

BushCat

by SkyReach



For all BushCat and Cheetah-XLS aircraft.

BushCat

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1. Feedback form

Please use the following form to notify us of any improvements or corrections needed, as well as for continued operational safety reporting or for an owner's change of address notice. After completing the form please fax or email it to the relevant contact shown on the next page. In addition, please keep a copy of the completed form in your POH.

Name:

Email:

Phone Number:

Date:

BushCat Serial Number:

Registration number:

Feedback information:

Email or fax to:

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<p><u>Brazilian Address:</u></p> <p>Use South African contact details</p>		

Chapter 2. Introduction to the manual

1. Introduction

Congratulations on your purchase of a BushCat upgrade kit. This manual will be your guide as you progress through the build phase of your upgrade. Please be sure to read through this entire manual before beginning any construction.

2. Builder assist contact details

Builder assistance is available from both the distributor and the factory. Should you require technical assistance at any point during the build, please contact the relevant facility via the contact details given below. Please note that there are several revisions of this manual, as explained in chapter two. If you contact us for technical assistance please let the assistant know which revision you are using so we can cross reference to our version.

USA distributor:

AeroSport LLC

Phone number: +1 262 448 1122

Technical support email address: info@aerosportplanes.com

Factory:

Rainbow SkyReach Factory

Phone number: +27 11 817 2298

Technical support email address: builderassist@fly-skyreach.com

Skype: skyreachsupport

Available times: 08h00 to 17h00 CAT (GMT+2)

3. Required consumer abilities and responsibilities

This BushCat upgrade kit has been designed and engineered such that it can be assembled with the general DIY skills. As such, the customer should be comfortable with the typical uses of the tools listed in the equipment requirements section below. The manufacturer expects the customer to assume responsibility for the entire build and test process, as well all flight authorisation processes.

4. Equipment requirements

The following list details the tools and equipment required to complete this upgrade.

- Standard spanner set and socket set / allen key set
- Suitable container to hold fuel drained.

5. Workshop requirements and environmental conditions

It is recommended that the upgrade be done in an indoor facility. It is further recommended that the floor be covered with a carpet to protect parts from minor damage. Environmental conditions should be determined by the customer's comfort and common sense. As a final point, the build facility should be well lit from multiple light sources.

Chapter 3. Safety Summary

1. Potential Hazards (precautions)

As is the case with any build project there are always hazards which one might encounter. It is the customer's responsibility to identify and eliminate these hazards which will be specific to his/her environment. However, it is impossible to plan for each hazard so we have highlighted a few hazards which we have found common, and listed them below:

- When using a blade to cut material or to open the packaging, always cut away from your body and keep your fingers clear from the path of the blade.
- Keep children away from construction especially while parts are suspended in the air.
- Always wear safety goggles and overalls when working with power tools
- Be aware of the pin that will be fall from the pop rivet

Chapter 4. Instructions

All hardware not listed in the below parts list needs to be kept during the removal of the old gaskets to be reused during the installation of the new gaskets.

1. Parts list

<u>No.</u>	<u>Description</u>	<u>Quantity</u>	<u>Part number</u>
1	Gasket (large)	2	CH-01-64211
2	Gasket (small)	2	CH-01-64214
3	Fuel filter	2	STD-000314
4	200 x 4.7mm cable tie	6	STD-000218

2. Assembly instructions

1. All fuel must be drained from the system by opening the drain valves at the bottom of the tank and letting the fuel out into a suitable container. To accomplish this, the locking wire securing the fuel drains to the machine screw alongside the drain must be cut prior to the fuel drain being turned out.
2. Loosen the machine screw to remove the old locking wire in preparation for putting new locking wire in place at a later stage.
3. The in-line fuel filters (item 3) must be removed by cutting the tie wraps securing them to the tank and loosening the clamps attaching them to the fuel line. They must then be discarded and new ones must be installed, tightening the respective clamps and replacing the tie wraps.
4. The fuel cap at the top (not shown) and the fuel entry points (fuel pipe assemblies) at the top need to be removed. Unscrew the fuel cap and remove the 10 M5 machine screws at each of the 2 fuel entry points.
5. Remove the fuel pipe assemblies and cork gaskets so that the fuel tank can be sprayed out completely with water (in situ in the aircraft) and allowed to dry.

6. The cork gaskets at the top (item 1) and the cork gaskets at the bottom fitted to the drains (item 2) need to be replaced with the supplied factory Nitrile gaskets.
7. For the Nitrile gasket replacements in figure 3 (the top of the tank), the area needs to be well cleaned and Loctite 330 needs to be applied between the fuel tank and the gasket and additionally between the gasket and the plate on the fuel pipe assembly.
8. The Nitrile gasket replacements for the bottom cork gaskets need to be placed between the fuel tank and the fuel drains. Once the fuel drains have been tightened, lock them in place with locking wire and secure the locking wire around the machine screw alongside the fuel drain.
9. Tighten the machine screw once more and secure it with Loctite 243.
10. Refuel the aircraft, checking for leaks in the installation.



Figure 1: Fuel drain at the bottom of the tank

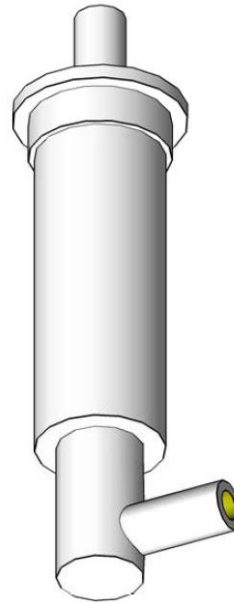
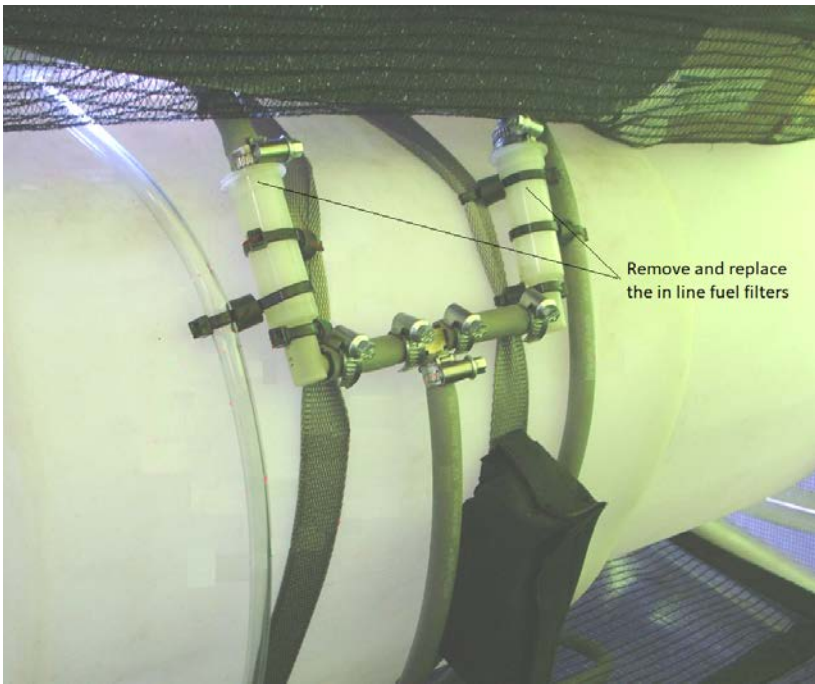


Figure 2: Fuel filters for removal

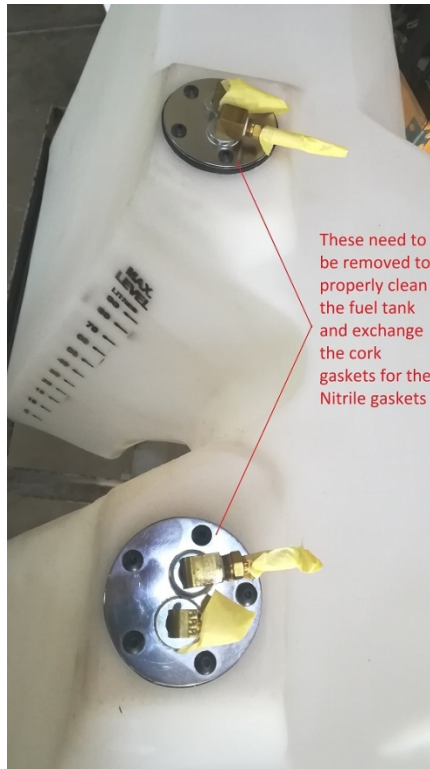
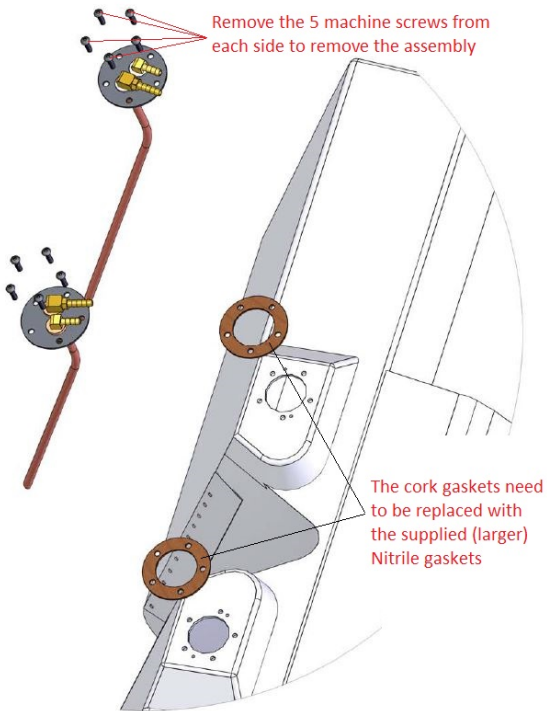


Figure 3: Fuel entry assemblies including fuel pipes to be removed