

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.: 023 issue 1	CCAR No.: None	Classification:
Aircraft type & model (applicability) RotorSport UK MTOsport, MT-03 if retrofitted with MTOS enclosure	Aircraft serial Nos. effected RSUK/MTOsport all, MT-03 if retrofitted with MTOS enclosure	OPTIONAL or RECOMMENDED or MANDATORY

Problem description & cause of problem if known

The halogen landing lights fitted to the nose of MTOsport aircraft (or MT-03 retrofitted with MTOS enclosure) are accessible inside the nose luggage locker. After a long period of use these lights become hot and could cause damage to luggage. The connectors could also be dislodged when loading the luggage.

A shield is now available to protect the rear of the lights and is easily fitted to aircraft already in service.

Safety effect

Improved operational safety

Weight and CG effect

Additional weight 80g, no significant effect on CG

Action required to implement this bulletin (also see photos below):

1. Remove the luggage hatch. Examine the landing lights to confirm that the lamp units are secure and the cable connectors properly fitted. NB: lamp retention may be by circlips (accessible outside the nose) or by tension springs (accessible through the hatch).

2. Offer-up the shield over the aft-most stud that retains the tie-down loop and mark-out the position of the two tabs on the enclosure. Verify that the electrical cables are clear of contact with the shield edge.

3. Remove the shield, clean the enclosure contact surface with Amberklene LO30 (or equivalent) and attach the two Velcro pads (hook side) to the marked areas on the enclosure.

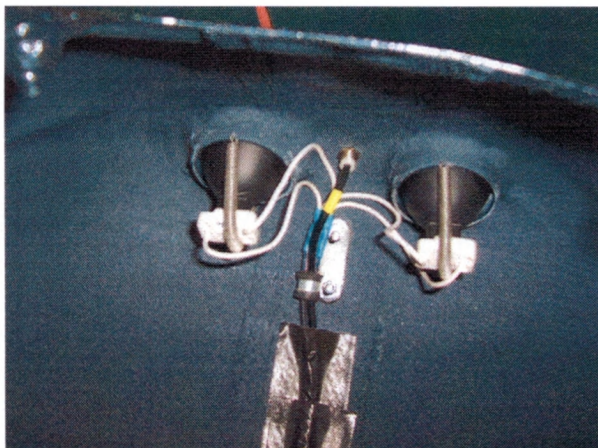
4. Replace the shield, press the Velcro into place and fit an M5 plain washer and M5 nyloc nut to the protruding stud. Tighten the nut using a socket/extension (hand-tight 2Nm). Refit the hatch cover ensuring all four fasteners engaged.

5. The security of the shield should be visually checked on each occasion that luggage is loaded and mechanically checked (security and clearance from electrical cables) at each 100hr/Annual Service interval.

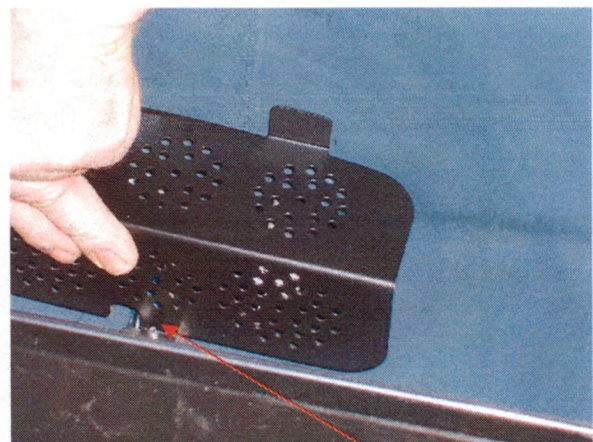
Effective date:
16.07.10

Parts required to implement this bulletin

1-off Shield RSD3050, 1-off M5 nyloc RSD6254, 1-off M5 plain washer RSD6080, 60mm Velcro self-adhesive 1"wide RSD4558



Landing light location inside nose (tension spring retention is shown)



Shield offered-up over aft-most stud

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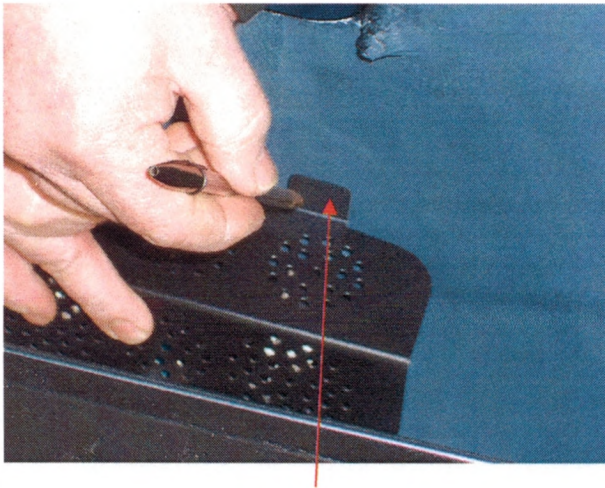
CCAR No.: None

Classification:

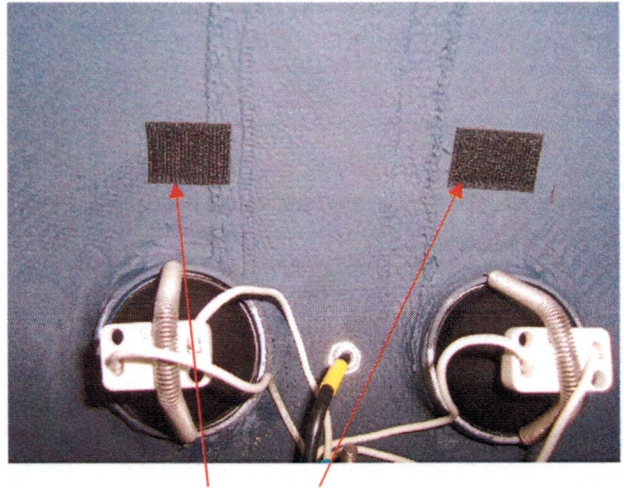
OPTIONAL or
~~**RECOMMENDED**~~ or
~~**MANDATORY**~~

Aircraft type & model (applicability)
RotorSport UK MTOsport,
MT-03 if retrofitted with MTOS
enclosure

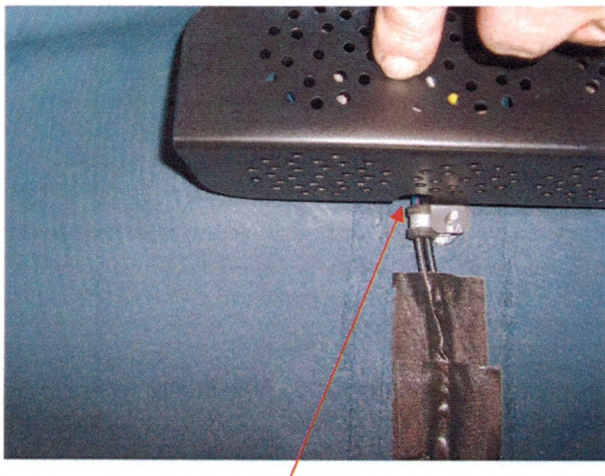
Aircraft serial Nos. effected
RSUK/MTOsport all,
MT-03 if retrofitted with MTOS
enclosure



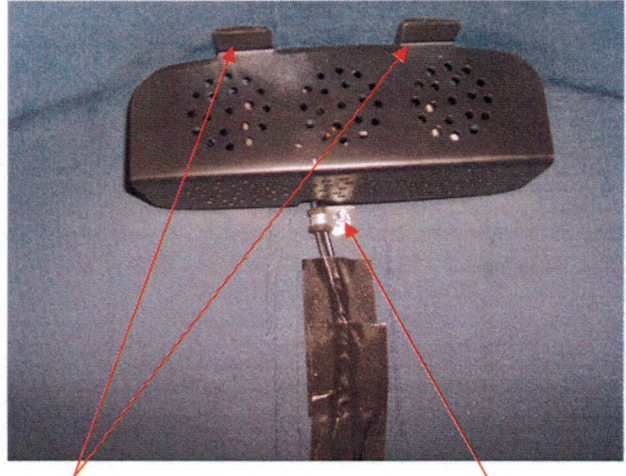
Marking-out for Velcro location



Velcro pads in place



Ensure clearance over cable

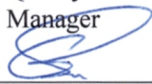





Push onto Velcro then fit washer and nut to stud

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Effect on Pilots Handbook or Maintenance Manual? Yes, to be noted in the next issue of the Maintenance Manual and 100hr/Annual Service Worksheet				
Service Bulletin Completion action: Issue Permit Maintenance Release Certificate				
CAA BCAR A3-7 Authorised Person or Pilot/Owner to certify that the work is completed by writing 'SB-023 Landing light shield incorporated' in the aircraft logbook white pages, and record the action in the pink pages entitled 'Aircraft Modifications'. Both entries must be signed by the CAA Authorised Person together with their CAA Authorisation number or Pilot/Owner with their licence number.				
SB authorised by: (name, signature, and date of signature)				
Quality Conformance Manager  23.3.11	Engineering Manager  23.3.11	Chief Test Pilot (if flight performance or safety effect) 	Structures (where required) 	
Document completion date:	Issued to:	When	Issuer name	Signature
	Internal			
	CAA			
	Owners			