

This Service bulletin has been produced in accordance with approved Alternative Procedures to DOA EASA.AP356.
Technical data has been approved by EASA under Approval No.:

 INFORMATION RECOMMENDED **MANDATORY**

This Service Bulletin revises SBLSA-012-2016, Revision 0, dated 02.11.2016.

A. SUBJECT:

Installation of Ballistic Rescue System Magnum 601.

Change of the emergency procedure for recovery from an inadvertent spin in the Pilot's Operating Handbook.

B. AFFECTED AIRPLANES:

DY-390/2010 LSA; DY-448/2012 LSA;

C. REASON:

During the TC process it has been discovered that the emergency procedure for recovery from an inadvertent spin is inappropriate. In some configurations the effectiveness of the elevator and rudder may be reduced and the aircraft could enter an unrecoverable spin.

Therefore activation of ballistic rescue system was determined as a standard emergency procedure for spin recovery.

Ballistic Rescue System must be installed on the aircraft to comply with the new emergency procedure.

D. REQUIRED ACTION:

1. Install the Ballistic Rescue System
 - (a) Make sure that the ignition switch is set to **OFF**.
 - (b) Remove upper engine cowling (1, Fig. 1).
 - (c) Remove the bolts and the parachute cover (2).

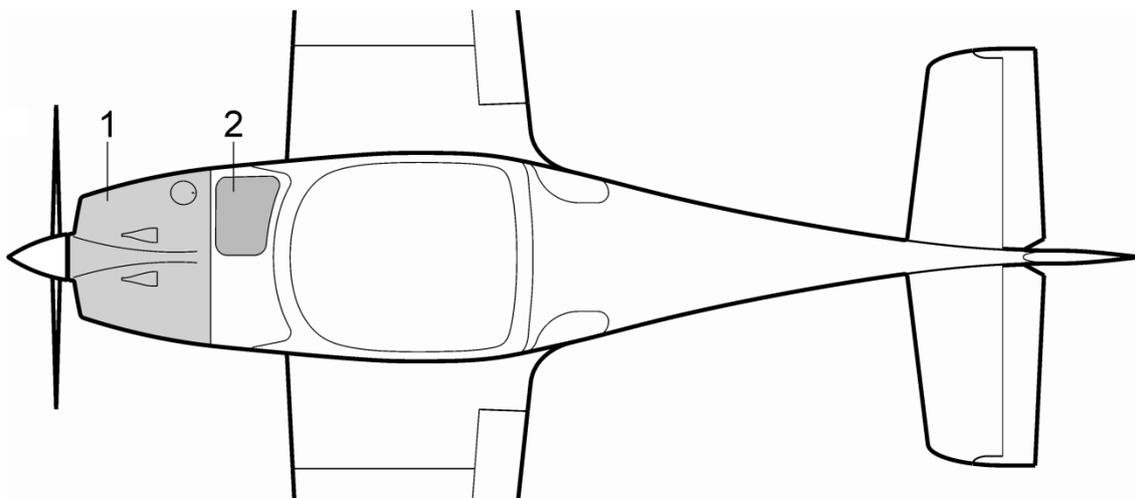


Fig. 1 Covers

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- (d) Drill the holes in the central console according the Fig. 2.

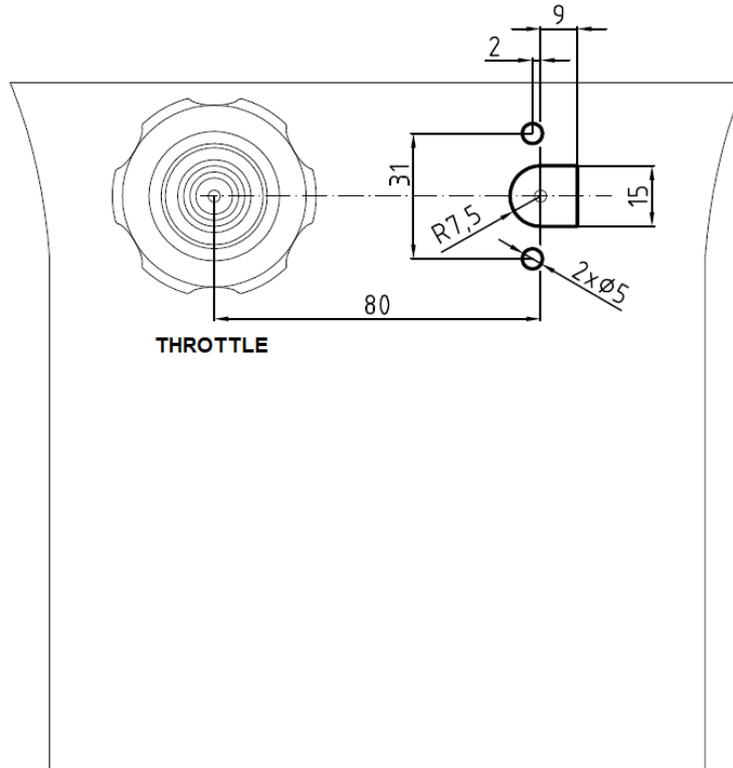


Fig. 2 Openings in central console

- (e) Before installation ensure, that the emergency parachute system actuator (11, Fig. 5) is locked!

WARNING

DURING INCORRECT MANIPULATION WITH UNLOCKED ACTUATOR THERE IS A DANGER OF ROCKET ACTIVATION! AVOID OF ROUGH MANIPULATION IF ACTUATOR OR BOWDEN HAS JAMMED DURING INSTALLATION!

- (f) Insert the rocket (2) with bowden, from cockpit through opening of rescue system board; put washers (23), rocket (2), holder (9), washers (22) and tight nuts (24).
- (g) Thread the bowden under right push rod of nose steering.

NOTE

Min. radius of bowden has to be 200 mm.

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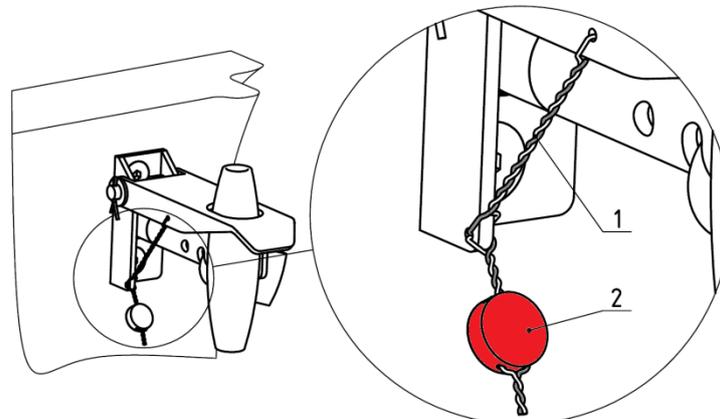
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- (h) Use cable ties (27) to attach bowden to fuel hose and to bowden harness.
- (i) Unscrew bolts (21) and unscrew lateral actuator handle (12).
- (j) Unlock actuator (11) by removing of lock (19) and carefully insert handle to central instrument panel from the rear side; immediately lock the actuator using lock (19). Stick on Velcro fastener.

WARNING

DURING INCORRECT MANIPULATION WITH UNLOCKED ACTUATOR THERE IS A DANGER OF ROCKET ACTIVATION! AVOID OF ROUGH MANIPULATION IF ACTUATOR OR BOWDEN HAS JAMMED DURING INSTALLATION!

- (k) If necessary, assemble the safety guard:
 - Place the safety guard (13) and spring (30) to the holder (32).
 - Install pin (29), washer (33) and cotter pin (31).
- (l) Place the assembled safety guard (13) on central console and attach the actuator (11) with bolts (20); secure with Loctite 243.
- (m) Put lateral handle (12) and tighten the bolts (21); secure with Loctite 243.
- (n) Close safety guard (13) and secure it with copper lockwire (1, Fig. 3) and seal (2).



1 – Copper wire $\varnothing 0.5$ (STN 423001)

2 – Seal red 9

Fig. 3 Safety Guard Securing

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- (o) Pass stabilizing strap (6) through cable (8) and pull tight (see Fig 4 and Fig. 5).

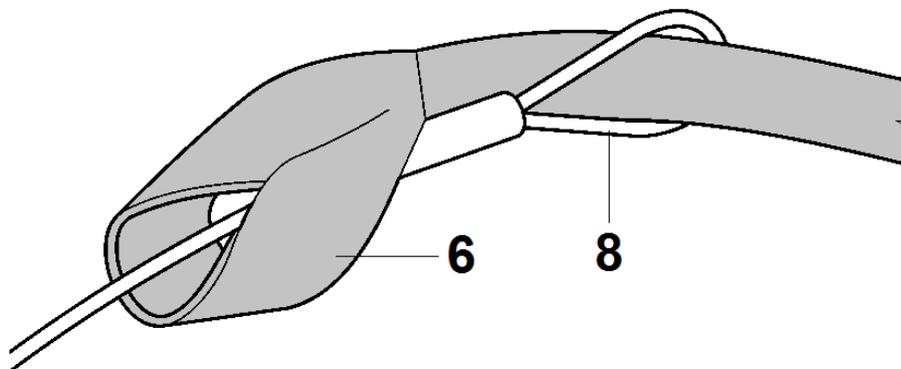


Fig. 4 Strap Pass through Cable

- (p) Properly loop straps (5; 6; 7, Fig. 5) and secure them with cable ties (28); do not secure straps to aircraft yet.

NOTE

Do not tight the cable ties to much to allow the straps to be stripped free during parachute extraction and avoid of their free moving.

- (q) Connect U bolt (10) to strap loop (5); secure loop with cable tie (28).
- (r) Attach U bolt with strap (5) to left side of firewall, put washers (25) and tighten the nuts (26).
- (s) Route strap (5) over all cables and bowdens to right side of aircraft.
- (t) Secure looped strap (5) to electro-installation cables with one cable tie (28).
- (u) Connect second U bolt (10) to second strap loop (7); secure loop with cable tie (28).
- (v) Attach U bolt with strap (7) to right side of firewall, put washers (25) and tighten nuts (26).
- (w) Put the parachute support (16) on the rescue system board. Pass ropes (18) through loops on the parachute container (1) and place parachute container (1) on parachute support. Strap (5) must be routed between parachute container (1) and firewall. Securing ropes (18) pass through holes in parachute support and rescue system board, tie and cut off the surplus.
- (x) Connect strap loops (5; 6; 7) with big snap hook (3); secure snap hook with Loctite 243 and fix to the rescue system board using one cable tie (drill two holes $\varnothing 2.5$ mm to the rescue system board).
- (y) Connect parachute cable (15) and cable of rocket (14) with small snap hook (3); secure snap hook with Loctite 243. Close the flap on the parachute container (1).
- (z) Secure straps (6; 7) to rescue system board with one cable tie (28) (drill two holes $\varnothing 2.5$ mm to the rescue system board).
- (aa) If is needed, secure all straps and wires with necessary amount of cable ties (28).

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(bb) Carry out test and check:

- If all bolt connections are tight.
- That all nuts are tight.
- If straps are properly aligned.
- If handle is properly locked.
- If components of ballistic rescue system are secured.
- That no foreign objects remain in the aircraft.

(cc) Install the parachute cover (2, Fig. 1) and tighten bolts.

(dd) Install upper engine cowling (1).

(ee) Determine the new empty weight and empty moment data.

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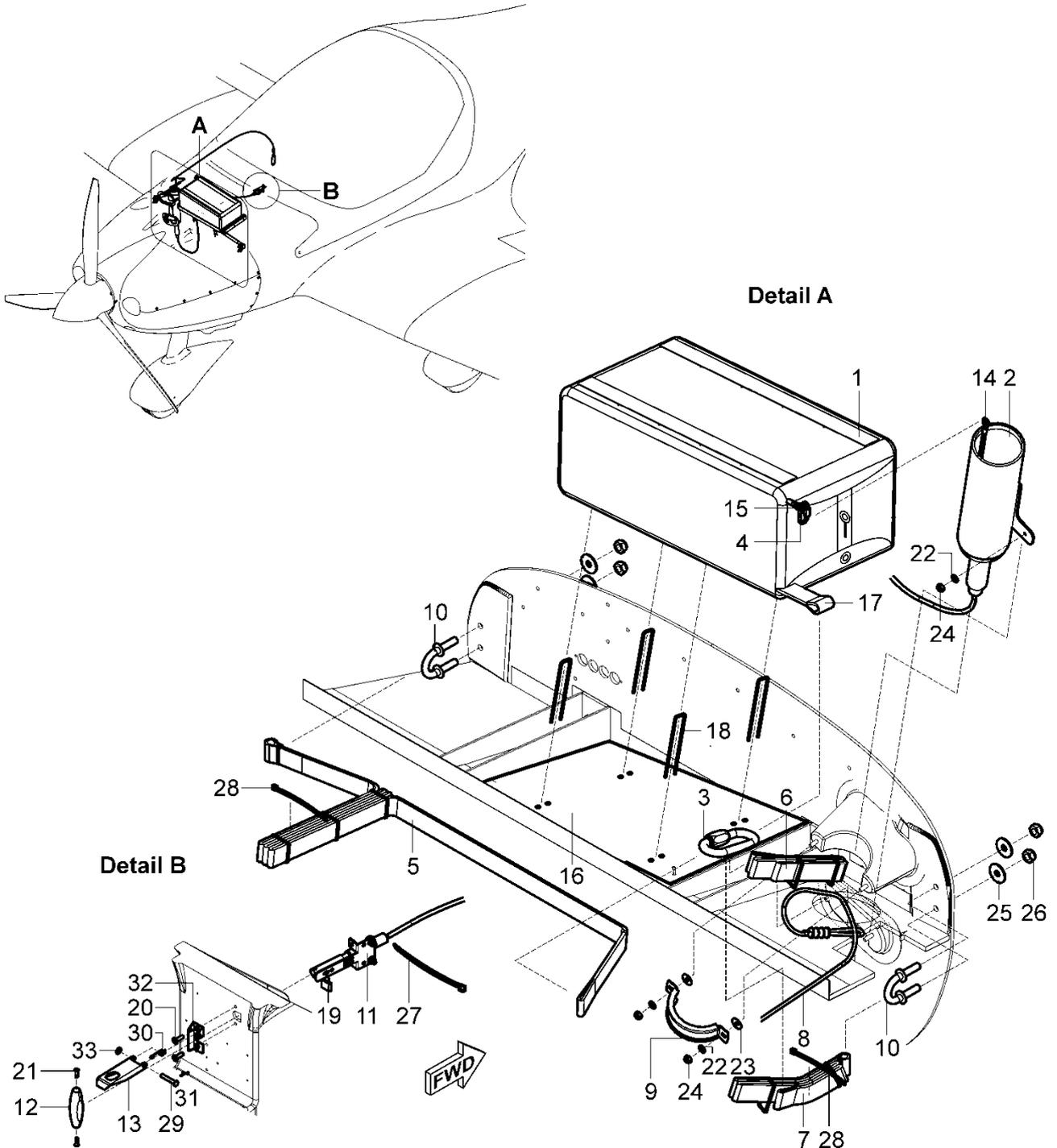


Fig. 5 Emergency Parachute System Removal / Installation (page 1 of 2)

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- | | | |
|---------------------------|---|---|
| 1 – Parachute container | 12 – Lateral actuator handle | 23 – Washer $\varnothing 6.4 \times 18 \times 1.6$ |
| 2 – Rocket | 13 – Safety guard | 24 – Self-locking nut M6 |
| 3 – Big snap hook | 14 – Cable of rocket | 25 – Washer $\varnothing 10.5 \times 30 \times 2.4$ |
| 4 – Small snap hook | 15 – Parachute cable | 26 – Self-locking nut M10 |
| 5 – Left strap 2.4 m | 16 – Parachute support | 27 – Cable tie 3.2 |
| 6 – Stabilizing strap 1 m | 17 – Parachute strap | 28 – Cable tie 2.6 |
| 7 – Right strap 2.4 m | 18 – Rope $\varnothing 3 \times 400$
guaranteed strength
180 daN (kg) | 29 – Pin $\varnothing 5$ |
| 8 – Cable | 19 – Lock | 30 – Spring |
| 9 – Holder | 20 – Hex bolt M5 x 16 | 31 – Cotter pin 1.2 x 10 |
| 10 – U bolt | 21 – Allen bolt M4 x 10 | 32 – Safety guard holder |
| 11 – Actuator | 22 – Washer $\varnothing 6.4 \times 12 \times 1.6$ | 33 – Washer $\varnothing 5.3 \times 10 \times 1$ |

Fig. 5 Emergency Parachute System Removal / Installation (page 2 of 2)

2. Update the POH

E. COMPLIANCE:

Immediately.

Contact the manufacturer to arrange the installation.

F. WEIGHT AND BALANCE:

Weight change: To be determined by weighing after installation of the rescue system.

Moment change: To be determined by calculation after installation of the rescue system.

G. ACTION CARRIED OUT BY:

- Airplane manufacturer Aerospool spol. s r. o.
- Maintenance organization (Part-M, Part-145)
- Independent certifying staff qualified in accordance with Part-66

H. COSTS COVERED BY:

Operator or owner.

Complete installation by Aerospool spol. s r. o.: 3554 EUR + 20% VAT

Material cost: On request

Work time consumption: 10 hours

I. NECESSARY MATERIAL:

Material will be supplied by Aerospool spol. s r. o on request.

Please contact aircraft manufacturer directly at spareparts@aerospool.sk.

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POH for WT9 Dynamic LSA.

K. ENCLOSURES:

Revised pages of POH are enclosed for each airplane S/N according to the table below.

Aircraft S/N:	POH revised pages
DY-390/2010 LSA	POH-02_390.pdf
DY-448/2012 LSA	POH-01_448.pdf

L. APPROVAL:
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