



## **SB 12**

### **SERVICE BULLETIN No. 12**

to all distributors, owners

## **Deactivation of xenon-type strobe lights**

### **MANDATORY**

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/Taurus aircraft which were delivered before March 2011 and are equipped with NAV/Strobe wingtip lights.**

<b>Sinus</b>	<b>from sn: 001* to sn: 400*</b>
<b>Virus</b>	<b>from sn: 001* to sn: 400*</b>
<b>Virus SW</b>	<b>from sn: 001* to sn: 400*</b>
<b>Taurus</b>	<b>from sn: 001* to sn: 099*</b>

**\* only if equipped with NAV/Strobe lights**

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

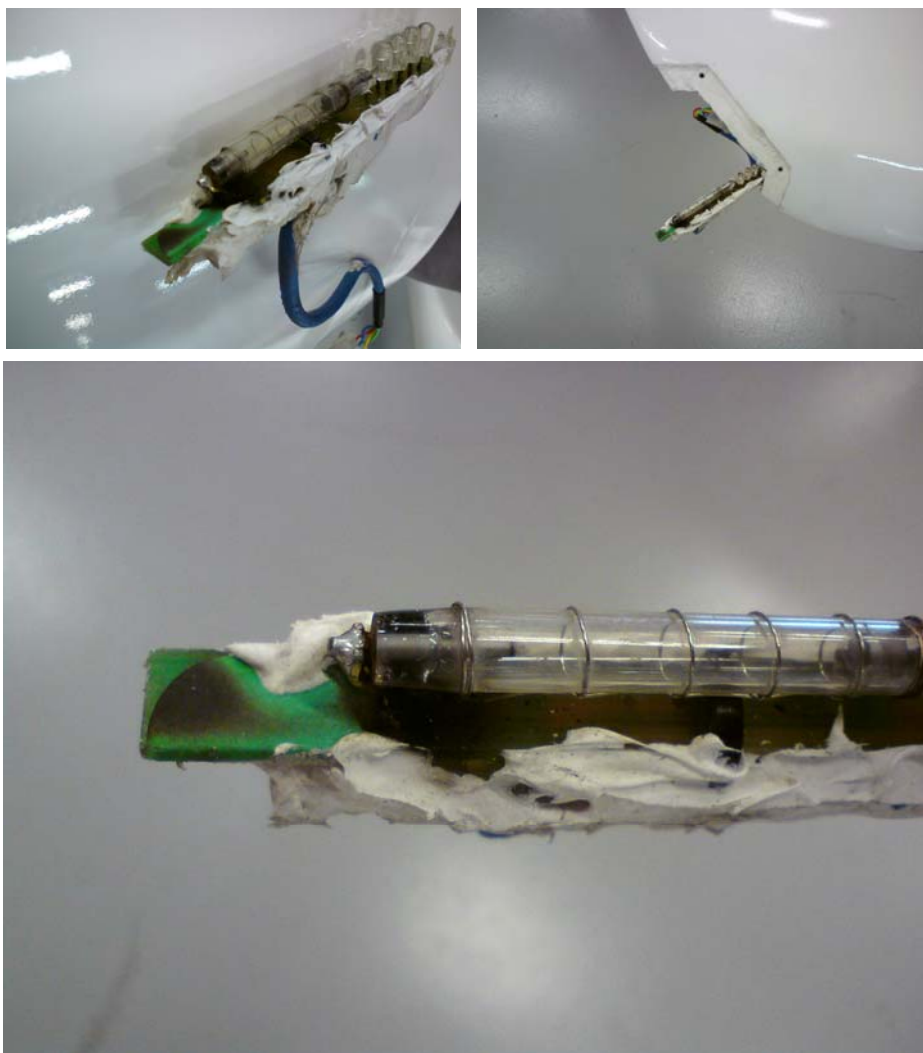
Please see following page(s) for further details.

**WARNING!** This Service bulletin is not applicable to FAA-LSA or EASA-LSA airframes.

# Deactivation of xenon-type strobe lights

## Introduction

An incident occurred where the sparking from the strobe light ignited fuel fumes in/around the wing just after refueling and caused structural damage to the wing on a Sinus ultralight motorglider upon switching the lights on. The aircraft was still on the ground. The cause of the sparking was determined to be a faulty, aged, xenon-type strobe light. Upon investigation, it was discovered that large, 4 cm long sparks (1.75 inch) sparks were produced by the light unit in question.



**Image 1: Aged, faulty xenon-type strobe light, which caused sparking**

## Required actions

In order to prevent eventual occurrences of sparking with other, similar type xenon-type strobe lights, used in airplanes with serial numbers listed on the cover page, it is required to disable the functioning of the strobe lights. NAV (red, green) lights in the same package are not problematic, as they are made with LED-technology.

**WARNING! Failure to reacting to this Service Bulletin may lead to serious deterioration of flight safety and hazardous situations, including such resulting in serious injury and loss of life.**

There are three options in approaching the matter of the Service Bulletin.

### Option 1

## Removing the strobe-light switch

Disable and/or remove the switch on the instrument panel, which controls the strobe lights.

### Option 2

## Interrupt wiring to strobe lights

Behind the cockpit, locate and remove the central unit of the NAV/Strobe lights. Use the Green and Blue wires from the wing cables to connect the NAV (LED technology) lights directly to the 12 V switch on the instrument panel. This option retains the functionality of the NAV lights and only disables the xenon-type strobes. Required work – 30 minutes, required material – AWG 18 wire approx 2 meters (6 ft), soldering gun or appropriate connectors.

### Option 3

## Replacement of wingtip lights with new all LED lights

Plug&play replacement packages are ready for shipping at a nominal cost for aircraft out of warranty. For aircraft still under warranty period, the replacements packages will be provided free of charge.. Instructions on installation are provided as part of the replacement package. The new lights are all-LED based, therefore no sparking can occur.

## Distributors

As a distributor you are to translate this SB 12 to your local language and advise each concerned owner about this topic. Also, provide a copy of this SB 12 to National Civil Aviation Authorities where applicable. Collect orders for LED lights and pass them to [spareparts@pipistrel.si](mailto:spareparts@pipistrel.si).

Pipistrel d.o.o. Ajdovscina  
Ivo Boscarol, General Manager.

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THIS IS THE END OF THE SERVICE BULLETIN.