

RotorSport UK Ltd

Service Bulletin

This form is the response from RotorSport UK Ltd against a problem found in the product either in service or test, which requires an immediate action.

Upon completion of the action, the person responsible must enter details into the aircraft logbook/worksheet with the SB and/or CAA MPD (Mandatory Permit Directive) number and sign as normal.

If any problems with carrying out the work authorised, contact RSUK immediately on 44(0)1588 650769, or email info@rotorsport.org.

SB No.: 006 issue 2	CCAR No.: None	Classification:
Aircraft type & model (applicability) RotorSport UK MT-03	Aircraft serial Nos. effected RSUK/MT-03/all	OPTIONAL or RECOMMENDED or MANDATORY

Problem description & cause of problem if known

Problem;

A number of Cyclon 0859-0020 12v 8.0Ah/1005 batteries have been replaced in service for failed links between the 2 rows of battery cells. Whilst the cause is sometimes use beyond the battery design (eg turning the engine over to bleed the oil system), RSUK and AutoGyro have identified and engineered a service improvement to the battery that significantly extends the battery ability to withstand field use, and eliminate the risk of blown links.

Problem solution;

Bridge the link between the two rows of battery cells with a 15mm length of 10mm² copper cable, soldered in place. This may be done whether or not the link is already blown. Due to the soldering required this process is to be done by RotorSport UK Ltd. Modification no. MC-087.

Effective date:
28.10.08

Pre test for applicability:

None – this applies to all MT-03 gyroplanes in service

Parts required to implement the Service Bulletin:

Plastic 4mm ties to retain battery cables



Link at the base of the battery

Upstands

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Example of blown link

Action required

1. Remove key and ensure mag switches are OFF.
2. Disconnect battery from starter solenoid and from airframe, if to be removed from airframe. Take care to tape cable ends whilst removing to prevent short circuits.
3. Remove the ties that hold the battery cables to the airframe. Note where they are for replacement.
4. Remove the four mounting bolts that hold the battery onto the airframe.
5. Remove the battery.
6. Return the battery to RSUK for the service bulletin to be carried out.
7. Refit the battery as a reverse of the removal procedure, and ensure cables are secured. Reconnect the battery as the last action.

See pictures for additional guidance

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View of link with length of cable soldered over.

Effect on Pilots Handbook or Maintenance Manual?

Yes, to be incorporated in the latest revision of maintenance manual.

Quality Inspection requirements after action:

Checking of installation after completion

1. Check that battery bolts are tight, and fuel pumps are secured with the bolts (two pumps for a 914).
2. Check that the cable attachment bolts are tight.
3. Check that the aircraft powers up on aircraft power, and that the engine turns over as easily as before.
4. Check all fastenings disturbed or new-made are tight.

Owner/operator to certify that the work is completed by writing the SB number and action in the logbook white pages, and record the action in the pink pages entitled 'one time requirements'. Both entries must be signed by the owner /operator, together with either their CAA approval no or their pilots licence number.

SB authorised by: (name, signature, and date of signature)

Quality Conformance Manager <i>[Signature]</i> 2/11/08	Engineering Manager <i>[Signature]</i> 2/11/08	Chief Test Pilot (if flight performance or safety effect)	Structures (where required) <i>[Signature]</i> 02/11/08	
Document completion date:	Issued to:	When	Issuer name	Signature
	Internal			
	CAA			
	Owners			
	PFA/BMAA Inspectorate	No		