

**SERVICE BULLETIN: JSB 032-1**

**Issue: 1**

**Date: 20<sup>h</sup> October 2011**

**Subject: Model Conversions – J160 / J170 Interchange**

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**2 Applicability**

- Jabiru J160 and J170 models – excluding J170-UL or “J170 Light” variants. All J160 and J170 variants with a MTOW of 540kg and above are based on the P/No. 1A030A0D fuselage assembly. Only variants using this fuselage are addressed in this Bulletin.

**Notes:**

- This bulletin has not been mandated (as an AD or similar) by any National Airworthiness Authority at the time of writing.

**3 Background**

**3.1 General**

- Worldwide, some operators have expressed interest in converting a Jabiru J160 into a Jabiru J170 or vice versa. This Bulletin has been prepared to detail the differences in aircraft configuration between the models.

**4 Details:**

- In general a Jabiru J160 can be converted to a J170 via the following changes:
  - Fitting “long” wings
  - Fitting a “long” horizontal stabilizer and elevator.
  - To aerodynamically match the J170-C the requirements of JSB029 must also be met.
  - Use the CG limitations given in the J170-C Pilot Operating Handbook.

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- To aerodynamically match the J170-D the following features are required:
  - i. Fitting “long” wings
  - ii. Fitting a “long” horizontal stabilizer and elevator.
  - iii. Fitting a “fat” vertical fin with matching rudder.
  - iv. Fitting “long” engine mount with cowling, tailpipe etc to match.
  - v. Use the CG limitations given in the J170-D Pilot Operating Handbook.
- Changing from a J170 to a J160 can be carried out by reversing the changes noted above.
- In every case this is a serious change to make to an aircraft and must only be undertaken by experts approved by Jabiru Australia – including certain Jabiru Dealers. Operators considering this change must consult their local Jabiru representative to determine if their particular aircraft is suitable for conversion and exactly which parts and procedures are required.

## 5 Airworthiness Note:

### 5.1 General

- Where required, work called for by this Bulletin must be carried out by authorised personnel only. In Australia this generally means the original builder of an Experimental-category aircraft (either RA-Aus or VH registered), an RA-Aus Level 2 holder for other RA-Aus aircraft or a Licensed Aircraft Maintenance Engineer (LAME).
- On completion of the work, the authorised person must note the completion of the actions required by this bulletin in the aircraft or engine’s maintenance logbook. This note should refer to the completion of maintenance requirements of this Service Bulletin, indicate the date of the work and the identity (including licence number where appropriate) of the person carrying out the work.

### 5.2 Certified and LSA Variants

- Certified and LSA variants may be modified as detailed in this Bulletin, however there are additional documentation and approval requirements and detailed modifications beyond those listed above are required. **These variants may only be changed with a specific written approval from Jabiru Aircraft Australia applicable to that aircraft’s serial number.**
- To change certified and LSA variants additional input from the local airworthiness authority may be required. Operators are recommended to discuss the proposed change with their authority before proceeding.

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**Safety Directive: JSD 032-1**  
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**Subject: Model Conversions – J160 / J170 Interchange**

**Applicability:**

- Jabiru J160 and J170 models operating within Light Sport Aircraft categories – excluding J170-UL or “J170 Light” variants. All J160 and J170 variants with a MTOW of 540kg and above are based on the P/No. 1A030A0D fuselage assembly. Only these variants are addressed in this Directive.

**Details:**

- Aircraft may be altered in accordance with the requirements of Jabiru Service Bulletin JSB032-1

**Background:**

- This Safety Directive has been prepared to allow the application of JSB032-1 to aircraft operating within Light Sport Aircraft Categories.