

Czech Sport Aircraft, a.s.	SERVICE BULLETIN	Czech Sport Aircraft, a.s. Na Záhonech 1177/212, 686 04 Kunovice Czech Republic office@czechsportaircraft.com
No. SB-SC-001		Rev.: 1
Date: 2010/06/24		
Page: 1 of 3		Date: 2010/07/02

MODEL AFFECTED:	SportCruiser / PiperSport
SUBJECT:	Additional insulation of trim control / PTT switch contact
AIRCRAFT AFFECTED:	All SportCruiser aircraft produced All PiperSport aircraft produced Aircraft serial numbers S/N P1001046 and subsequent will have the subject of this bulletin accomplished prior to delivery.
COMPLIANCE:	Within 25 flight hours but not later than 31 July 2010.

DESCRIPTION:

Service Bulletin concerns insulation of soldered contacts in G205 Stick Grips. There were two cases in operation, when due to an excessive amount of solder on contacts of the PTT button caused the elevator trim to operate such that the aircraft tended to a nose up attitude. It is necessary to inspect the stick grip and to apply additional insulation of trim control / PTT switch contact.

APPROVAL:

Engineering design aspects of this SB are Czech Sport Aircraft a.s. approved.

AUTHORISATION TO PERFORM:

US: Repairman (LS-M) or Mechanic (A&P). Europe & Elsewhere: EASA Part M Engineering organization or for Amateur / Experimental Aircraft (eg LAA) Constructor or Inspector.

MANPOWER:

Approximately 30 minutes is required to complete this Service Bulletin. Curing time is not included. Man-hours are based on hands-on time, and may vary with personnel and facilities available.

CONSUMABLE MATERIAL:

PART NUMBER	NOMENCLATURE	QUANTITY
TSE 397C	MOMENTIVE Silicone Rubber Adhesive Sealant	10 ml for one Stick Grip
3M™ 5451	3M™ Brown PTFE glass cloth tape	10 mm x 25 mm for one Stick Grip
	Heat shrinkable tubing	20 mm for one Stick Grip
	Tye Wrap	2 pcs for one Stick Grip

Note: Using of equivalent consumable materials permitted. If using equivalents note that it is very important that the Silicone Rubber Adhesive used must not be corrosive to metallic parts.

SPECIAL TOOLS:

Not affected.

WEIGHT AND BALANCE:

Not affected.

ELECTRICAL LOAD DATA:

Not affected.

REFERENCES:

SPORTCRUISER Maintenance and Inspection Procedures
PIPERSPORT Maintenance Manual PS-MM-1-0-00

PUBLICATIONS AFFECTED: Not affected.

SERVICE BULLETIN

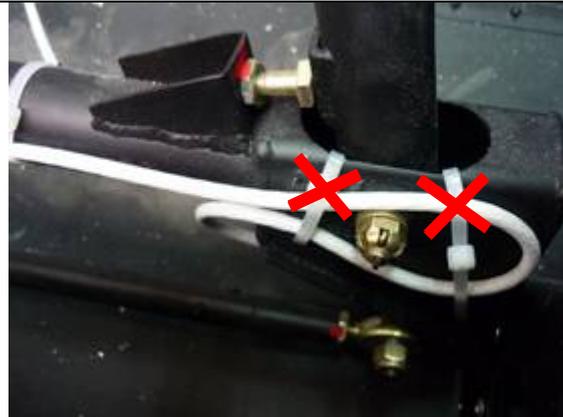
TASK INSTRUCTIONS:

1. Remove the engine upper cowling.



3. Pull down the foam stick grip and remove two locking screws on sides of the control stick.

2. Disconnect the positive battery terminal.



4. Cut two tie wraps in the root area of the control stick.



5. Lift the stick grip head up and remove four screws on its bottom side.



6. Carefully open the stick grip head. Inspect contacts and wires for quality of soldering, amount of solder on contacts (should be compact solders, large blobs are not acceptable). Inspect the insulation of wires for obvious wear. In case of damage, repair in accordance with FAA AC 43.13.



7. Use the heat shrinkable tubing for insulation of any unused contacts.

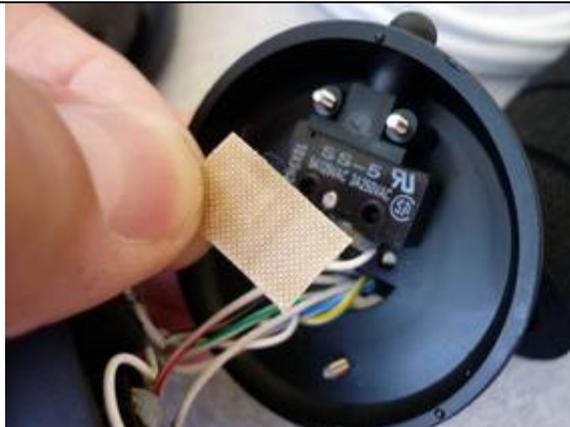


8. Fill up a small amount (10 ml) of silicone adhesive into a syringe if not using a smaller 82ml tube.

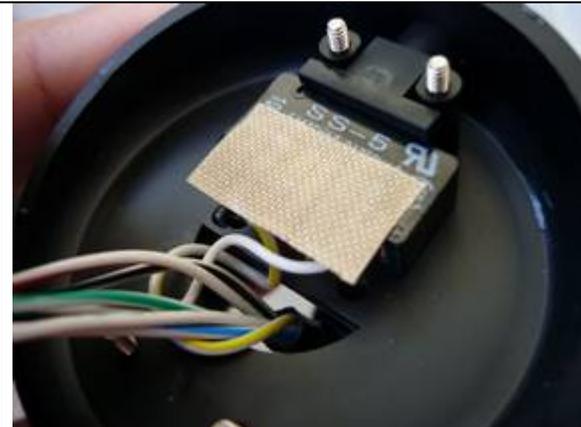


9. Dab a small drop of silicone adhesive on each of the contacts. Do not forget the PTT switch contacts (on lower part of the stick grip head) and fix heat shrinkable tubing on any unused contacts. Let it cure in accordance with the silicone adhesive manufacturer's technical data.

10. As soon as the silicone adhesive is cured, check the contact insulation and repeat step 9, if necessary. The electrical contacts must not be exposed in any place where there may exist a possibility of touching against another contact or wire. If there is any excess silicone adhesive present, cut this off using a sharp razor or knife so that it does not prevent the stick head being later closed (it is a tight space).



11. Cut a rectangular shape of PTFE glass cloth adhesive tape, of dimensions 10 x 20 mm. Note glass cloth tape is more resistant to tearing than regular PTFE tape.



12. Stick the adhesive tape on the PTT switch, on the lower part of the stick grip head so that it overlaps the PTT switch body and protects soldered (and now insulated) contacts.

13. Reconnect the battery positive terminal. Perform a functional check of the trim control and PTT. If all operates well, reassemble the stick grip head (4 screws), and remount to top of stick grip (2 screws) and fasten cable in the stick grip root area using tye wraps.

14. Perform a final functional check of the trim control and PTT (on both control sticks), then complete documentation to restore aircraft to an airworthy condition and update aircraft records to reflect compliance with this SB.

Note: The pictures above show the typical wiring on the aircraft equipped with dual G205 sticks with trim control and the relay deck. An aircraft with the single stick trim control, or one with a manual transfer switch instead of a relay deck may have different wiring. In this case the additional insulation of the trim control / PTT switch contact should be performed in the same way as described.