

Title: MTO Series Airframe Inspection		
AG-SIL-2019-02-B-EN		Compliance Category:
Applicability		A – MANDATORY
Aircraft type & model: All AutoGyro MTO Series	Affected aircraft serial numbers: All AutoGyro MTO Series	B – RECOMMENDED
		C – OPTIONAL
The maintenance manual to be referenced is this stated or subsequent issue.		As per AutoGyro website
<p>This form is the response from AutoGyro GmbH either against a problem found in the product in service requiring a containment or rectification action, or as service information for aircraft modification incorporation. For help, contact AutoGyro on 49(0)5121 88056-00, or email airworthiness@auto-gyro.com.</p>		

Documentation (Service Information Letter Completion action)

The accomplishment of this Service Information Letter, or the decision of its rejection, must be properly documented, if such procedure is required by the relevant authority

Category Codes

A – Mandatory – failure to comply result in a significant reduction of flight safety, injury or death
 B – Recommended – failure to comply may result in reduced safety margin, injury and/or equipment damage
 C - Optional – improves operating behavior, reliability and/or maintainability

Chief Certification Officer	Chief Technical Officer

<p>Contact & Info: airworthiness@auto-gyro.com www.auto-gyro.com</p>	<p>AutoGyro GmbH Dornierstr. 14 31137 Hildesheim</p>
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Reason and overview of the Service Information Letter (cause of problem if known)

The 100hr maintenance checklist for the MTO Sport aircraft requires careful inspection of the airframe assembly for cracks or damage.

These aircraft have now accumulated many years and hours in service, resulting in service issue reports submitted to AutoGyro. Within these AutoGyro has been advised of cracks in the mast root, and the weakening of this area leading to cracks in the upper weld area of the rear strengthening tube, and pre-rotator gearbox mounting plate attachment to mast area.

They are long term fatigue based, dependent on operational usage, and controlled by the 100hr service inspection interval. Repair is possible and is described in SRA-016 (mast) and SRA-019 (engine mounts).

The instances of cracking are few, however, failure to find such issues could - especially in the mast root area - lead to failure of the frame and subsequent unsafe condition.

The inspection of the airframe is a requirement within the 100hr service document AG-F-PCA-MT

Manpower estimates

Typically this takes 10-15 mins (30 mins if dye-penetrant is required).

Tooling required

Inspectors are recommended to have available suitable lighting and equipment to be able to view the airframe effectively. A suitable dye-penetrant process should be employed in accordance with the manufacturer's instructions should cracks be suspected but not clearly visible.

Weight and Balance Effects

No effect

Manuals affected

This SIL information will be embodied in the relevant AMM at next issue

Previous Modifications that affect the SIL

None

Accomplishment instructions (Action required to implement this service information letter):

Inspect the frame in accordance with the current 100hr service document AG-F-PCA-MT, paying particular attention to the areas noted below (Fig. 1).

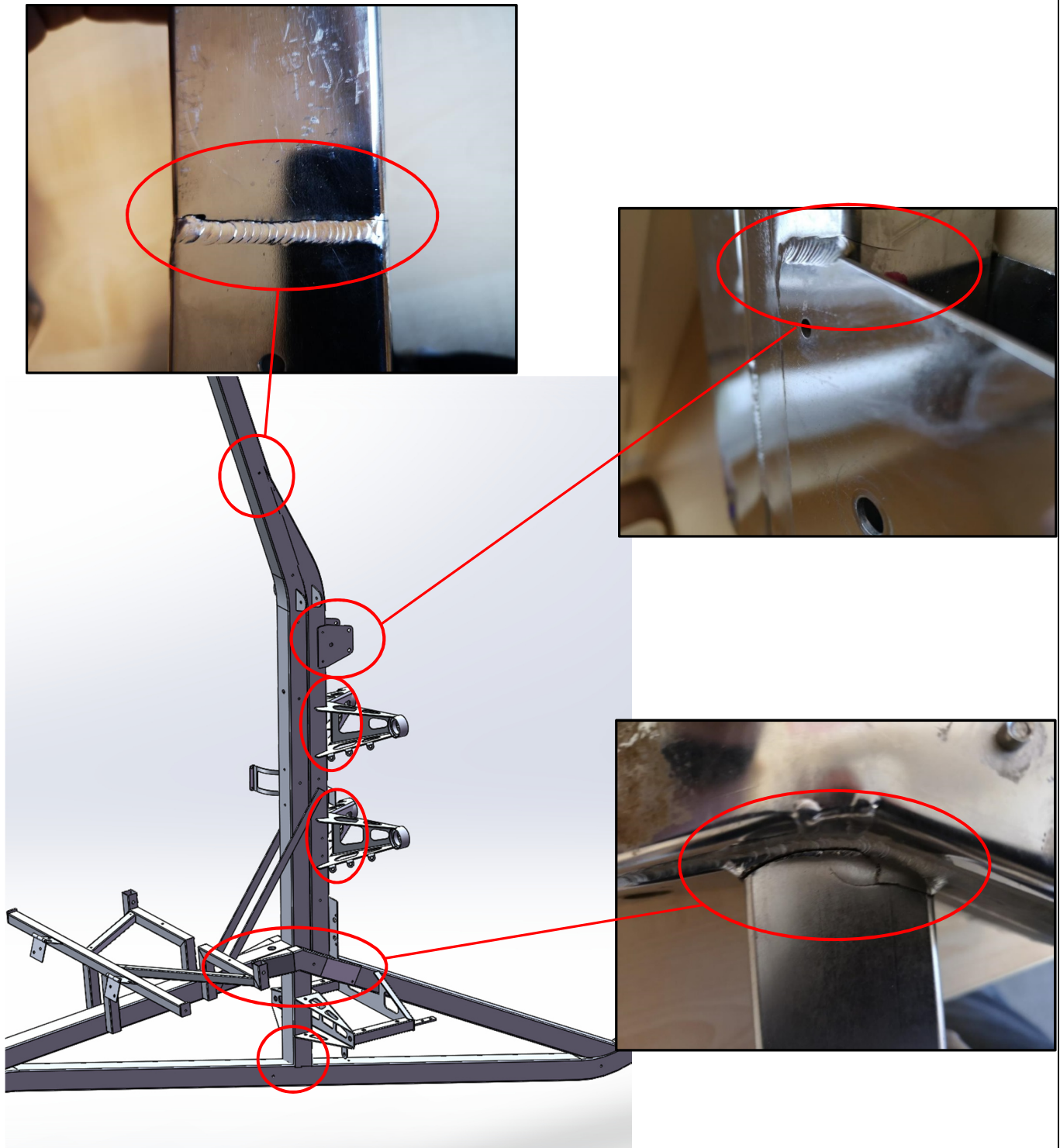


Fig. 1

List of components (with purchasable part numbers)

None

Interchangeability

Not affected

Parts disposition

- a) Disposal requirements – None
- b) Environmental hazards of parts containing hazardous materials – Hazards associated with the use of dye-penetrant if applicable.
- c) Scrap requirements (e.g. mutilate scrapped items beyond use) – Not applicable