

# RotorSport UK Ltd Service Bulletin (Permit)

<b>Title: Calidus water hose clamps</b>		
<b>SB-117 Iss1</b>	<b>Related documents</b> Modification: none CCAR No.: None	<b>Compliance Category:</b> <del>OPTIONAL</del> or <b>RECOMMENDED or MANDATORY</b>
<b>Applicability</b>		
<b>Aircraft type &amp; model:</b>  <b>Calidus</b>	<b>Aircraft serial Nos. affected:</b>  <b>See text</b>	
The maintenance manual to be referenced is this stated or subsequent issue.		RSUK0061 Iss: 8
<p>This form is the response from RotorSport UK Ltd either against a problem found in the product in service requiring a containment or rectification action, or as service information for aircraft modification incorporation. For help, contact RotorSport on 44(0)1588 505060, or email <a href="mailto:compliance@rotorsport.org">compliance@rotorsport.org</a>.</p> <p>The technical content of this document is approved under the authority of the UK CAA Design Organisation Approval Ref. <b>DAI/9917/06</b></p>		

## Documentation (Service Bulletin Completion action)

- a) Entries within the aircraft logbooks, e.g. CAA BCAR A3-7 Authorised Person to certify that the work is completed by writing 'SB-117 Calidus water hose clamps 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.
- b) Completion of the SB worksheet attached, This contains a PMR statement, and a final check item that no tools or equipment have been left within the aircraft)
- c) No Type Approval change application document is required.
- d) Any other Permit Maintenance Release to Service form requirements.

<b>Document approval signatures</b>			
<b>Engineering Manager</b>	<b>CVE (as required)</b>	<b>Chief Test Pilot (if flight performance or safety effect)</b>	<b>Head of Airworthiness</b>
	<b>Not required</b>	<b>Not required</b>	

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## **Reason and overview of the Service Bulletin (cause of problem if known)**

See text of Auto-Gyro document AG-SB-2016-07-B-EN appended

## **Manpower estimates**

Accomplishment of this Service Bulletin requires the following personnel

- (i) A3-7 Authorised engineer

Estimated man-hours to complete the task as a stand-alone item are; 1/4 hour

## **Tooling required**

Hand tools only

## **Weight and Balance Effects**

No significant effect

## **Manuals affected**

POH RSUK0060 not affected

AMM RSUK0061 to describe the change in detail at next revision

## **Previous Modifications that affect the SB**

None

## **Accomplishment instructions (Action required to implement this bulletin):**

Effective date of this SB is 12.10.16

There is no relevant MPD or other outside body documentation to be referenced.

## **Instructions**

See text of Auto-Gyro document AG-SB-2016-07-B-EN appended

## **Material information (Parts required to be made to implement this service bulletin):**

No parts manufactured during embodiment

## **List of components (with purchasable part nos)**

See text of Auto-Gyro document AG-SB-2016-07-B-EN appended

## **Interchangeability**

Not affected

## **Parts disposition**

- a) Disposal requirements – conventional waste disposal
- b) Environmental hazards of parts containing hazardous materials –N/A
- c) Scrap requirements (e.g. mutilate scrapped items beyond use) – N/A

# RotorSport UK Ltd Service Bulletin (Permit)

<b>Service Bulletin implementation Worksheet</b>			
Aircraft type: Calidus	Serial no: RSUK/CALS/	G-	
Worksheet completed by:		Document ref:	
Worksheet cross-checked by (if applicable):		SB-117 Iss 1	
Purpose – record service bulletin implementation actions taken to inspect aircraft and return to service.			
Maintenance manual referred-to and issue level:			
<b>Note: attach all SB sheets to this document</b>			
Task	Notes	Eng'r check/date	Inspector check/date
Remove engine cowlings in accordance with AMM RSUK0061	First ensure engine is COLD		
Inspect hose end fittings as described in Auto-Gyro bulletin	If satisfactory re-assemble cowlings, If unsatisfactory <i>continue below</i>		
<i>Hose clips repositioned</i>	<i>To ensure no risk of movement</i>		
<i>or</i>			
<i>Hose clips replaced with 24mm size</i>	<i>To ensure adequate clamping</i>		
<i>Refill coolant</i>	<i>Add new coolant to level described</i>		
Refit engine cowlings			
Following safe practice test-run the engine			

<b>Customer acceptance:</b>	
Name:	Aircraft hobbs meter reading:
Signature/date:	Confirm logbooks annotated:
<b>Permit Maintenance Release:</b>	
<b><i>'The work recorded above has been completed to my satisfaction and in that respect the aircraft is considered fit for flight. I confirm that no tools, equipment or debris have been left in the aircraft'</i></b>	
Engineer signature and date:	Location where work completed
CAA PMR Authorisation ref :	

**AG-SB-2016-07-B-EN – Clamp water hose kit**

**Category B**

**EFFECTIVE DATE**

12.10.2016

**SUPERSEDES/REPLACES**

N/A (initial issue)

**APPLICABILITY**

This Service Bulletin is applicable for all Calidus.

**COMPLIANCE**

To be performed with the next maintenance or at least within the next 5 operatin hours.

**BACKGROUND**

A new aircraft was found to have an inadequately clamped hose connection on the engine coolant pressure tank, allowing coolant loss. The cause was found to be variation in coolant hose wall thickness.

Whilst it is not believed that there are other cases in service, this service bulletin recommends that the security of this connection is checked. If considered questionable, then the 26mm clamp fitted is replaced with a 24mm clamp.

**RISK OF NEGLECT**

Failure to comply with this instruction/information will result in:

- Possible damage to the engine/aircraft
- Loss of related warranty.

**SCOPE OF WORK**

- Inspect the security of the clamped hose connection.  
Rectify the connection as described in this SB as required.

**AFFECTED AREAS**

Water hose kit

**SPECIAL TOOLS & CONSUMABLE MATERIALS**

75-20-00-S-27659 (L0) Hose clamp 24

**PARTS**

n / a

**LABOR AND REQUIREMENTS**

To check 0,1 h

Inspection task may only be performed by an organization or individual entitled and trained to do line maintenance, or pilot.

Rectification task may only be performed by an organization or individual entitled and trained to do line maintenance.

### SUPPORT POLICY

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### REFERENCES

Manufacturer Maintenance Manual (MMM) in latest revision.

### DOCUMENTATION

The accomplishment of this Service Bulletin, or the decision of its rejection, must be properly documented, if such procedure is required by the relevant authority.

### Warnings Caution and Notes

This instruction uses **WARNINGS**, **CAUTIONs** and **NOTEs** in bold italic letters to indicate especially critical and important instructions. The call-outs appear at the top of the Maintenance Job Card if of general nature or applicable for the complete task, or will directly precede the individual Work Step.

The meaning of each call-out is defined below:

***WARNING: A warning means that the neglect of the appropriate procedure or condition could result in personal injury or fatal accidents.***

***CAUTION: A caution means that the neglect of the appropriate procedure or condition could result in damage to or destruction of equipment.***

***NOTE: A note stresses the attention for a special circumstance, which is essential to emphasize.***

### Category Codes

- A** Safety critical - failure to comply may result in a significant reduction of flight safety, injury or death
- B** Important - failure to comply may result in reduced safety margin, injury and/or equipment damage
- C** Beneficial - improves operating behaviour, reliability and/or maintainability

## COMPLIANCE PROCEDURE

### GENERAL, REFERENCES AND REQUIREMENTS

Inspection task may only be performed by an organization or individual entitled and trained to do line maintenance, or pilot.

Rectification task may only be performed by an organization or individual entitled and trained to do line maintenance.

Record that the task has been undertaken within the aircraft maintenance records.

Secure gyroplane against unauthorized or unintended operation.

Execute procedure only with a cold engine condition.

### SPECIAL TOOLS, CONSUMABLE MATERIALS AND PARTS

SP IMPORTANT NOTE: Procedure involves spare parts. Check parts list below for ordering details of affected components!

75-20-00-S-27659 (L0) Hose clamp 24

### PRECAUTIONS AND SAFETY MEASURES

**CAUTION: Failure to comply with this instruction will cause the loss of warranty referred and/or related components!**

### PROCEDURES

Only start the task if the coolant is cold, never when hot!

- 1 Inspection; Check that the two clamps at either end of the water hose connecting the pressure tank to the coolant system are fitted adjacent to, and not over, the retaining bead of the tank pipe, and can't be moved.
- 2 Rectification; If the clamp is incorrectly positioned, reposition and recheck the hose cannot be moved. If the hose and clamp are not secure, drain some coolant to allow the hose to be disconnected. Remove the hose, replace the two hose clamps with 24mm clamps and refit. Work in accordance with, and replenish the coolant in accordance with, the Aircraft Maintenance Manual.

### PARTS LIST

Fig.	Pos.	Description	PC PIT	Remark
		Hose clamp	(L0) 75-20-00-S-27659	

ILLUSTRATIONS

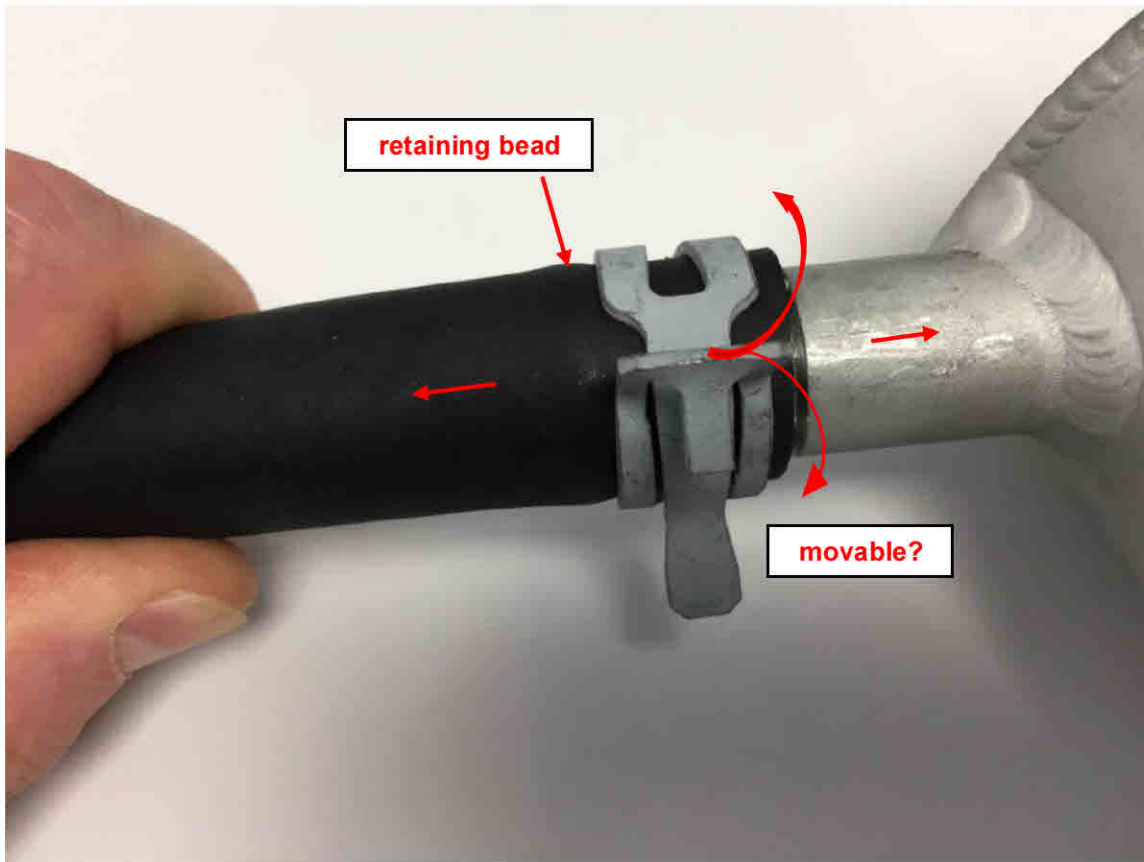


Fig. 1 clamp at end of water hose

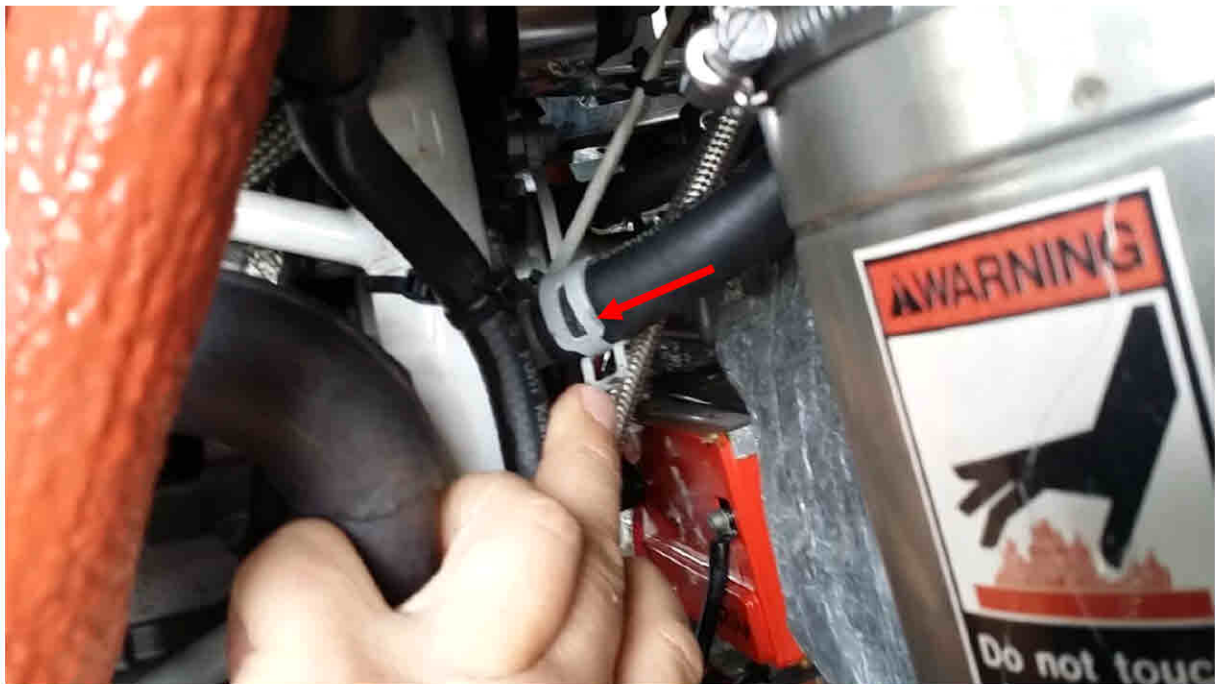


Fig. 2 clamp at engine end of water hose

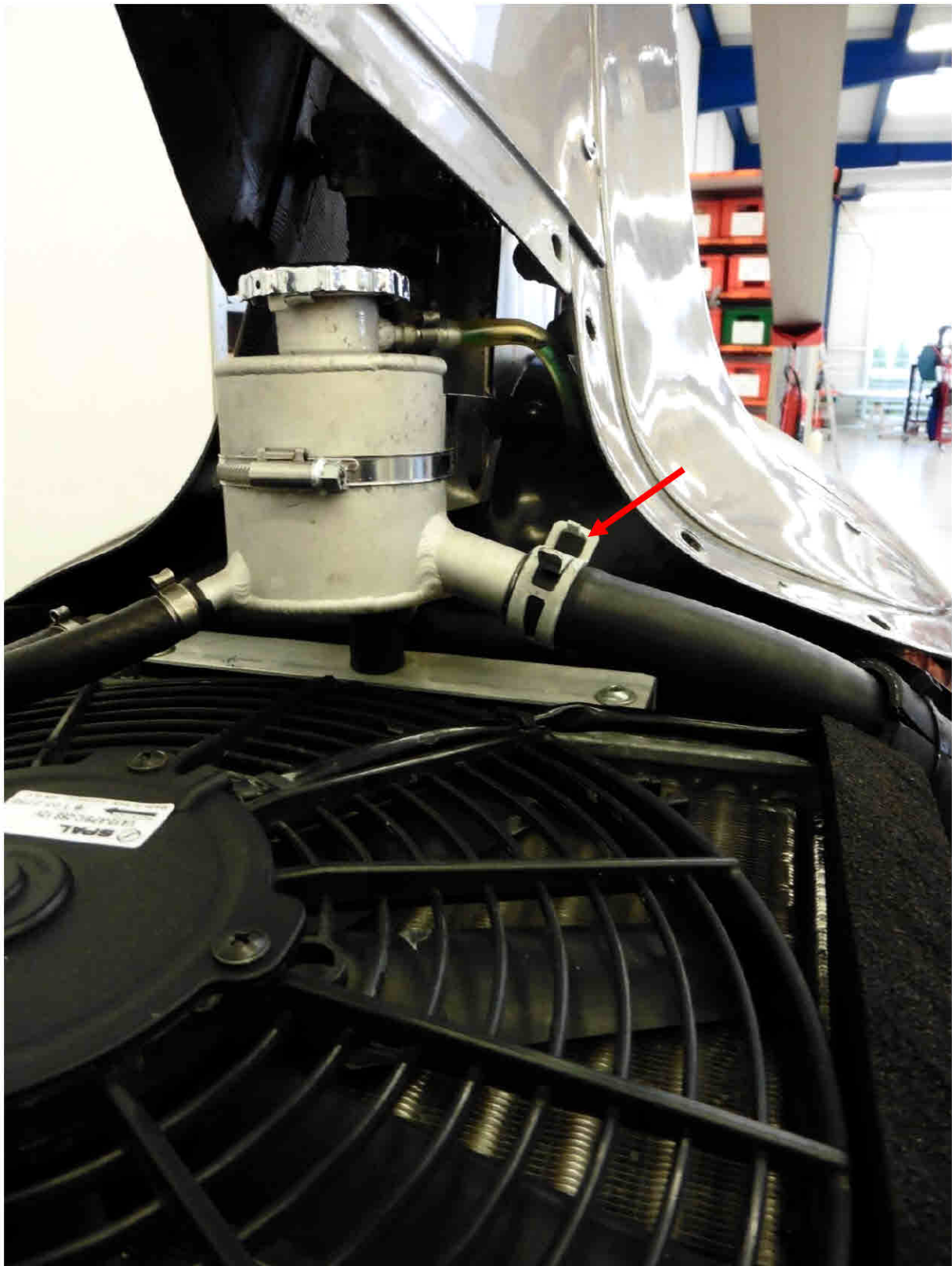


Fig. 3 clamp at pressure tank end of water hose