



THE AIRPLANE FACTORY (Pty) Ltd, Registration no 2002/022837/07
Hangar 8 Tedderfield Airpark, Nettleton 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

SERVICE BULLETIN

#0006

Page 1 of 4

The Airplane Factory (Pty) Ltd. Considers Compliance with all Service Bulletins Mandatory

RELEASE DATE: 21/09/2015

EFFECTIVE DATE: 21/09/2015

SUBJECT: Master switch, fuel pump switch and circuit breaker replacement

MODELS AFFECTED: Sling LSA, Sling 2, Sling Taildragger and Sling 4.

COMPLIANCE TIME: Within the next 10 airframe hours

PURPOSE: Verify that the correct master switch, fuel pump switch and circuit breaker have been installed and if not to replace them.

PARTS/EQUIPMENT LIST:

- 1 x Phillips screwdriver
- 1 x Crimping pliers
- 2 x Yellow 4 mm ring terminal
- 1 x 30 or 50 amp master switch (whichever is applicable)
- 1 x 50 amp circuit breaker (if applicable)
- 1 x 9/16" spanner
- 1 x Side cutter

INSTRUCTIONS:

Inspection and Verification

1. With reference to figure 1, if the master switch has CARLING written on the side (bought from Aircraft Spruce) it needs to be replaced.
2. With reference to figure 2, if the master switch is manufactured by Tyco Electronics, it is correct and this service bulletin does not apply but an entry should be made into the airframe logbook. Should a different make of switch be installed please contact the Airplane Factory for further information.
3. The recommended amperage for the master switch is 30 amps for aircraft without external alternators, and 50 amps for aircraft with external alternators.
4. Before removing any switches or circuit breaker, **DISCONNECT THE BATTERY**

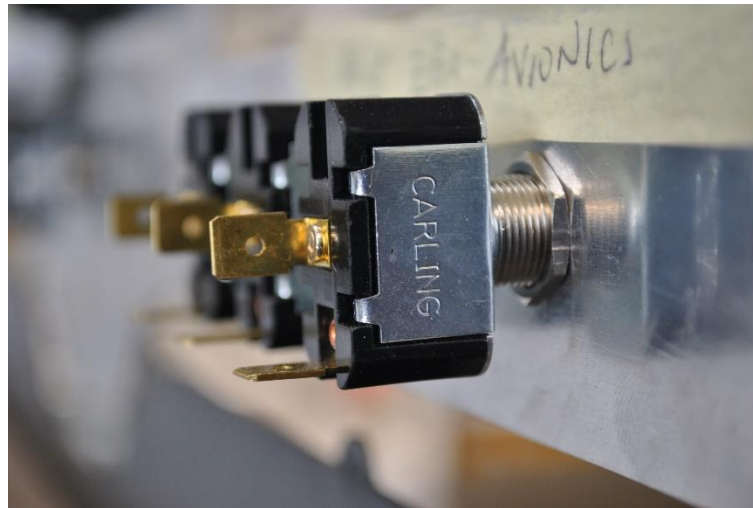


Figure 1: Incorrect master switch

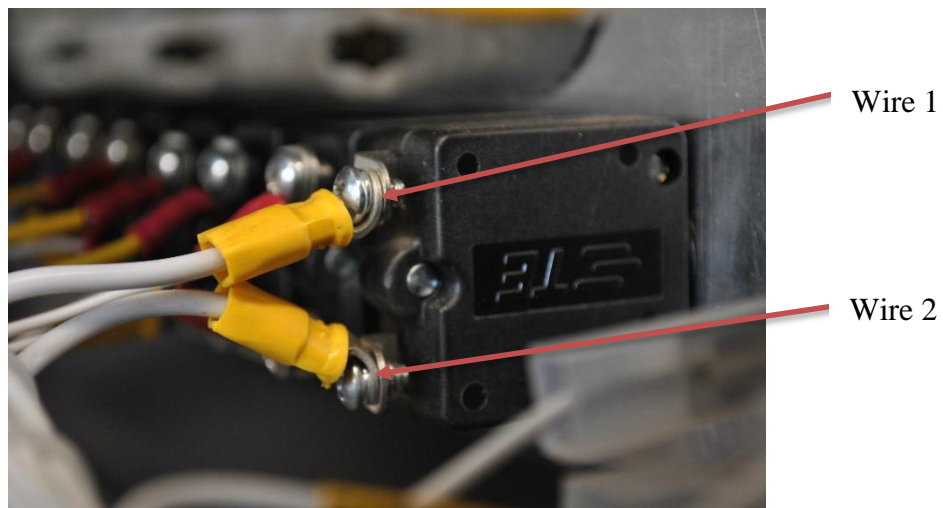


Figure 2: Correct master switch

Removal and Installation of Switches and Circuit Breakers

5. For the removal of the master switch, using the 9/16" spanner, remove the hexagonal shaped nut to allow the switch to be pushed out the back of the instrument panel. Refer to figure 3 for the nut to be removed.

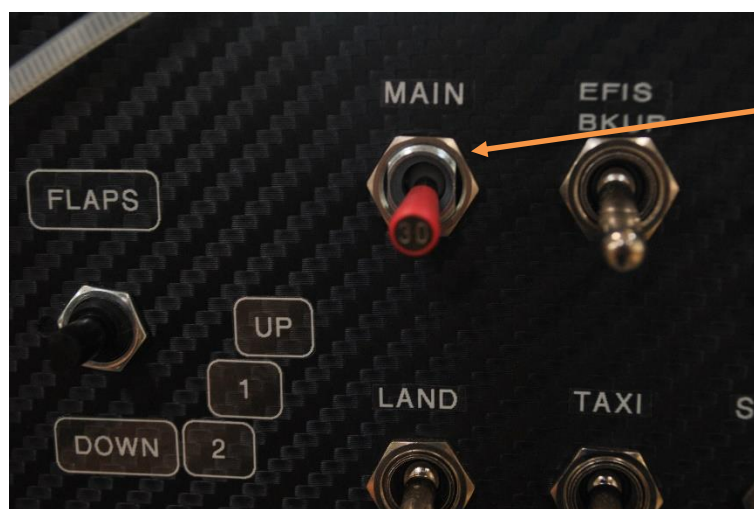


Figure 3: Location of nut on master switch

6. Disconnect the two wires that are connected to the back of the master switch.
7. Once the two wires have been disconnected from the switch, use side cutters to cut off the two female connector pins from the two wires.
8. Using wire strippers strip 5 mm of the Teflon insulation from the end of the wire.
9. Using a crimping tool, crimp the yellow 4 mm ring terminal onto the 5 mm of exposed wire. Do this for both wires.
10. With reference to figure 2, which is the correct switch, tighten the screw, spring washer and 4 mm yellow ring terminal to the master switch
11. Push the switch back through the hole so that the toggle of the switch is positioned as follows:
 - a. Off – the toggle should be pointing down
 - b. On – the toggle should be pointing up
12. Using the 9/16" spanner, tighten the hexagonal nut over the master switch so as to hold it in place firmly.

Should your aircraft be fitted with an external alternator continue with step 13. If an external alternator was not fitted continue with step 21.

Only For Aircraft Fitted with an External Alternator

13. Visually inspect the CHARGE/MAIN circuit breaker. The amperage of the circuit breaker should be rated at 50 amp. If it is rated for anything below 50 amp, it must be replaced. The circuit breaker is suitable if it is rated at 50 amp but an entry into the logbook should be made nevertheless.
14. With the battery still disconnected, loosen the ring nut that holds the circuit breaker in place on the instrument panel. Refer to figure 4.

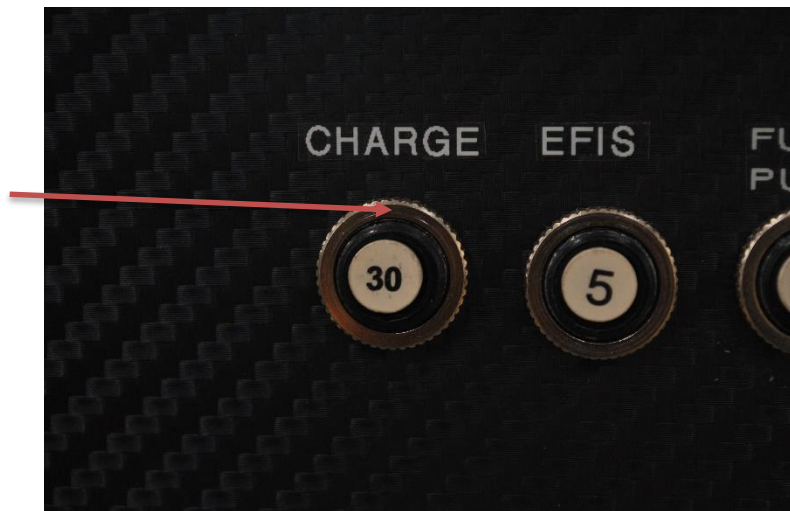


Figure 4

15. Push the circuit breaker through the hole towards the back of the instrument panel.
16. Remove the wires that are connected to the circuit breaker.
17. Ensure the new circuit breaker has a rating of 50 amp.
18. Tighten the wires to the new circuit breaker and ensure there are no loose connections.
19. Push the circuit breaker through the hole of the instrument panel and insure it has the correct orientation ("50" lettering is upright for the pilot to view).
20. Using the ring nut, tighten the circuit breaker to the instrument panel so as to firmly attach it to the instrument panel.

For ALL Sling Aircraft

21. Once you have satisfied yourself that the above steps have been performed correctly, reconnect the battery.
22. Switch the master switch ON and ensure all operations are satisfactory.

23. Start the engine, ensure all electrical operations are satisfactory and working correctly.
 24. Complete the necessary paperwork and logbook entry.
 25. Notification of this service bulletin needs to be sent to the Airplane Factory (Pty) Ltd. Please make use of the following contact details: Airworthiness@airplanefactory.co.za
-
-