

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 gerry@rotorsport.org.

| | | |
|--|--|---|
| SB No.: 042 Iss1 | CCAR No.: None | Classification: |
| Aircraft type & model (applicability) RotorSport UK Calidus | Aircraft serial Nos. effected RSUK/CALS/all | OPTIONAL or RECOMMENDED or MANDATORY |

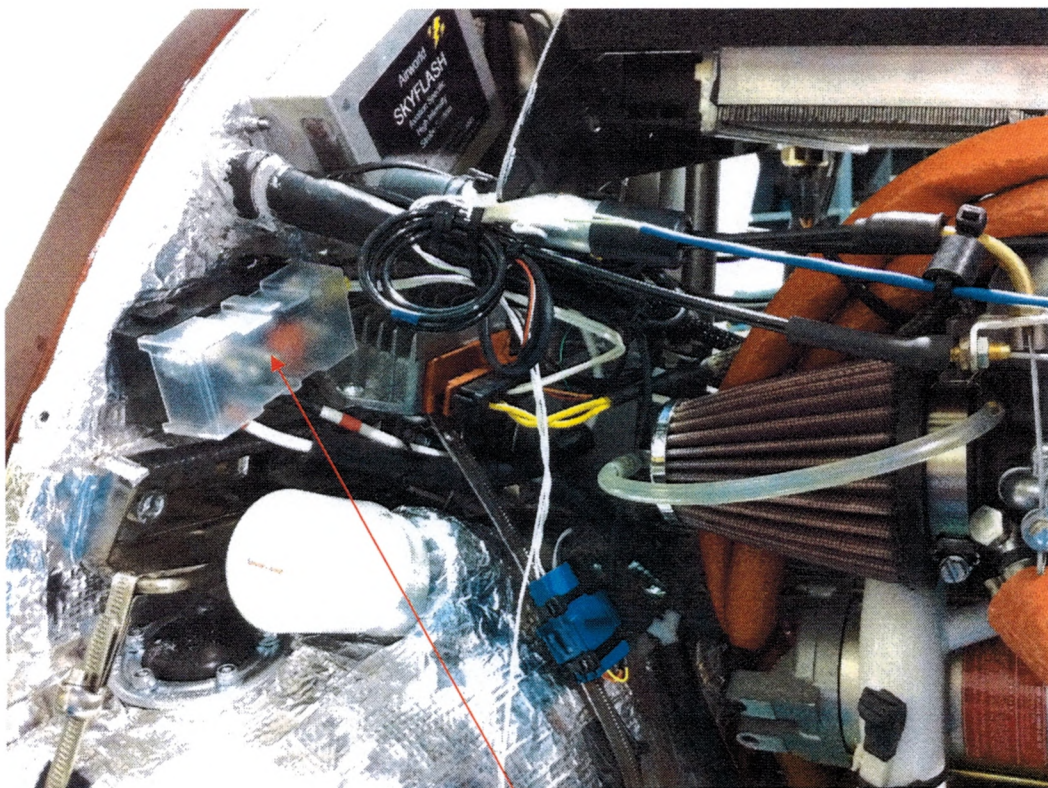
Problem description & cause of problem if known

The starter circuit of Calidus aircraft is protected by a 80A fuse. In the German market there have been a small number of fuse failures during starting, this being due to the marginal capability of the fuse in cold and difficult conditions. A higher-rated fuse of the same type has now been approved (MC-192) and is offered for fitment to UK-aircraft, either at the next service interval or as a specific task (approx 1 hour)

Action required to implement this service bulletin

- 1) To gain access to the fuse-holder it is necessary to remove the upper engine cowling and possibly the mast cowlings, which will require disconnection of the fuel-inlet pipe and its earthing cable. To avoid risk of debris entering the fuel tank cover the exposed fuel inlet with a rag or plastic cap.
- 2) Remove the starboard lower cowling for access to the battery connections. Visibility and access will be made easier if the port lower cowling is also removed.
- 3) Disconnect the battery earth terminal. **THIS IS ESSENTIAL AS INADVERTENT CONTACT BETWEEN THE FUSE TERMINALS, A METAL SPANNER AND THE AIRFRAME WOULD RESULT IN A SHORT-CIRCUIT.**
- 4) Identify the fuse-holder location, either on the bulkhead above the stainless-steel mounting frame at the port side of the aircraft or within the mounting frame on the port side of the engine.

Effective date:
02.06.11



Fuse-holder location on the bulkhead

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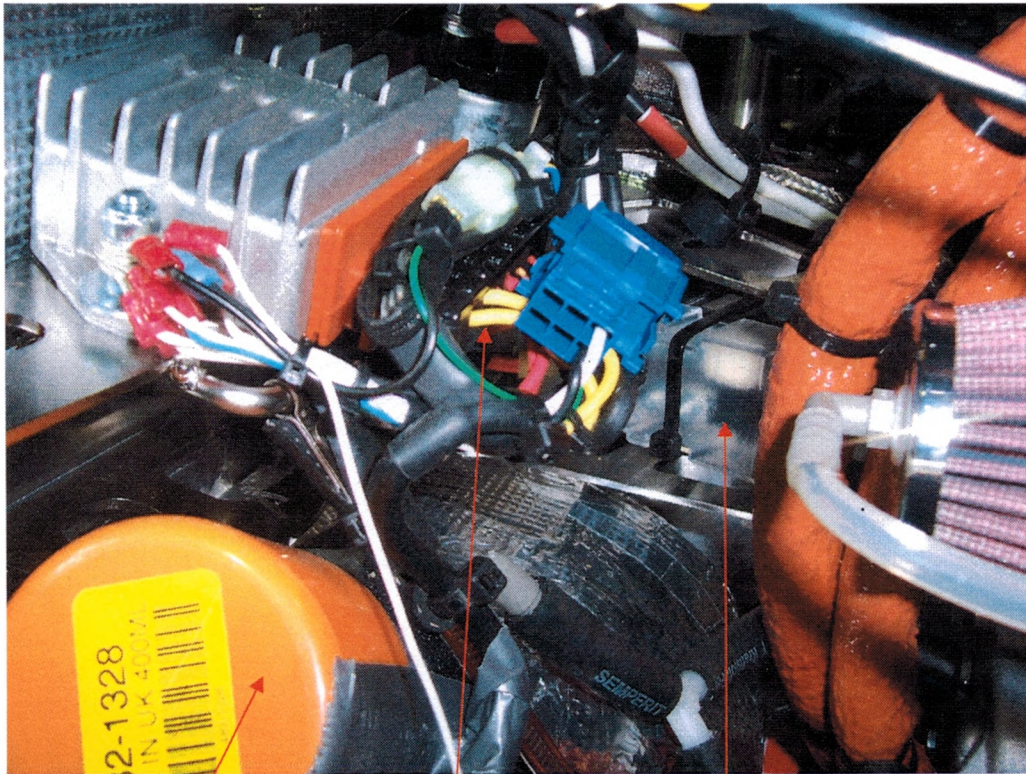
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Temporary protective cap Regulator cables Fuse holder with "Safety" cable-tie visible

Fuse-holder location within the mounting frame

- 5) Carefully cut as many cable-ties as needed to enable the regulator cables to be pulled to one side and allow access to the fuse holder.
- 6) Cut any "safety" cable-tie around the fuse-holder and unclip the fuse-holder lid.
- 7) Identify the 80A fuse (by its marking) and remove the two nuts/washers retaining it. Discard the 80A fuse.
- 8) Fit the 100A fuse (identified by its marking), replace the two nuts/washers and tighten the nuts to 1.0 – 1.6Nm.
- 9) Replace the fuse-holder lid and "Safety" cable-tie
- 10) Reinstall the cable-ties on the regulator cables ensuring that there is no risk of vibration or chafing against sharp edges.
- 11) Remove the temporary fuel inlet protection and replace the mast cowlings ensuring that the jubilee clip and the earth-strap are correctly refitted and that the foam inlay is correctly positioned clear of the pre-rotator drive shaft.
- 12) Reconnect the battery earth lead
- 13) Refit the lower engine cowls ensuring that the two vent pipes are repositioned through the holes and the battery charging terminal is reconnected
- 14) Refit the upper engine cowl
- 15) Following normal safety procedures start the engine to verify correct fuse installation.

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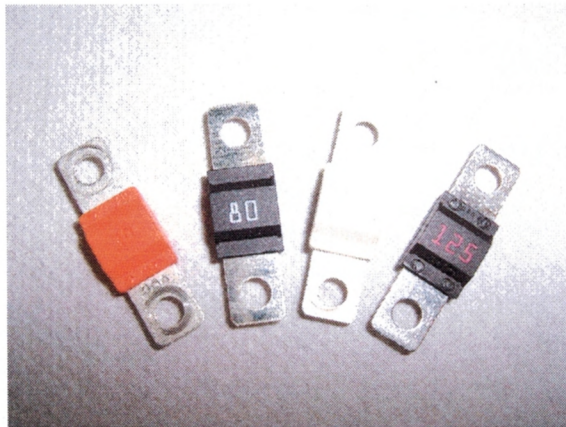
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Parts required to implement this service bulletin

100A fuse RSD4652
 Cable-ties (as required)



Important: Fuse value identified by marked number not by colour

Effect on Pilots Handbook or Maintenance Manual?
 Yes – new text to be incorporated in next revision of Maintenance Manual

Service Bulletin Completion action:
 Issue Permit Maintenance Release Certificate

CAA BCAR A3-7 Authorised Person to certify that the work is completed by writing ‘SB-042 Starter circuit 100A fuse fitted’ 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.

The technical content of this document is approved under the authority of the UK CAA Design Organisation Approval Ref: DAI/9917/06

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

| | | | |
|--|----------------------------------|--|--|
| Quality Conformance Manager 02.06.11 | Engineering Manager 02.06.10 | Chief Test Pilot (if flight performance or safety effect) <i>Not required</i> | Structures (where required) <i>Not required</i> |
|--|----------------------------------|--|--|

| | | | | |
|---------------------------|-----------------------|------|-------------|-----------|
| Document completion date: | Issued to: | When | Issuer name | Signature |
| | Internal | | | |
| | CAA | | | |
| | Owners | | | |
| | PFA/BMAA Inspectorate | No | | |

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Service Bulletin

| | | | |
|---|--|---|----------------------|
| Aircraft serial no. Registration G- | Service Bulletin implementation Worksheet | Date raised: Raised by: | |
| Purpose – record service bulletin implementation actions taken to inspect aircraft and return to service. | | Document reference: SB-042 | |
| Maintenance manual referred to and issue level/date: | | | |
| Note; attach SB sheets to this document | | | |
| Task | Notes | Eng'r check/date | Inspector check/date |
| Check that the fuel inlet is correctly attached and tightened onto the tank | | | |
| Check that the earthing lead is attached to the tank inlet | | | |
| Check that the fuse-box cover is secure and safety cable-tie correctly in place | | | |
| Check that the battery negative terminal is secure | | | |
| Check that the fuel and oil vent pipes are correctly pulled through the cowling without any kinks* | *VERY important | | |
| | | | |
| | | | |
| | | | |
| Customer acceptance: Name: Signature/date: | | Aircraft hobbs meter reading Confirm logbooks annotated: | |
| Permit Maintenance Release: The work recorded above has been completed to my satisfaction and in that respect the aircraft is considered fit for flight. | | | |
| Engineer/Inspector signature Name: CAA Authorisation code : | | Date of work Location where work completed | |

PLEASE FAX THIS BACK TO 01588650769 (or send by email to info@rotorsport.org)