
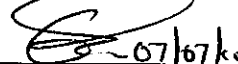
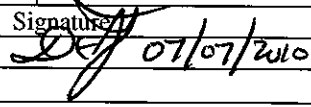


RotorSport UK Ltd

Service Bulletin

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|--|--|---|-------------------------------------|--|
| <p>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.</p> <p>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.</p> <p>If any problems with carrying out the work authorised, contact RSUK immediately on 44(0)1588 650769, or email info@rotorsport.org.</p> | | | | |
| SB No.: 012 issue 4 | CCAR No.: None | Classification: | | |
| Aircraft type & model (applicability) RotorSport UK MT series | Aircraft serial Nos. effected RSUK/MT-03/all and RSUK/MTOS/all | OPTIONAL or RECOMMENDED or MANDATORY | | |
| <u>Problem description & cause of problem if known</u> | | | | |
| <p><u>Problem:</u> The Trelleborg Hydro K hose specified on the MTseries fuel and oil systems has been found to have a lower life expectancy than predicted, suffering from cracks of various degrees</p> | | | | |
| <p><u>Comment:</u> Service experience on the UK general aircraft fleet has shown this is not an issue just on gyroplanes.</p> | | | <p>Effective date: 06.07.10</p> | |
| <p><u>Problem solution:</u> Replace hoses where found to be cracked with Semperit TU10 or FUHT hose as required. This hose has been tested and found to meet the fire resistance requirements of BCAR Section T (Mod MC-112 (TU10) and MC-129 (FUHT)).</p> | | | | |
| <p><u>Action required to implement this bulletin:</u> If hoses are found to be cracked:</p> <ol style="list-style-type: none"> 1. Remove ignition key and starter solenoid actuation lead. 2. Drain fuel or oil system to a level where the fuel will not siphon or gravity feed through the affected hose, & remove hose clamps. 3. Remove affected hose, and replace with TU10 or FUHT hose to a matching bore size. Replace hose clips. 4. If fuel hose replaced, re-fuel the aircraft, turn on the keyswitch, and electric fuel pump, and check for leaks. If none, reconnect the starter solenoid actuation lead and start the aircraft. Reconfirm no leaks. 5. If oil hose replaced, re-fill and bleed the oil system as required, as per the Rotax handbook, and check for leaks. If none, reconnect the starter solenoid actuation lead and start the aircraft. Reconfirm no leaks. <p>Note! These hoses comprise an inner rubber tube which is resilient to fuel and oil, a membrane to add strength, and then an outer sleeve for UV and hazard protection.</p> | | | | |
| <p><u>Parts required to implement the Service Bulletin</u> Semperit TU10 or FUHT hose to matching bore and length to that replaced. Hose clips to suit.</p> | | | | |
| <p>Effect on Pilots Handbook or Maintenance Manual? SB to be added to next issue of maintenance manual.</p> | | | | |
| <p>Quality Inspection requirements after action:</p> <p>CAA BCAR A3-7 Authorised Person to certify that the work is completed by writing the SB number and action in the engine logbook white pages, and record the action in the pink pages entitled 'one time requirements'. Both entries must be signed by the CAA Authorised Person together with their CAA Authorisation number.</p> | | | | |
| SB authorised by: (name, signature, and date of signature) | | | | |
| Quality Conformance Manager | Engineering Manager | Chief Test Pilot (if flight performance or safety effect) | Structures (where required) | |
|  |  07/07/10 | NST (Rev'd) | | |
| Document completion date: | Issued to: | When | Issuer name | Signature  07/07/2010 |
| | Internal | | | |
| | CAA | | | |
| | Owners | | | |