

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.: 010 issue 1

CCAR No.: None

Classification:

~~OPTIONAL~~ or
RECOMMENDED or
~~MANDATORY~~

Aircraft type & model (applicability)
RotorSport UK MT series

Aircraft serial Nos. effected
RSUK/MT-03/all and
RSUK/MTOS/all

Problem description & cause of problem if known

Problem;

A high service hours MT-03 reported an increase in-service engine vibration. This was traced to one of the four M10 bolts which hold the engine to the white engine bearer frame being loose. The bolt was retightened and normal vibration levels returned.

Comment:

These bolts are retained by Loctite 243 and a 35Nm torque. The looseness cause is unknown, and the bolt tightness is not specifically called for to be checked.

Effective date:

27.6.09

To be implemented by:

31.12.09 or next service,
whichever comes first.

Problem solution:

1. Incorporate bolt tightness check in 25hr & 100hr inspections.

Action required to implement this bulletin:

Check tightness of engine mounting bolts by tightening to a max of 35Nm. Observe if rotational movement occurs..

If bolts move, they must be removed individually, loctited, and refitted/torqued to 35Nm. Paint on torque stripe.

If looseness found , advise RSUK by email in order to allow the issue to be tracked.

If as part of a service, annotate on the service record and in the logbooks as completed, in both the white and pink pages.

If as an interim check action not as part of a service, record the implementation in the white and pink logbook pages.



Engine bearer bolts (2). Same on engine right side.

Parts required to implement the Service Bulletin

None

Effect on Pilots Handbook or Maintenance Manual?

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

Quality Inspection requirements after action:

Paint 'torque stripe' across bolt head to adjacent frame to allow visual tightness inspection

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CAA BCAR A3-7 Authorised Person 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 'repetitive requirements'. Both entries must be signed by the CAA Authorised Person together with their CAA Authorisation number.					
SB authorised by: (name, signature, and date of signature)					
Quality Conformance Manager <i>J. Humphreys</i> 27/06/09		Engineering Manager <i>[Signature]</i> 27/6/09		Chief Test Pilot (if flight performance or safety effect)	
				Structures (where required)	
Document completion date:	Issued to:		When	Issuer name	Signature
	Internal				
	CAA				
	Owners				
	LAA/BMAA Inspectorate		No		