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SERVICE BULLETIN

IMPORTANCE	HIGH
AREA AFFECTED	PITOT TUBE
SA/B NUMBER	CH 014 10 2020
EFFECTIVE DATE	21 OCTOBER 2020

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1. Applicability:

All Cheetah-XLS/BushCat aircraft that have received the upgrade kit for the new pitot tube system - BCUG-054 (-000 and -001 revisions), as well as all kit builds being built on manual version BCAM-NT-004-001.

2. Subject:

Inspection of the pitot tube to determine if pitot static ports are or are not present.

3. Purpose:

This mandatory service bulletin ensures that all aircraft with the new pitot tube system are inspected to determine if the pitot tube contains the required static ports, and relevant action taken to correct those that do not.

4. Background:

During the course of a standard initial test flight of a newly manufactured aircraft, it was discovered that the static ports were not present on the pitot tube system. This makes determining vital flight characteristics impossible from the instrumentation that feeds off the tube.

This was determined to only effect a limited batch of production, further limited to some of the upgrade kits sent out, and potentially some kits that have been sent out to be built on the newest standard.

As a result, all aircraft missing these ports should not be flown until it can be rectified.

5. Discussion:

A lack of a static pressure reading means that all the basic gauges that are supposed to use a static pressure reading will not function. This means that the aircraft will not be able to fly safely, as there will be no readings to base aircraft flight characteristics on. To determine if the aircraft is affected, the static ports must be looked fore before any further flying.

All aircraft that are missing this feature need to cease flying immediately, and have the correct tubes installed. Most aircraft with the new system should have the correct ports and can continue flying without any concern.

6. Required action:

1. All aircraft pitot tubes must be inspected visually before further flight and it must be determined whether the tubes have static ports or not. See the following figures to describe where the 2 ports may be found. Note that they are small, so care must be taken to look in a well-lit area, and closeup. If ports are present, the aircraft can be flown as normal without any further need for action.
2. If the static port holes are not found, no further flight must be performed on the aircraft, and the factory/distributor must be contacted and informed immediately.



Figure 1: Location of static ports (on lower tube)



Figure 2: Close-up of static port (one visible, not installed on aircraft)

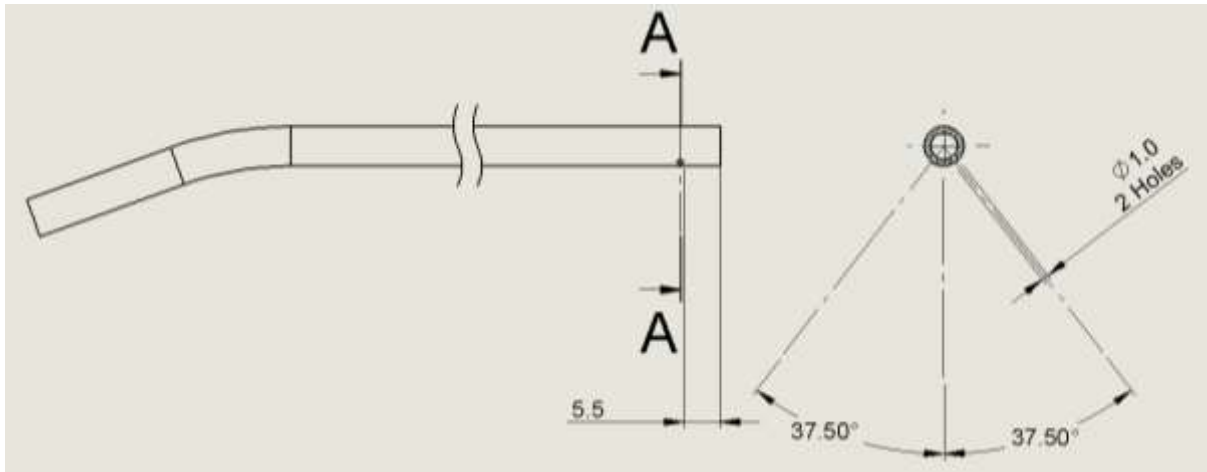


Figure 3: Section and broken view of drawing showing static port locations (endcaps not shown)

7. Approved personnel:

This work prescribed in this service bulletin may be carried out by the kit builder themselves if their country of registration allows, or by an approved person such as:

- In South Africa: RAASA Approved Person (AP), SACAA Aircraft Maintenance Engineer (AME) or higher, or person approved by the manufacturer.
- In USA: FAA Light sport repairman (LSRM) or higher, or person approved by the manufacturer.

8. Effective date:

This notice takes effect as of the 21st of October 2020.

9. Contact:

Questions and/or comments regarding this service bulletin should be directed to Rainbow SkyReach (Pty) Ltd on:

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