



SB 10

SERVICE BULLETIN No. 10

to all distributors, owners

Replacement of oil pressure sender

MANDATORY/IMMEDIATE **BEFORE NEXT FLIGHT**

Please pay attention to the following safety definitions used in this service bulletin:

WARNING! Disregarding the following instruction leads to severe deterioration of flight safety and hazardous situations, including such resulting in serious injury and loss of life.

CAUTION! Disregarding the following instruction leads to serious deterioration of flight safety, may cause serious damage to the aircraft and suspend warranty.

Applies to Sinus/Virus/Virus SW aircraft.

SERIAL NUMBERS:
sn: "155 X 912 yyzz" through "280 X 912 yyzz"
and
"292 SN 912"
"293 S 912"
"297 V 912"
"298 VSWN 912"
See page 2, paragraph Required actions

Distributors are to translate this service bulletin into their native language and forward it to all concerned owners in your area immediately.

Please see following page(s) for further details.

Replacement of oil pressure sender

Problem description

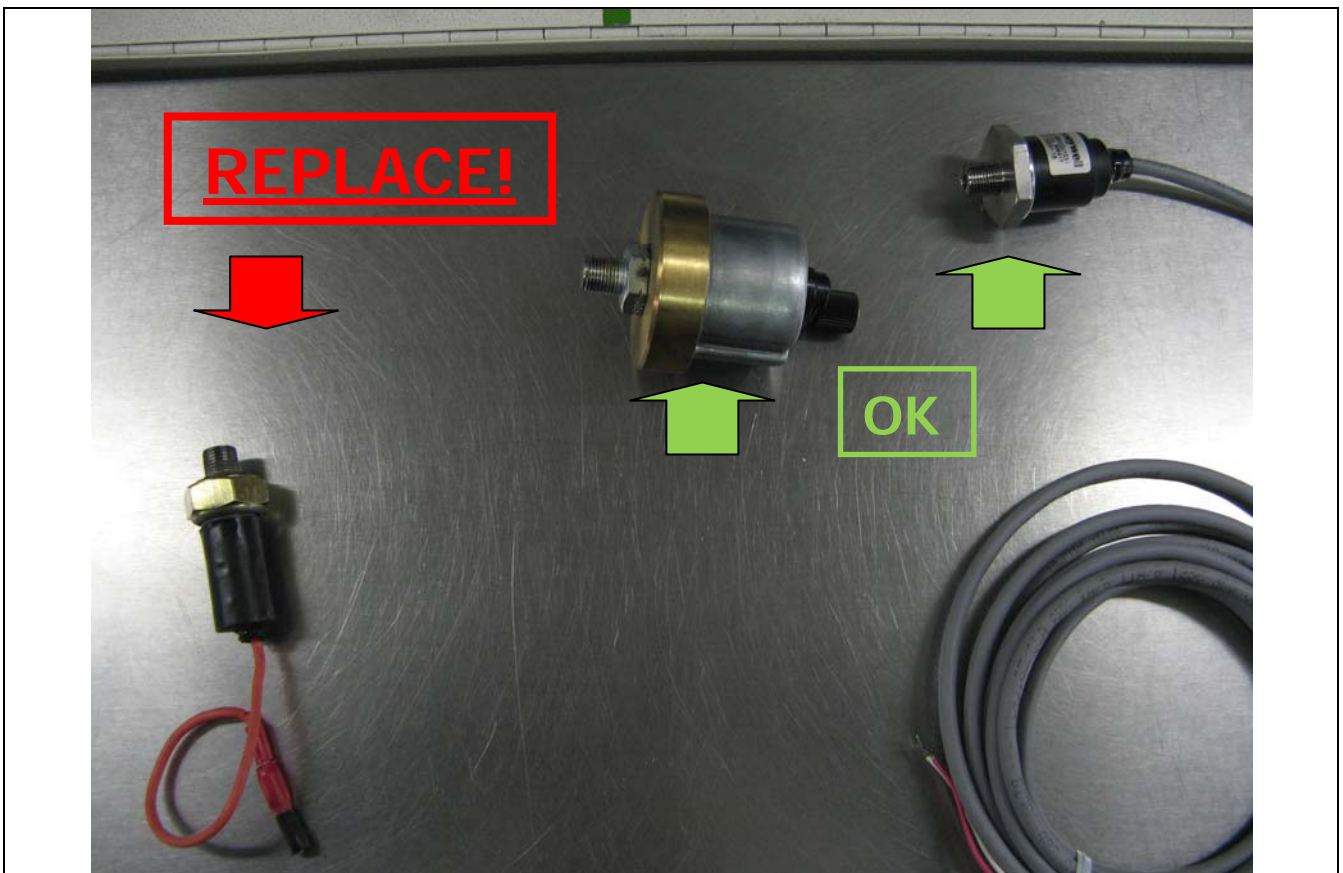
There was a reported case of oil leaking through the oil pressure sender on a Virus 912. Upon closer investigation it became apparent that the specific oil pressure sender (digital – switch type) is not reliable over its serviceable life and has a potential to develop an oil leak through the sender head, causing the oil to escape and effectively producing loss of oil pressure in the engine. Due to the potential hazard of engine failure in any stage of flight, we have decided to order replacement of all oil pressure senders of the type in question with immediate effect. Replace the problematic oil pressure sender with the following new sensor:

Rotax Pressure Sensor Assy. PN 956357 (15 Nm / 135 in.lb. torque)

The sensor is available through Pipistrel or any Rotax Authorized Distributor / Service Station at a nominal fee. Please see next point for instructions.

Required actions (oil pressure sender replacement)

The required time for replacement of the oil pressure sender is 1 hour. You will only need basic tools and a plastic cable tie. First, identify whether your aircraft has the problematic oil pressure sender. It is possible that it was already replaced for another type during servicing. Use the following photograph for identification:



Having identified the oil pressure sender, expose the wire and disconnect the sender wire. Unscrew the oil pressure sender and replace it with the new unit. Reconnect the wire and make sure that the wire

connection (joint) is sealed against contaminants. Cut the existing cable tie, pull out the connector and replace it with a new, good one. Make sure you apply a new cable tie and test for the seal. Before doing this, make sure you have disconnected the battery from the circuit.

Required actions (before next flight)

Before next flight make sure you have performed the setup for the new sensor also on the Brauniger AlphaMFD multifunction instrument. Go into settings (hold function-set button for 5 seconds), then go to setup page 29 "Oil Pressure Sensor" and change the setting from DIGI to ANA.

Ultimately, perform an engine run up and verify that the oil pressure and all other engine parameters are within safe operational limitations.

WARNING! Do not, under any circumstances, attempt to fly the aircraft before this Service Bulletin is fulfilled.

Distributors

As a distributor you are to advise each concerned owner about this topic. Collect the orders for replacement oil pressure senders and order them with Iztok Kobil (iztok@pipistrel.si). Make sure you include the relevant serial numbers of the aircraft when ordering the replacement parts!

Pipistrel d.o.o. Ajdovscina
Leon Brecelj, Head of Service

THIS IS THE END OF THE SERVICE BULLETIN.