RotorSport UK Ltd Service Bulletin (Permit)

Title: Calidus front fork top steering plate replacement		Release date 1st June 2018
SB-127 Iss1	**Related documents** Modification: MC-388 CCAR No.: CCAR-076	**Compliance Category:** ~~OPTIONAL~~ or ~~RECOMMENDED~~ or **MANDATORY**
Applicability		
Aircraft type & model: **Any Calidus fitted with rear seat instructor pedals**	**Aircraft serial Nos. affected:** **Any Calidus fitted with rear seat instructor pedals**	
The maintenance manual to be referenced is this stated or subsequent issue.		Calidus RSUK0061 Iss 7

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 compliance@rotorsport.org.

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

Documentation (Service Bulletin Completion action)

a) Entries within the aircraft logbooks, eg CAA BCAR A3-7 Authorised Person to certify that the work is completed by writing *'SB-127 front fork top steering plate replacement 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 must contain 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.

Document approval signatures			
Engineering Manager	**CVE (as required)**	**Chief Test Pilot (if flight performance or safety effect)**	**Head of Airworthiness**
	Mr David E Starkey May 15 2018 1:34 PM	**Not required**	15-May 2018

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

It has been found that in certain operating conditions it is possible for a rear seat occupant to cause significant distortion to the front fork top steering plate when operating the rear seat rudder pedals. This damage, if not noted and rectified, can lead to reduced yaw control in flight.
This bulletin releases a strengthened front fork plate that prevents this issue from occurring

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; 25mins

Tooling required

Hand tools including Imperial-sized spanners and sockets

Weight and Balance Effects

No effect

Manuals affected

No effect

Previous Modifications that affect the SB

None

Accomplishment instructions (Action required to implement this bulletin):

See AutoGyro bulletin AG-SB-2018-04-A-EN

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

No parts made during embodiment

List of components (with purchasable part nos)

See AutoGyro bulletin AG-SB-2018-04-A-EN

Interchangeability

Not affected

Parts disposition

a) Disposal requirements – Normal waste
b) Environmental hazards of parts containing hazardous materials - None
c) Scrap requirements (e.g. mutilate scrapped items beyond use) – Not applicable

Title: Calidus front fork top steering plate replacement		
AG-SB-2018-04-A-EN		**Compliance Category:** **A - MANDATORY** ~~**B – RECOMMENDED**~~ ~~**C - OPTIONAL**~~
Applicability		
Aircraft type & model: **Calidus**	**Affected Serial number(s):** **All Calidus with rear seat instructor pedals fitted**	
The maintenance manual to be referenced is this stated or subsequent issue.		As per AutoGyro website
This form is the response from AutoGyro GmbH 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 AutoGyro on 49(0)5121 88056-00, or email airworthiness@auto-gyro.com.		

Documentation (Service Bulletin Completion action)

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

Category Codes

A – Mandatory	– failure to comply result in a significant reduction of flight safety, injury or death
B – Recommended	– failure to comply may result in reduced safety margin, injury and/or equipment damage
C - Optional	– improves operating behavior, reliability and/or maintainability

Chief Certification Officer	**Chief Technical Officer**
G. Speich May 22 2018 1:37 PM This document has been issued according to an approved computer generated signature procedure DocuSign	Otmar Birkner May 22 2018 3:44 PM DocuSign

Contact & Info:
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31137 Hildesheim

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

It has been found that in certain operating conditions it is possible for a rear seat occupant to cause significant distortion to the front fork top steering plate when operating the rear seat rudder pedals. This damage, if not noted and rectified, can lead to reduced yaw control in flight.
This bulletin releases a strengthened front fork plate that prevents this issue from occurring

Manpower estimates

The task may only be performed by an organization or individual entitled and trained to do: Heavy maintenance.

Estimated man-hours to complete the task as a stand-alone item is:

ca. 25 minutes

Tooling required

No special tooling required.
However, using a shortened 8mm allan key gives easier access to the fork plate securing caphead screw.

Weight and Balance Effects

No significant effect

Manuals affected

POH AutoGyro and MMM AutoGyro are not affected.

Previous Modifications that affect the SB

None

Accomplishment instructions (Action required to implement this bulletin):

Effective date of this SB is 5th May 2018

Instructions

1. Open canopy, apply wheel brakes.
2. Loosen central cap head 10mm screw that retains the fork top plate to the fork.
3. Disconnect rudder cable from rudder, one side.
4. Remove the fastenings that hold the pushrod rod-ends to the fork top plate.
5. Remove top plate.
6. Fit the new top plate (46115), ensuring it is fitted in the correct orientation (the rod ends will not fit if upside down)
7. Use Loctite 243 on the caphead screw clamping the plate to the fork.
8. Re-attach the pushrod rod-ends to the plate, using new nylock nuts.
9. Re-attach the rudder cable connection to the rudder.
10. Check and, if required, adjust the rudder cable tension and rudder position as per the AMM.

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11. Note! The yaw control limit stops are those between the pedal bracket and the stop bracket mounted on top of the center console, behind the instrument panel. When a rear seat rudder pedal is pushed fully forwards, the limit stops should be reached.
12. Note the SB action within the aircraft documentation.

Completion of this Service Bulletin must be recorded

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

New plate part number is 46115 Control Nosewheel II

List of components (with purchasable part nos)

Consumables used: None

Interchangeability

Not affected

Parts disposition

a) Disposal requirements – Normal waste
b) Environmental hazards of parts containing hazardous materials - None
c) Scrap requirements (e.g. mutilate scrapped items beyond use) – Not applicable

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