

Service Bulletin

DATE: 10-20-90

SERVICE BULLETIN NO. 5
ENGINEERING ASPECTS ARE FAA APPROVED

SUBJECT: Amber - Red Warning Lights

MODELS AFFECTED: Christen A-1 Husky Aircraft, S/N's 1001, thru 1121,
& 1123 thru 1125

TIME OF COMPLIANCE: At Owners Convenience

It has recently come to our attention that the electrical wires connecting the amber and red warning lights on the instrument panel are not correctly hooked up to the voltage regulator on the above listed aircraft.

On these aircraft, the -024 wire is connected to the yellow voltage regulator lead and the -025 is connected to the white voltage regulator lead.

The connections should be switched so the -024 wire connects to the white voltage regulator lead and the -025 wire connects to the yellow voltage regulator lead.

The knife disconnects for these wires are located at the voltage regulator and the wires and leads are easy to locate and switch.

When the warning lights are correctly connected, the amber light will come on when a low voltage condition occurs with the battery and the red light will come on when the alternator is tripped off line.

A corrected wiring schematic is enclosed with this Service Bulletin to insert in the back of the "Manual For Continued Airworthiness" to replace the incorrect original. The corrected wiring schematic has the letter "A" located in the lower right hand corner of the page.

If you have any questions regarding the contents of this Service Bulletin, please contact the Service Manager at Christen Industries at Afton, Wyoming.