

SERVICE INFORMATION

NO. SI 42-242

NO. SI 42NG-126

NOTE: SI's are used only:
1) To distribute information from DAI to our customers.
2) To distribute applicable information/documents from our suppliers to our customers with additional information.
Typically there is no revision service for SI's. Each new information or change of that will be sent along with a new SI.

I. TECHNICAL DETAILS

1.1 Airplanes affected:

DA 42, DA 42 NG, DA 42 M-NG

1.2 Subject:

SIRS Service Information Letter No. SIRS/SIL-CE2-A25-01 Rev.02
ATA-Code: 34-20

1.3 Reason:

SIRS Navigation issued Service Information Letter No. SIRS/SIL-CE2-A25-01 Rev.02 mandating the magnetic compass illumination lamp installed.

1.4 Information:

For detailed technical information refer to SIRS Navigation Service Information Letter No. SIRS/SIL-CE2-A25-01 Rev.02, which is applicable without any further additions or restrictions.

II. OTHERS

SIRS Navigation Service Information Letter No. SIRS/SIL-CE2-A25-01 Rev.02 is attached to this Service Information.

In case of doubt contact Diamond Aircraft Industries GmbH.

SERVICE INFORMATION LETTER

No: SIRS/SIL-CE2-A25-01 Rev.02

NAVIGATION - STANDBY NAVIGATION SYSTEMS –

STANDBY COMPASS - LAMP CAP ASSEMBLY –

POSSIBLE OVERHEATING

1.0 Information

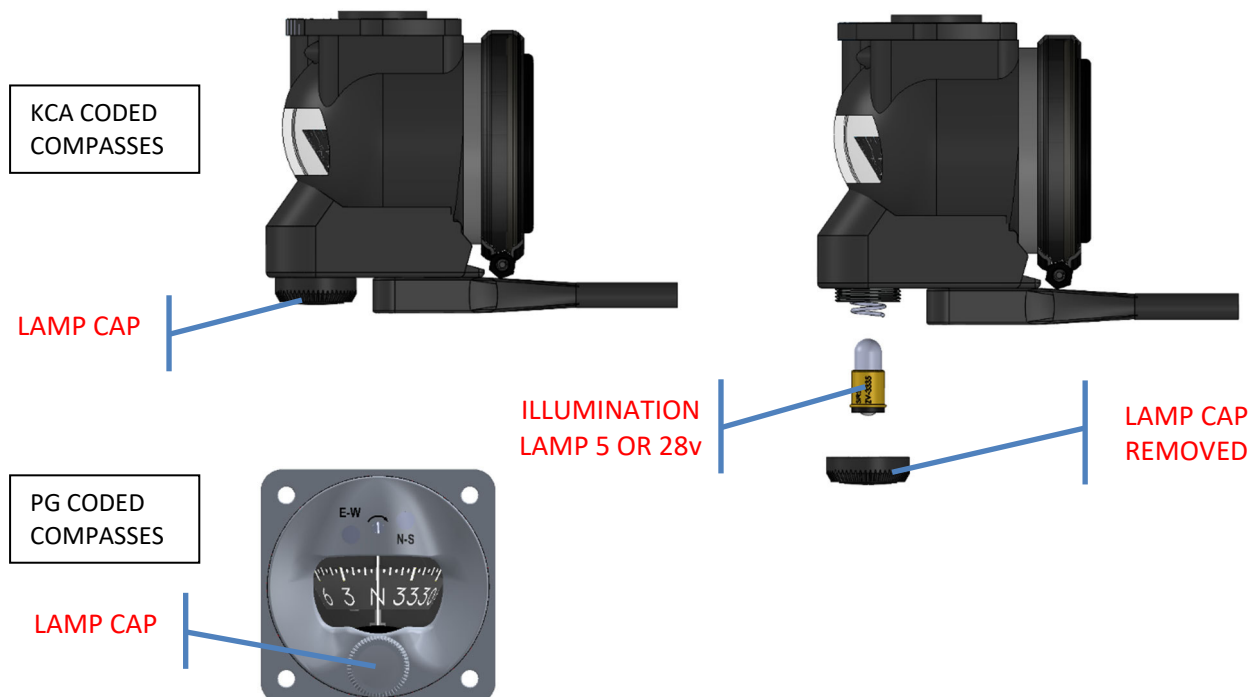
A. Effectivity

This Service Information Letter is applicable to certain Magnetic Standby Compasses, supplied by SIRS Navigation Ltd, fitted with an illumination system. The affected compass product codes are listed within Table 2.0.

The range of ‘Magnetic Standby Compasses’ are installed within aircraft from all aviation sectors.

B. Problem

An occurrence* has been reported to SIRS whereby the removal of an illumination lamp, **without immediate replacement**, has led to the local increase in temperature to adjacent compass components with subsequent plastic deformation. The problem will only occur with the power supply switched ‘**ON**’ and the illumination lamp **NOT Fitted**.



SERVICE INFORMATION LETTER

The absence of the replacement lamp will cause a decrease in circuit resistance and provide a 'short circuit', with potential power demand shown within table 1.0 below.

TABLE 1.0: Potential Power Demand			
Power Supply	Power Source Limit (Circuit Breaker)		
	1A	2A	5A
5v	5w	10w	25w
28v	28w	56w	140w

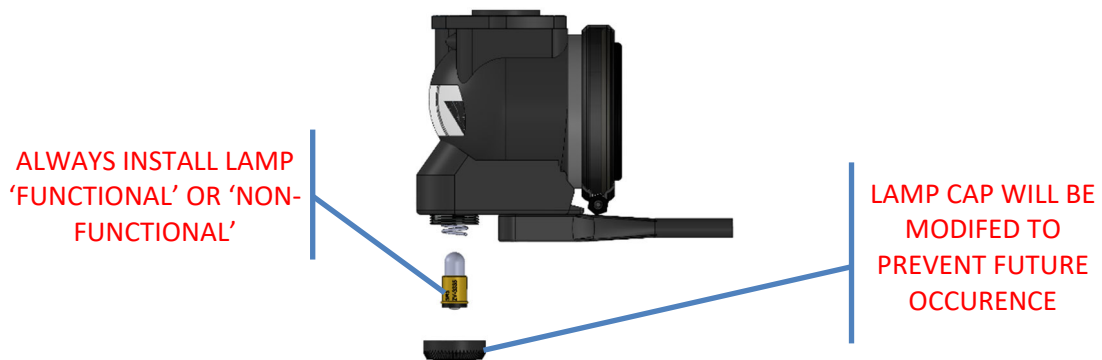
*This occurrence is the only report SIRS have received relating to temperature increase as a result of 'short circuit' in > 30 years of product supply.

TABLE 2.0: Effected Part Numbers		
Compass Part Numbers	Lamp Cap Part number (Current)	Supply Voltage
1004KCA2	CE2-A25	5v
1005KCA1	CE2-A25	28v
1006KCA1	CE2-A25	28V
1007KCA1	CE2-A25	28V
1010KCA1	CE2-A25	5v
1014KCA1	CE2-A25	5v
KCA0104W	CE2-A25	28v
KCA0104FY	CE2-A25	28v
KCA0105W	CE2-A25	28v
KCA0106W	PG2-A12G	28v
KCA0112W	CE2-A25	28v
KCA0113W	CE2-A25	28v
KCA0113FY	CE2-A25	28v
KCA0114W	CE2-A25	28v
KCA0116W	CE2-A25	28v
KCA0120W	CE2-A25	28v
PGA0105W	CE2-A25	28v
PGA0105WG	PG2-A13G	28v
PGA0116W	AM2-A25G	28v
PGA0117W	AM2-A25B	28v
PGA0118W	AM2-A25B	5v
PGA0120W	BO2-A25G	28v
PGA1001WG	PG2-A10G	5v
PG2C-12V	CE2-A25	12v
PG2C-28V	CE2-A25	28v
WL1001KCA1	CE2-A25	5v

SERVICE INFORMATION LETTER

2.0 Guidance

- A. **Always** include the correct lamp in the light assembly, specific to the compass part number (Functional or Non-Functional)



- B. If the lamp fails, **leave it in the assembly** until a replacement lamp can be installed.
- C. Leave the lamp assembled within the compass to prevent temperature increase.
- D. Should the compass be operated inadvertently, with the light assembly powered but without the lamp installed, power should be isolated immediately, as soon as this condition is identified. Before next flight, the compass should be removed from the aircraft and returned to SIRS.
- E. For further support **contact SIRS Navigation Ltd** to obtain additional information:

NOTE: SIRS are developing a permanent solution. A modified 'Lamp Cap Assembly' will be introduced by SIRS once approved to eliminate any further risk of 'short circuit' and 'localised increased temperature'.

SIRS NAVIGATION LTD

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