SI 2010/1

SERVICE INFORMATION

to all distributors, owners

Use of appropriate Oil Pressure Sensors

INFORMATION / RECOMMENDATION

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

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 all Pipistrel aircraft equipped with the Rotax 912 engine series.

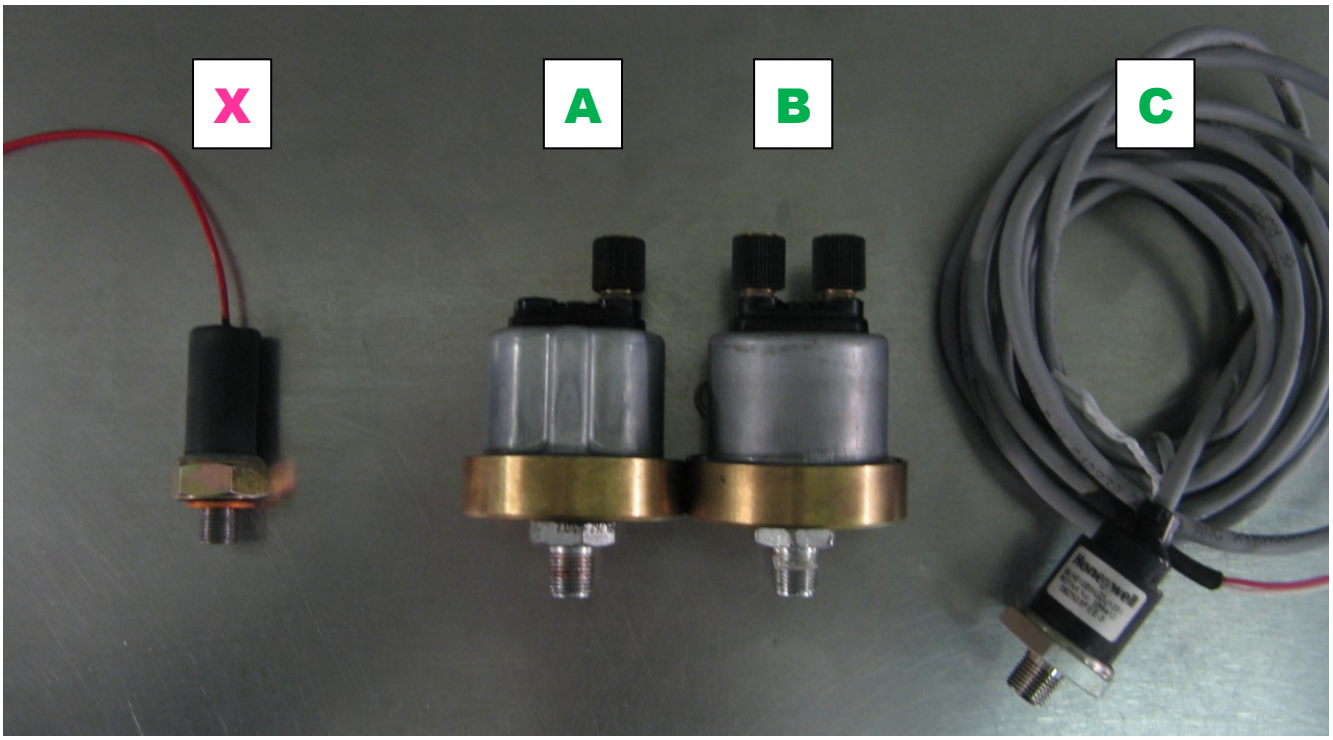
Distributors are to translate this service information into their native language and forward it to all customers as soon as possible

Please see following page(s) for further details.

Use of appropriate Oil Pressure Sensors

After the Service Bulletin SB10 – Replacement of pressure sender, there seems to be a lot of confusion about which sensor is appropriate and which combination of oil pressure sensor and cockpit instrumentation functions the best. Although the Service Bulletin SB10 is clear in stating that the only reliable way to determine which oil pressure sensor is used on a particular aircraft, the owners still wish to know whether their sensor needs replacement.

NOTE: the ONLY reliable way of determining whether your sensor needs replacement is by visual check. The sensor marked with **X** must be replaced due to a possible development of an oil leak, as described and mandated by the Service bulletin SB10. It is recommended that all owners verify that they are not using such a sensor (oir pressure switch type) at the moment, as it may have been installed during the regular servicing of the Rotax 912 engine.



WARNING! The sensor marked with X must be replaced immediately.

It can be replaced by any of the **A, B or C** sensor types. Based on our experience each of the sensor types has its advantages and disadvantages, therefore we are providing the following information and recommendations:

Variant A

VDO pressure sensor with one (1) connection pin, Rotax part number PN 956357. This sensor functions with the following cockpit equipment:

- all Rotax Flydat instruments (old and new models),
- Analogue gauge / diameter 52 mm (2 inch), Rotax PN 956520
- Brauniger AlphaMFD

The sensors works well with the Rotax Flydat and with the Analogue gauge, however the oil pressure indication with the Brauniger AlphaMFD may not be reliable when certain electrical equipment is

turned on (landing light, radio on transmission etc). When using this sensor with the Brauniger AlphaMFD make sure that you read the Oil Pressure when no large electrical loads are active.

CAUTION! Using the VDO one (1) pin pressure sensor with Brauniger AlphaMFD may yield unreliable indication when strong electrical loads are switched on.

Another issue we have noticed is that this type of oil pressure does not have a particularly long service life.

Variant B

VDO pressure sensor with two (2) connection pins, Rotax part number PN 956415. This sensor functions with the following cockpit equipment:

- all Rotax Flydat instruments (old and new models),
- Analogue gauge / diameter 52 mm (2 inch), Rotax PN 956520
- Brauniger AlphaMFD

The indication of this sensor type is always reliable, also when strong electrical loads are present, however the service life is not particularly long either.

Variant C

Honeywell pressure sensor, Rotax PN 956413. This sensor functions with the following cockpit equipment:

- New model of Rotax Flydat instrument,
- Appropriate analogue gauge
- Brauniger AlphaMFD from serial number 2000 onwards.

Brauniger AlphaMFD units, with serial numbers lower than the mentioned 2000 can be upgraded to function with the Honeywell pressure sensor. It is necessary to send the instrument to the Brauniger factory to do this.

Actions

If you are currently operating the aircraft with the sensor **X**, you need to replace it immediately as per the Service Bulletin SB10. You yourself can decide which of the sensors **A, B or C** you will use in the future. The purpose of this Service Information is to assist you with choosing the most appropriate sensor for your aircraft, based on our compatibility research and experience with reliability.

For all other, particulary EFIS/EMS cockpit instruments (Dynon, MGL, Trutrak, etc.), make sure you use only the oil pressure sensor type which is recommended by the manufacturer of the instrument. Please regard to the original Installation/Operation documentation to verify your choice of sensor.

Distributors

As a distributor you are kindly ask to assist your clients should they require/wish to replace their oil sensor.

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

THIS IS THE END OF THE SERVICE INFORMATION.