



THE AIRPLANE FACTORY (Pty) Ltd, Registration no 2002/022837/07
Hangar 8 Tedderfield Airpark, Netleton Road, Eikenhof, 1872, Johannesburg South
PO Box 308, Eikenhof, 1872, South Africa. Tel: +27 (0)11 948 9898 Fax: +27(0)86 632 4493
E-mail: sales@airplanefactory.co.za Web: www.airplanefactory.co.za

NOTIFICATION

#0002

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(The Airplane Factory (Pty) Ltd. considers compliance with all Notification mandatory)

**NOTE - THIS NOTIFICATION REPLACES: SAFETY ADVISORY #0001 IN ITS ENTIRETY
SAFETY ADVISORY #0001 IS ACCORDINGLY CANCELLED WITH EFFECT FROM 11
NOVEMBER 2016**

RELEASE DATE: 11 November 2016

EFFECTIVE DATE: 11 November 2016

SUBJECT: Wires overheating on Rotax 912 iS B-side voltage regulators

MODELS AFFECTED: All Sling LSA and Sling 2 aircraft fitted with Rotax 912 iS engines.

COMPLIANCE TIME: During each flight.

DESCRIPTION: This Notification provides instructions for a short term solution to the wires overheating on the B-side voltage regulator on Rotax 912 iS engines. This is a known Rotax problem and the Rotax factory are working on a permanent solution.

PURPOSE: There is a risk of failure of the B-side voltage regulator fitted to Rotax 912 iS engines due to overheating of the wires on the B-side voltage regulator overheating. This usually occurs at the grey connector.

PARTS AND CONSUMABLES LIST:

None

TOOLS REQUIRED:

None

INSTRUCTIONS:

It is recommended that taxi, landing and strobe lights of Sling aircraft fitted with the Rotax 912 iS engine be kept in the "ON" position for the duration of all flights.

Before each flight the condition of the yellow wires running to the B-voltage regulator must be checked for discoloration. This can be done through the left-hand inspection door on the top engine cowling. (See attached photographs), with the exception of the following aircraft serial numbers:

- 4417173, 4417233, 4417234, 4417236, 4417285, 4417287, 441788, 4417382, 4417383, 4417389, 4417391, 4417395, 7703062

Which are located on the firewall inside the cockpit on the left hand side.

Should melted wires be noticed, it is recommended that the aircraft not be flown and The Airplane Factory, TAF distributor or the nearest Rotax Service Centre be contacted for assistance.

WEIGHT AND BALANCE INFO:

Not applicable.

REFERENCES:

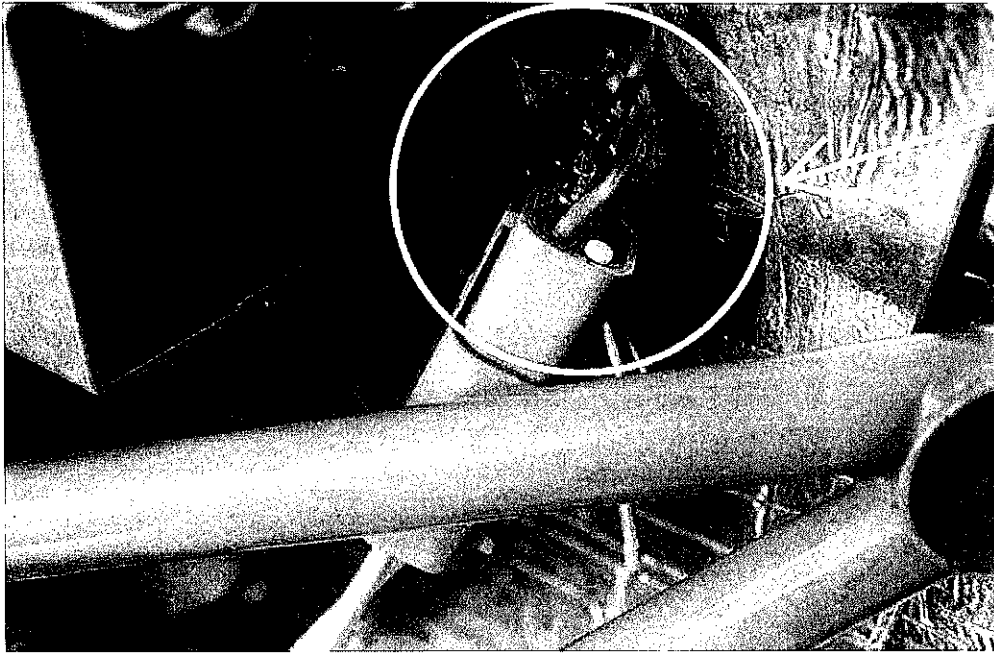
None

NOTES:

The B-side voltage regulator (which powers all auxiliary equipment such as instruments and lights) fitted to the Rotax 912 iS needs to have current drawn from it in order to remain cool. Should no current be drawn then the excess energy is dissipated through the wires and connectors which overheats them.

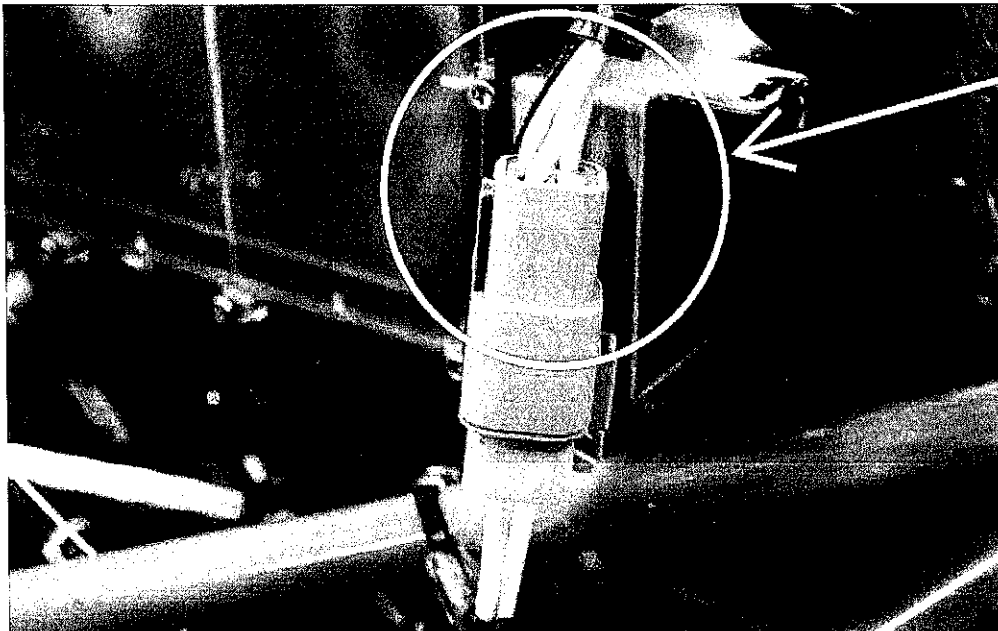
The A-side voltage regulator and wires remain cool because it has current drawn from it all the time to run the engine ignition system.

In the photograph below the discoloration is evident. Note the brown color of the brittle overheated wires.



Discolored Wires

The photograph below indicates a normal voltage regulator connector plug.



Standard Color
Wires

Signed on this the 11th day of November 2016



ACCOUNTABLE MANAGER
MR MARK FERREIRA