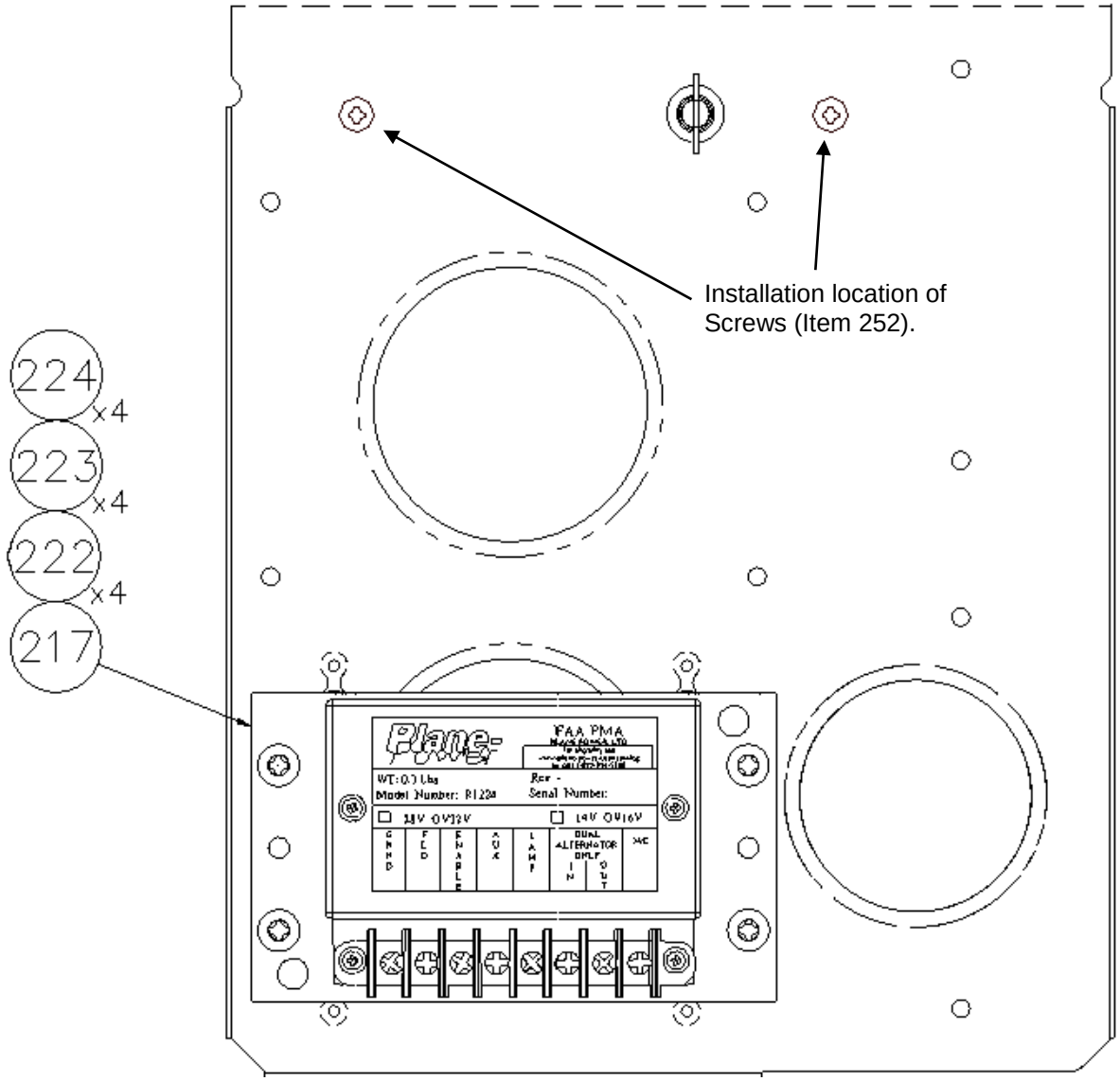

Figure 4 – Installed voltage regulator. (ACU Interface, Caution Unit and System Controller not shown).

18. Attach the R1224 Voltage Regulator in accordance with Figure 4.
19. Re-wire the aircraft to the R1224 Voltage Regulator in accordance with Figure 9, Figure 10 or Figure 12 as applicable (Refer to Table 6). Attention is drawn to the installation of an AUX circuit as described in Figure 10 or Figure 12.
20. Reconnect all electrical housings to the Caution Unit, System Controller and ACU Interface.
21. Re-install the Caution Unit Tray to the aircraft by fastening Camlock. Install Screws (Item 252) into the two rivnuts in cockpit side wall structure. See Figure 4.
22. Measure the electrical bonding resistance between the pilot's outboard seat rail and the outer case of the R1224 Voltage Regulator. Ensure that the resistance is 0.1 ohms or less.
23. Where an air conditioner is installed, pull all associated circuit breakers. The circuit breakers are labelled "Forward Evaporator", if fitted, "Rear evaporator", "Compressor" and "Condenser".
24. Ensure the 5A "ALT FIELD" circuit breaker is pushed in. It must never be left open on engine start.

25. Switch on Bus 2.
26. Set the overhead 28V Mission [28V FIELD EXCITE] switch to ON.
27. Observe the lamp “28V ALT”. This will be illuminated when the alternator is not operational.
28. Complete Part E of this Service Bulletin.
29. Re-install the pilot kick panel and LH cockpit wall trim panel.

PART B: Replacement of Zeftronics ACU with Plane Power alternator regulator & Replacement of ACUI with a relay

1. Switch all electrical power off within the aircraft.
2. Pull the 100A and 5A 28V circuit breakers on the LHS of the instrument panel.
3. Pull the 15A overhead panel “28V FIELD EXCITE” circuit breaker.
4. Remove the pilot kick panel and LH cockpit wall trim panel.

NOTE:

It is recommended that each wire be marked with tape to aid reassembly.

5. Disconnect the D15 connector from the installed ACU Interface.
6. Disconnect the Zeftronics electrical connector.
7. Disconnect all electrical connections to the Caution Unit.
8. Disconnect all electrical connections to the System Controller.
9. Inspect the attachment of the Caution Unit Tray to the aircraft structure. If the Caution Unit Tray is attached via the camlock and two screws in the approximate locations as shown in Figure 2, then disconnect the Caution Unit Tray, lower it towards the aircraft floor and skip then to Step 14, otherwise continue.
10. Inspect for two holes in the approximate locations shown in Figure 2.
11. Disconnect the Caution Unit Tray and lower towards the aircraft floor.
12. Inspect for rivnuts adjacent to the camlock receptacle in the cockpit structure behind the Caution Unit Tray (to approximately align with holes in Figure 2).
13. Select option below which corresponds to inspection results from steps 10 and 12 and accomplish the instructions that follow.
    a. If there are no holes but rivnuts are installed, match drill holes into Caution Unit Tray using #19 drill, to a diameter of 0.166”. Disconnect the Caution Unit Tray and lower towards the floor.
    b. If there are no holes and rivnuts are not installed, then re-attach Caution Unit Tray via camlock. Drill two holes into the Caution Unit Tray, and cockpit side wall structure behind, in accordance with Figure 2. Disconnect the Caution Unit Tray and lower towards the floor. Install a rivnut (Item 251) into each of the two holes in the cockpit side wall structure.
    c. If there are holes but rivnuts are not installed, then re-attach Caution Unit Tray via camlock. Match drill the two holes into the cockpit side wall structure behind. Disconnect the Caution Unit Tray and lower towards the floor. Install a rivnut (Item 251) into each of the two holes in the cockpit side wall structure.
    d. If there are holes and rivnuts are installed, then continue to next step.
14. Remove the Zeftronics ACU from the Caution Unit Tray. Remove the earth wire from the terminal block.
15. Drill four holes into the Caution Unit Tray as specified by Figure 3. Deburr holes.
16. Inspect the Plane Power R1224 Voltage Regulator (Item 217) to ensure that it is set for 28V operation. Look for the filled check box above the GRND terminal. Read the “Regulator Installation Instructions” supplied with the R1224 Voltage Regulator. Refer to Plane Power drawing 12-1001 for setting the unit for 28V and for adjustment of the output voltage.
17. Place the R1224 Voltage Regulator on the Caution Unit Tray such that the terminal strip faces downwards. Refer to Figure 4.
18. Remove the Zeftronics ACU from the Caution Unit Tray. Remove the earth wire from the terminal block.

19. Inspect the R1224 Voltage Regulator (Item 217) to ensure that it is set for 28V operation. Look for the filled check box above the GRND terminal. Read the “Regulator Installation Instructions” supplied with the R1224 Voltage Regulator. Refer to Plane Power drawing 12-1001 for setting the unit for 28V and for adjustment of the output voltage.
20. Place the R1224 Voltage Regulator on the Caution Unit Tray such that the terminal strip faces downwards. Refer to Figure 5.
21. Attach the R1224 Voltage Regulator in accordance with Figure 5.
22. Install the Change-over Relay (Item 214) to the Caution Unit Tray in accordance with Figure 5.

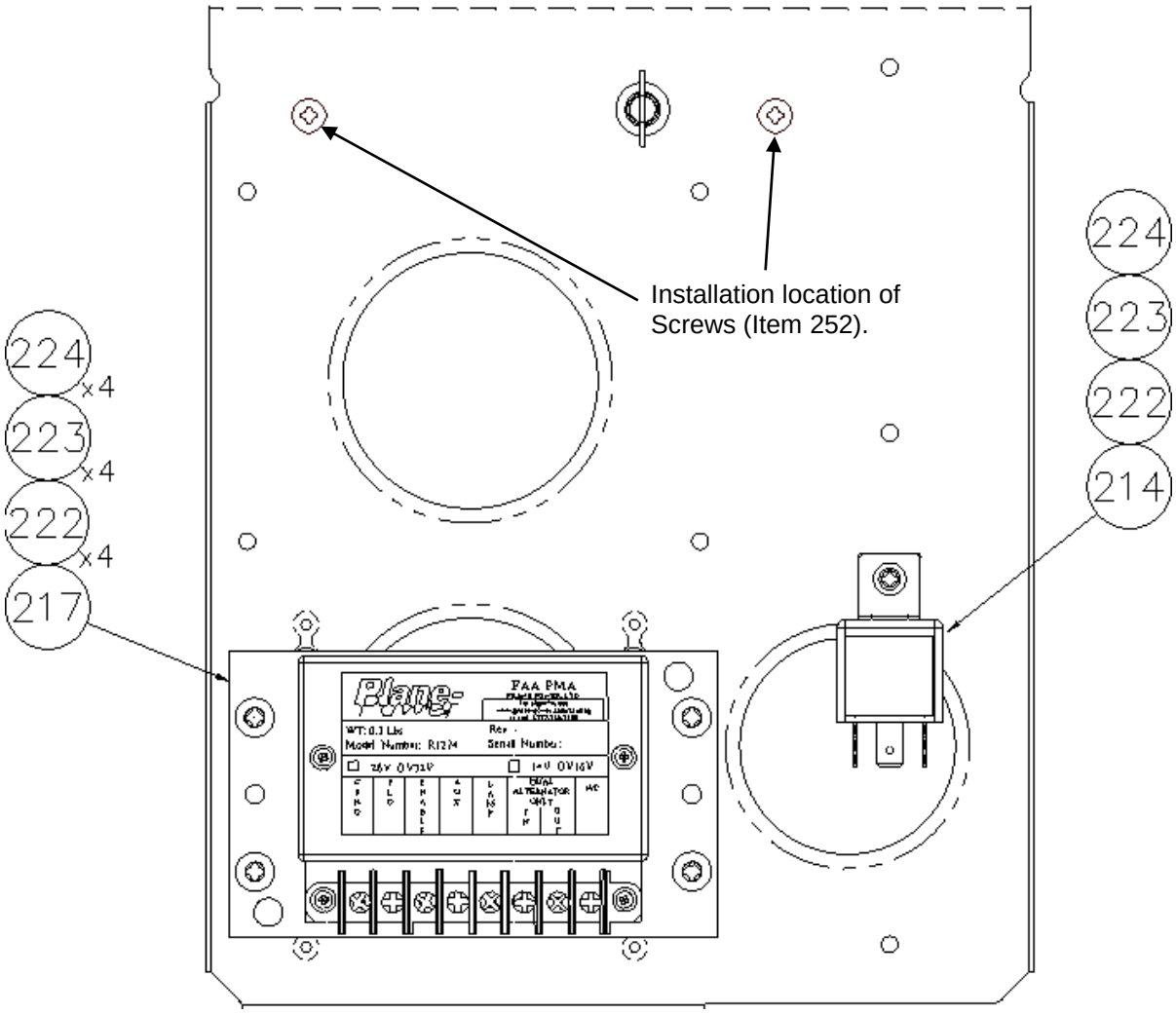

Figure 5 – Installed voltage regulator and relay. (Caution Unit and System Controller not shown).

23. Re-wire the aircraft to the R1224 Voltage Regulator and Change-Over Relay in accordance with Figure 11 for the Plane Power ALT-FLX alternator or Figure 13 for the ES-14024B-2 alternator. Attention is drawn to the installation of the AUX circuit.
24. Reconnect all electrical housings to the Caution Unit and System Controller.
25. Re-install the Caution Unit Tray to the aircraft by fastening Camlock. Install Screws (Item 252) into the two rivnuts in cockpit side wall structure. See Figure 5.
26. Measure the electrical bonding resistance between the pilot’s outboard seat rail and the outer case of the R1224 Voltage Regulator. Ensure that the resistance is 0.1 ohms or less.
27. Complete Part C of this Service Bulletin.
28. Complete Part D of this Service Bulletin.
29. Where an air-conditioner is installed, pull all associated circuit breakers. The circuit breakers are labelled “Forward Evaporator”, if fitted, “Rear Evaporator”, “Compressor” and “Condenser”.

30. Ensure the 5A ALT FIELD [28V FIELD] circuit breaker is pushed in. It must never be left open on engine start.
31. Switch on Bus 2.
32. Set the 28V Mission [28V FIELD EXCITE] switch to ON.
33. Observe the lamp “28V ALT”. This will be illuminated when the alternator is not operational.
34. Complete Part E of this Service Bulletin.
35. Re-install the pilot kick panel and LH cockpit wall trim panel.

PART C: Removal of DC/DC Up-Converter.

NOTE:

Only undertake Part C if Part B of the Service Bulletin is being accomplished.

1. To gain access to the DC/DC Up-Converter, remove the roof trim panel immediately aft of the electrical overhead panel. Refer to Figure 6 for location of the DC/DC Up-Converter.
2. Disconnect the electrical connector from the DC/DC Up-Converter.
3. Remove the earth return wire from the DC/DC Up-Converter.
4. Remove the DC/DC Up-Converter unit.
5. Cut off the 3 way connector.
6. Splice circuits 1PG008A18 to the circuit previously connected to Pin C of the DC/DC Up-Converter. The designations will vary. Use Item 250.
7. Cap and stow circuit 1PG008C18.
8. Attach roof trim panel using existing fasteners.

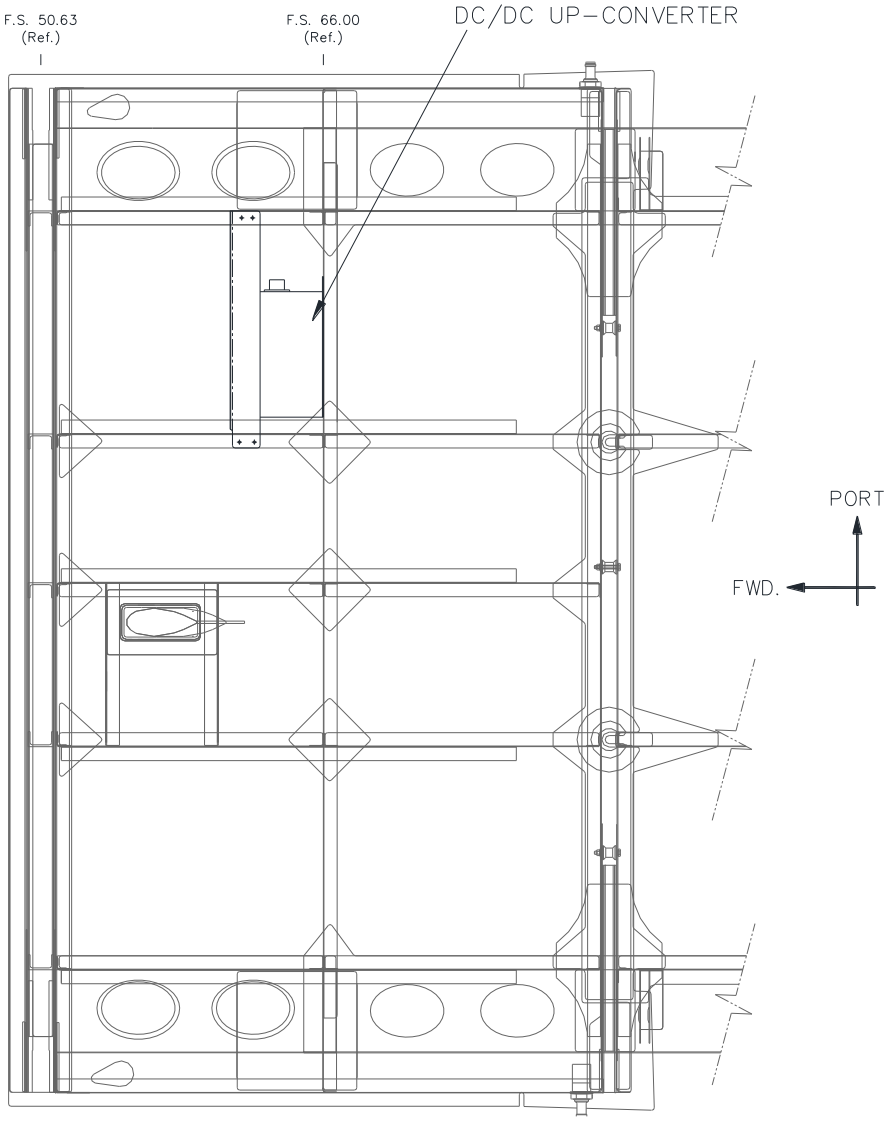

Figure 6 – Location of DC/DC Up-Converter. View looking up at roof.

PART D: Modification to the electrical overhead panel.

NOTE:

Only undertake Part D if Part B of the Service Bulletin is being accomplished.

1. Lower the electrical overhead panel in accordance with Section 31-10-00 of the GA8/GA8-TC 320 Service Manual.
2. Remove the installed 15A circuit breaker at the location noted in Figure 7. The placard marking may be labelled either “28V FIELD EXCITE” or “28V MISSION”.
3. In this location, install a 2A circuit breaker (Item 216) in accordance with Figure 8.
4. Complete the electrical circuit from the switch to the relay reusing existing wiring.
5. Re-install the electrical overhead panel.

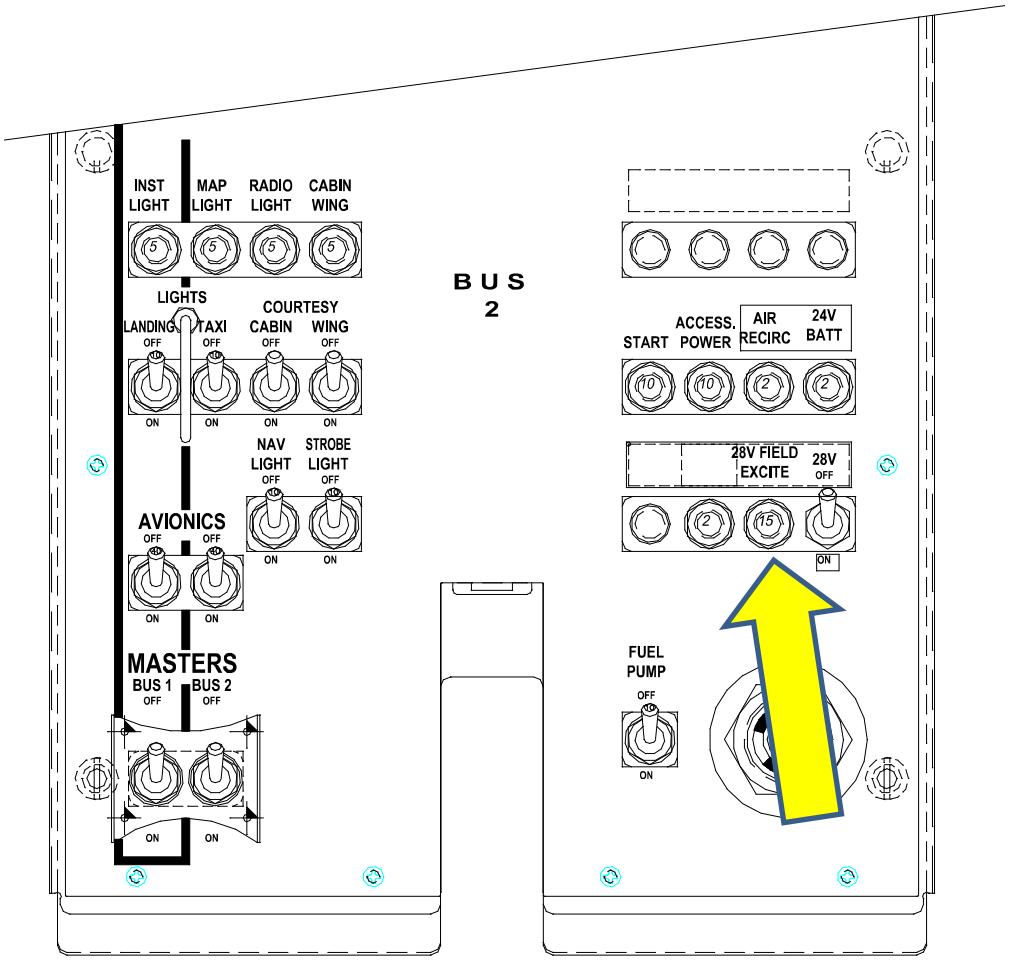

Figure 7 – Unmodified electrical overhead panel.

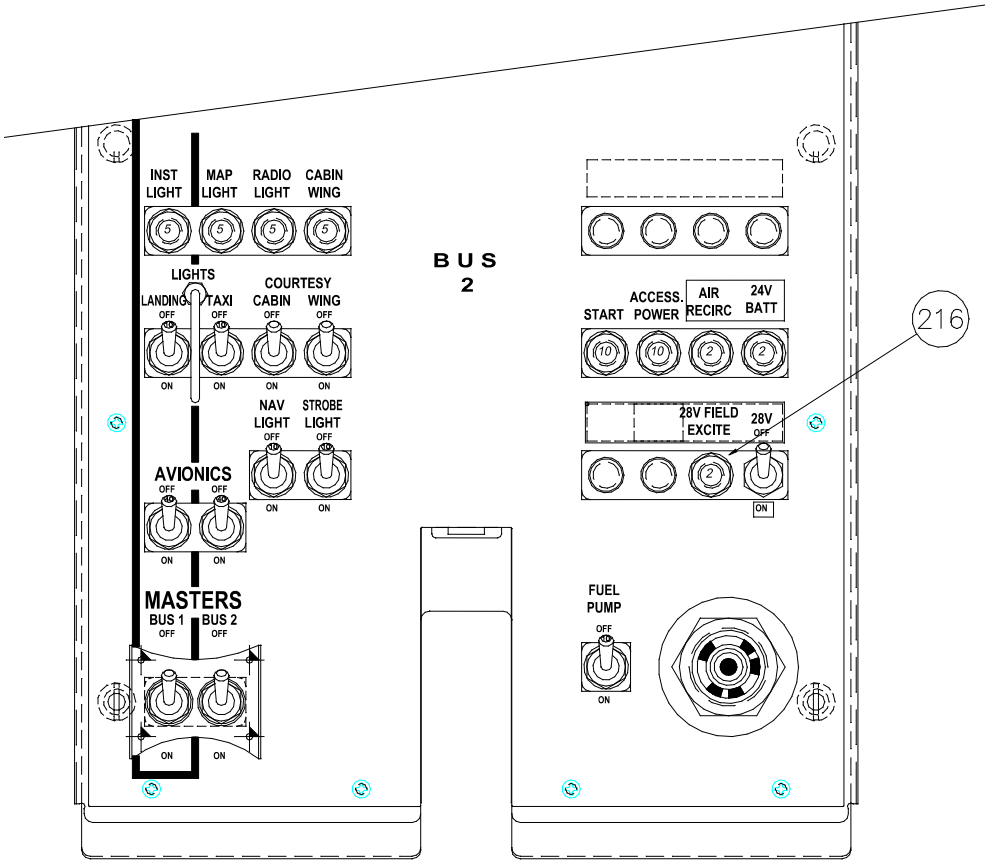

Figure 8 – Modified electrical overhead panel.

WIRING DIAGRAMS

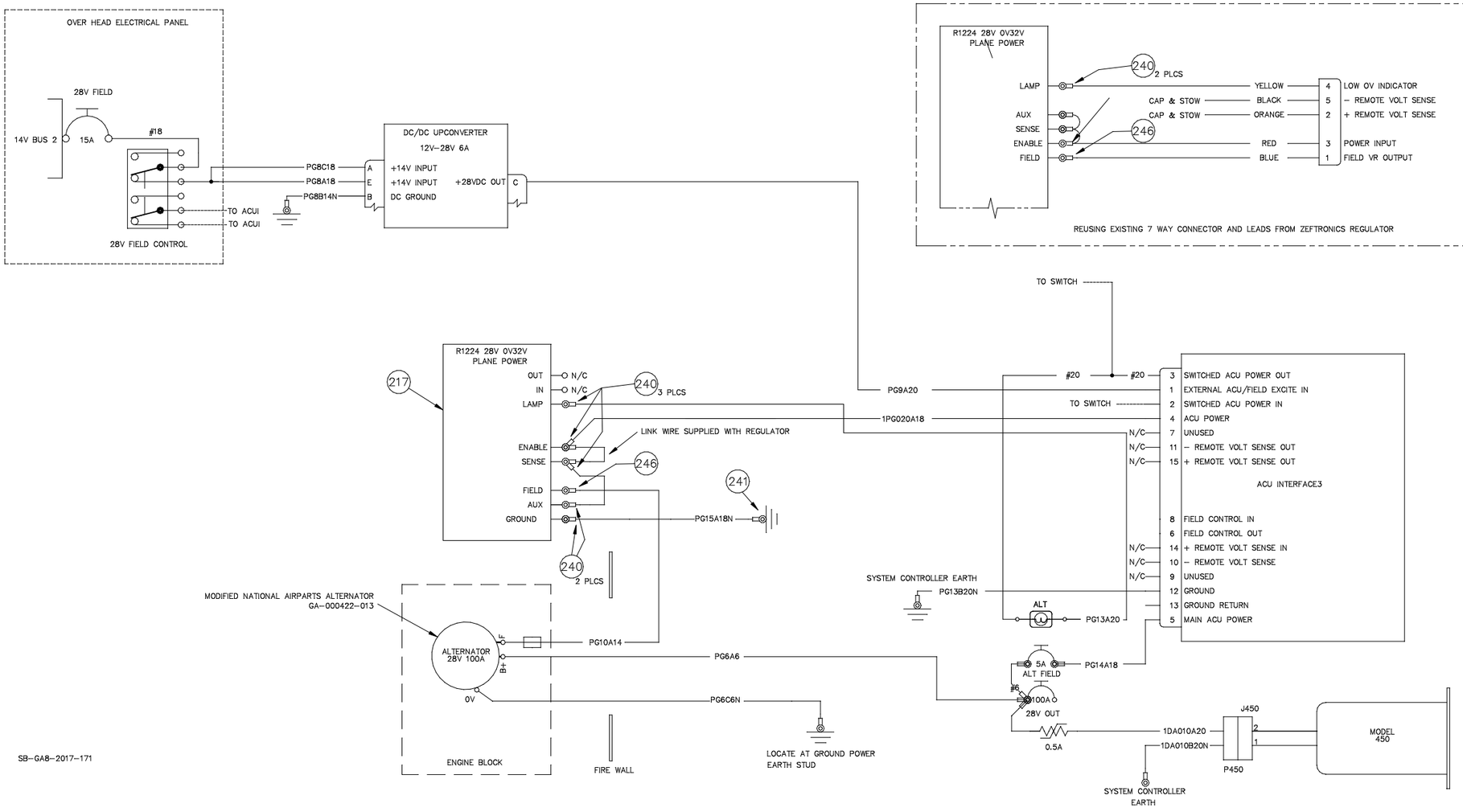

Figure 9 – Wiring diagram with replacement of Zeftronics alternator control unit for SB-GA8-2012-90 or ER-GA8-9624222.

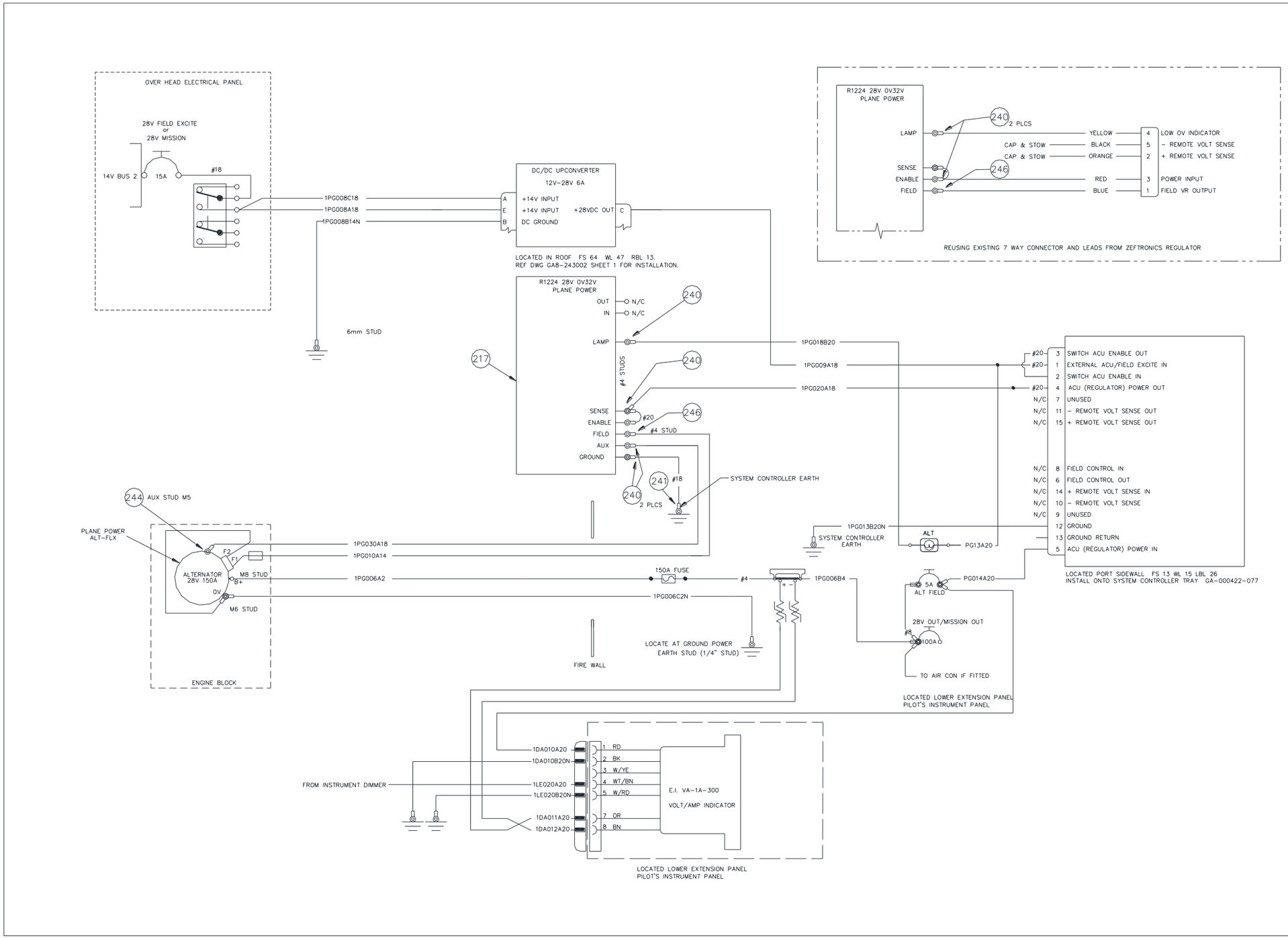

Figure 10 – Wiring diagram with replacement of Zeftronics alternator control unit for SB-GA8-2014-118.

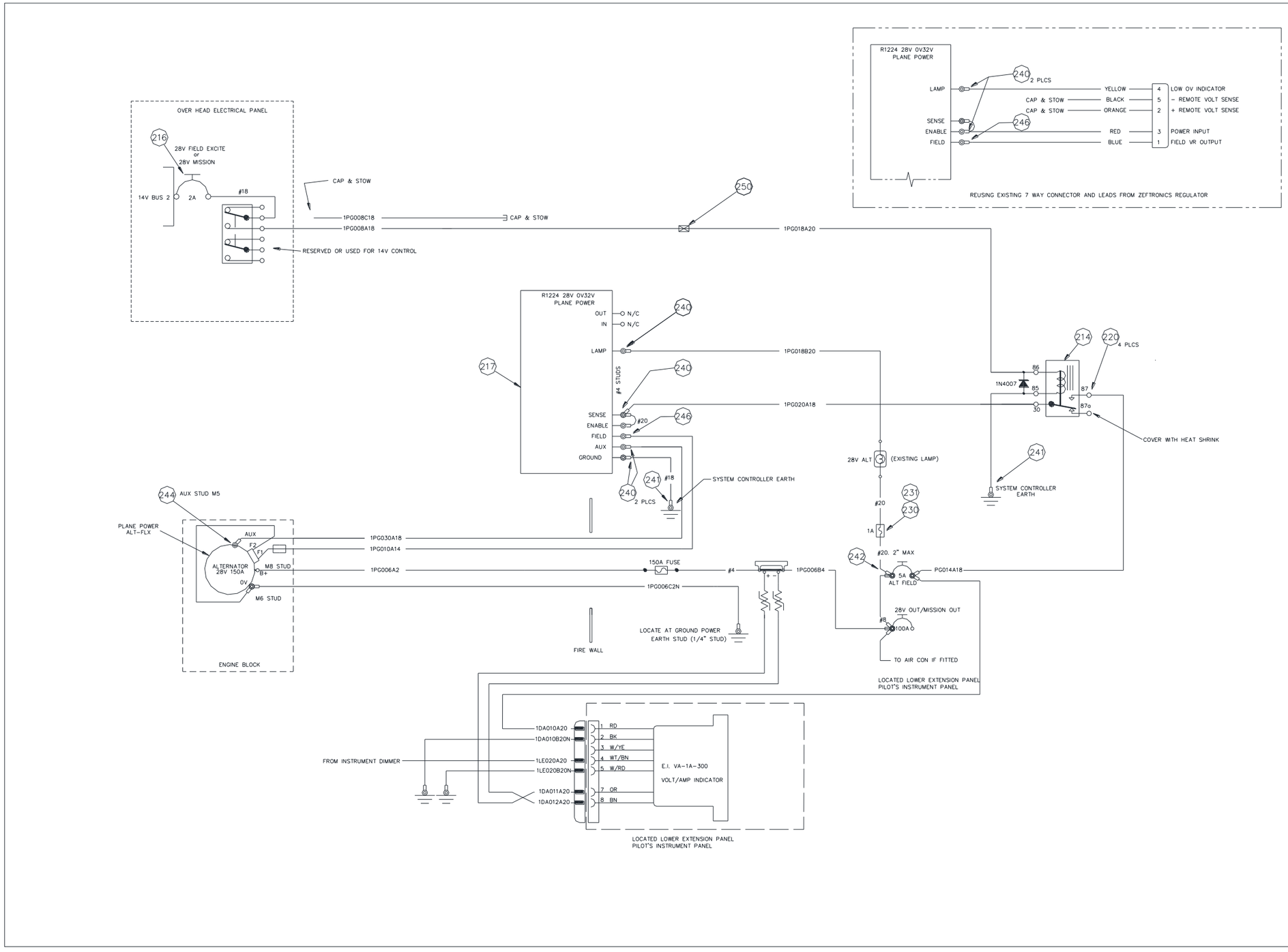

Figure 11 – Wiring diagram with replacement of Zeftronics alternator control unit for SB-GA8-2014-118 & removal of DC/DC Up-Converter.

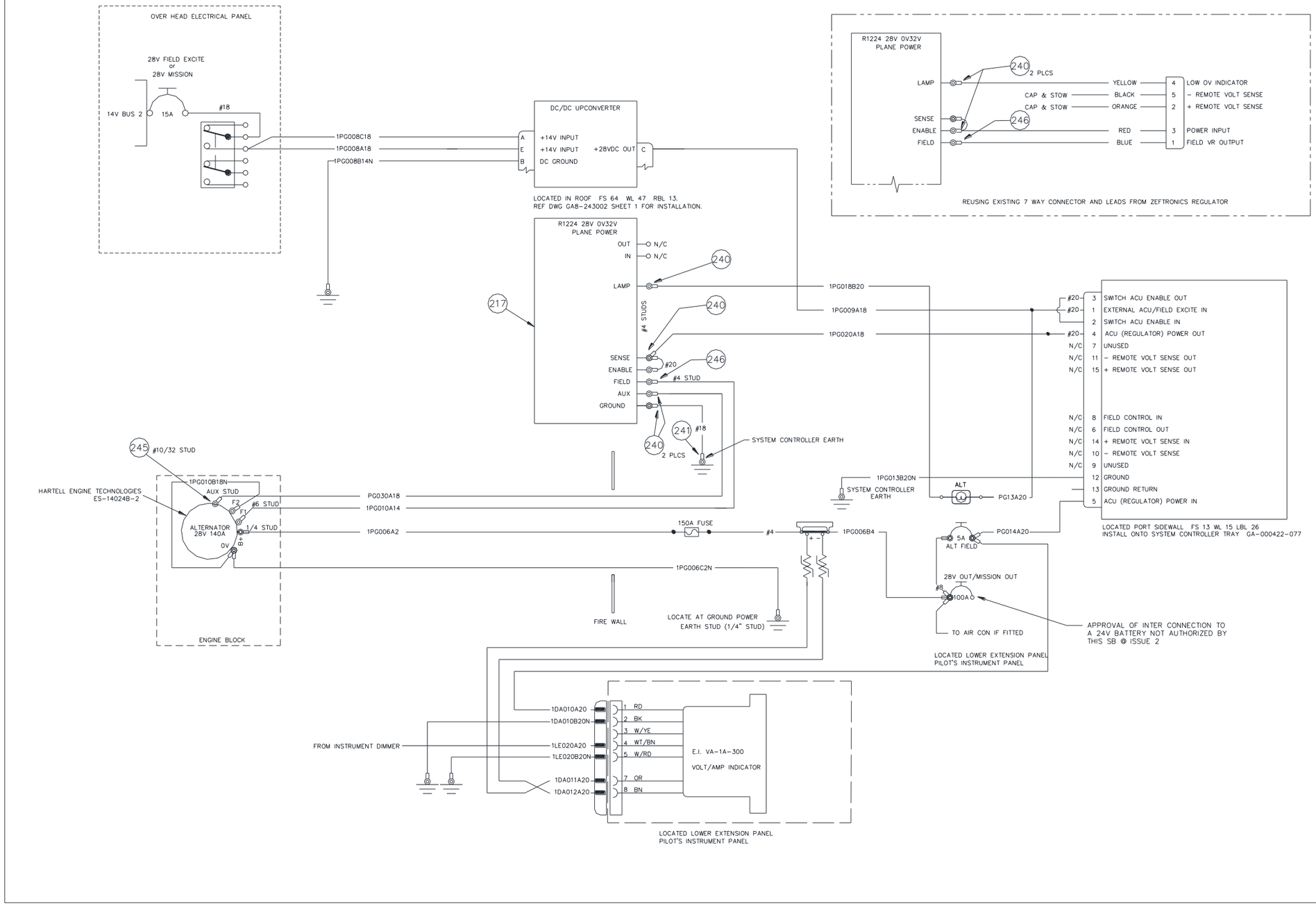

Figure 12 – Wiring diagram with replacement of Zeftronics alternator control unit for SB-GA8-2015-155.

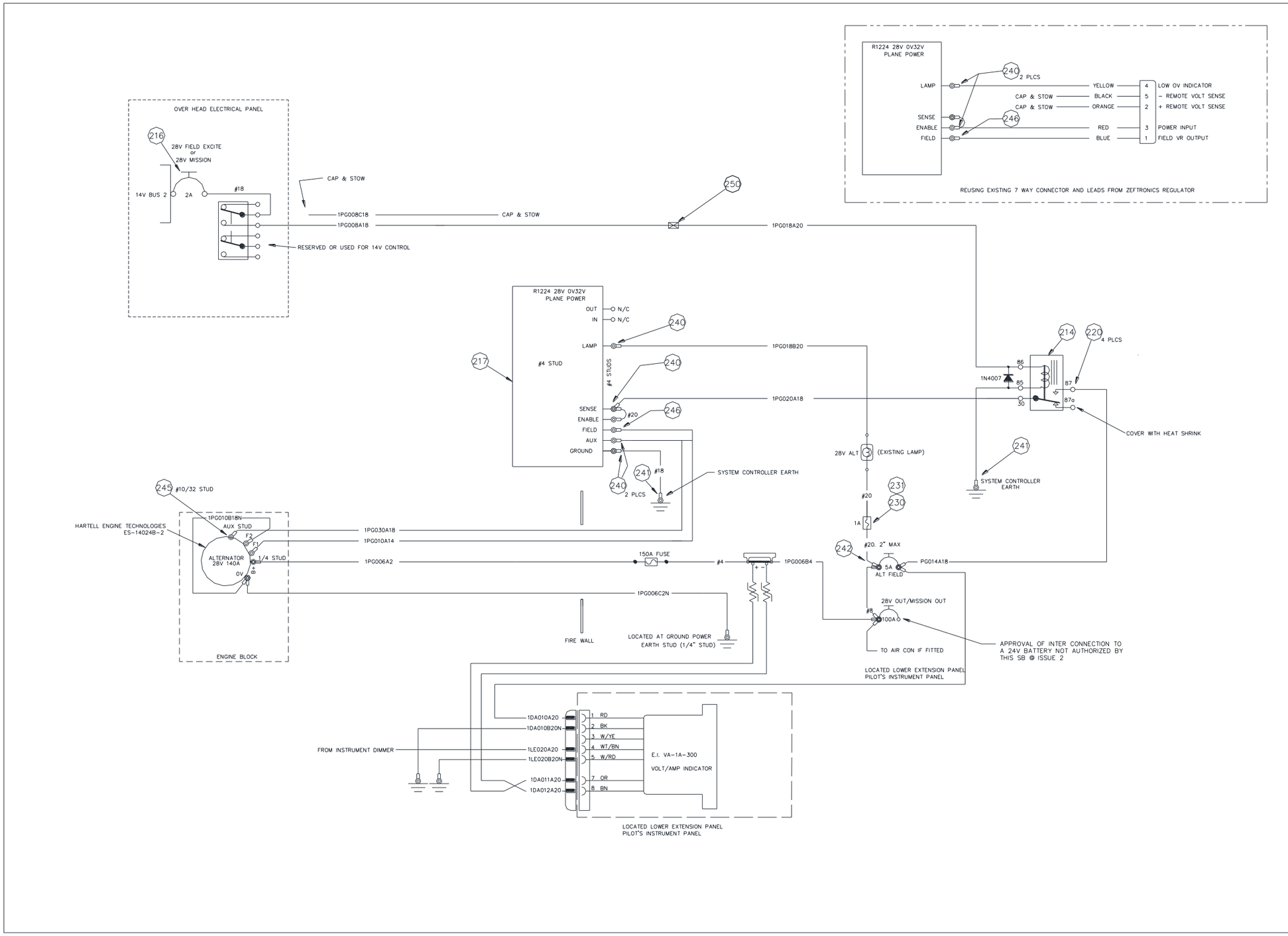

Figure 13 – Wiring diagram with replacement of Zeftronics alternator control unit & removal of DC/DC Up-Converter for SB-GA8-2015-155

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PART E – ELECTRICAL TESTING

The following test assumes that the electrical load is an air-conditioner. Where an air-conditioner is not installed, activate the installed load on the system in lieu of the instructions related to the air-conditioner.

1. 28V switch located in the electrical overhead placed in the OFF position.
2. Push in the “28V FIELD EXCITE” circuit breaker located in the electrical overhead panel.
3. Push in the 5A “ALT FIELD” / “28V FIELD” circuit breaker.
4. Push in the 100A “28V OUT” / ”MISSION OUT” circuit breaker.
5. Pull all circuit breakers associated with the air conditioner system.
6. Switch off the A/C controller. Set the rotary switch to position 0.
7. Switch on Master Bus 2.
8. Start the aircraft engine.
9. With the engine running and when advised as safe to do so by the pilot or taxi endorsed operator, place the 28V switch to the ON position. Enable battery supply for aircraft fitted with a 24V battery.
10. Use the installed voltmeter to record the generated voltage. Hold the required RPM for between 5 to 10 seconds for each RPM step.

RPM	Noted RPM	Recorded DC Voltage
850 +/- 25		
1000 +/- 50		
1500 +/- 50		
2000 +/- 50		
2300 +/- 50		

11. Place 28V overhead switch to OFF
12. Push in all air conditioner circuit breakers.
13. Set engine RPM to 1500 RPM
14. Activate the air conditioner and wait for the compressor to operate.
15. Use the voltmeter to record the generated voltage. Hold the required RPM for between 5 to 10 seconds for each RPM step.

RPM	Noted RPM	Recorded DC Voltage
850 +/- 25		
1000 +/- 50		
1500 +/- 50		
2000 +/- 50		
2300 +/- 50		

16. Record any occurrence of the 28V lamp flickering
17. Record any occurrence of the air conditioner system “cycling”. Record the voltages and RPM if this occurs.
18. Forward results to GippsAero using the email address listed on last page of this Service Bulletin.
19. End test.

Documentation:

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

Continuing Airworthiness:

Instructions for Continued Airworthiness are contained in Service Manual Supplement C05-96-39 at Amendment 7 or later. The document shall be included in the aircraft Service Manual.

Compliance Notice:

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

DOCUMENT COMPLIANCE NOTICE

Document:

SB-GA8-2017-171

Issue 2

Aircraft Serial Number: GA8-_____ Flight Hours (AFTT) _____

Service Bulletin SB-GA8-2017-171 Issue 2 has been incorporated in the above aircraft.

Date: _____

_____

Signed

Print Name: _____

Please post or fax this compliance notice to:

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