

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.: 002 | CCAR No.: None | Classification: |
| Aircraft type & model (applicability) RotorSport UK MT-03 | Aircraft serial Nos. effected RSUK/MT-03/020, 21,22,24,25,26 | OPTIONAL or RECOMMENDED or MANDATORY |

Problem description & cause of problem if known
 Problem; Crimping of cable end ferrules (sleeves, brass coloured) may have been completed with the wrong tool. The method of establishing whether correct or not is to measure across the crimped portion of the ferrule. Correctly crimped parts measure 6.8mm (use a vernier or slot gauge). Incorrectly crimped parts measure 7.5mm. A small batch of cables are affected, made on or about 20th September 2007.
 NOTE: load testing of incorrectly crimped cables shows that flight failure is very unlikely.

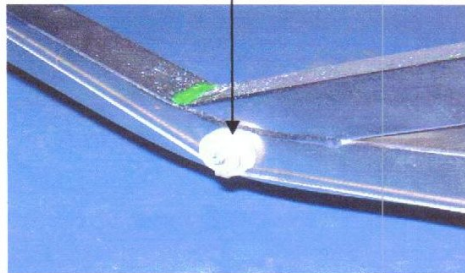
Action required.
 There are three brass coloured single cable ferrules on the rudder control system; one under the rudder, and one on each rear rudder pedal at the end of the cable.

Effective date:
17.1.08

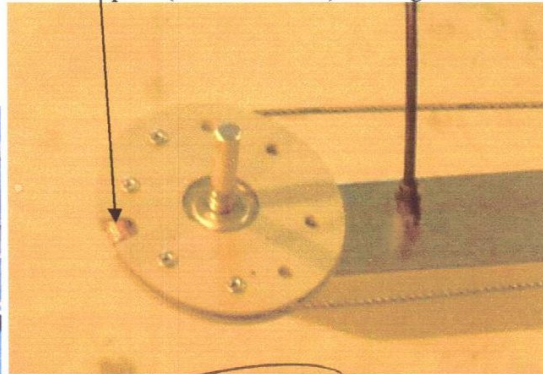
1. Check each ferrule that the crimped area is 6.8mm. If 7.5mm, then the ferrule is incorrectly crimped.
2. If any are found incorrect, take the tension out of the cable system by releasing the cable from the pulley on the keel (see photo). Drop the cable off the rudder, and recrimp the ferrule if required, recheck (paint mark if OK) and refit. For the pedal ferrules, remove the nut and bolt retaining the cable to the pedal. Recrimp, recheck and paint mark, and refit. Tighten nut securely. Retension cable by fitting back over the pulley, and ensure each checked OK ferrule is paint marked.
3. Enter this bulletin number into the logbook in both the inspection log as well as the flight records, with inspector and second inspection signature to confirm the rudder controls have been refitted correctly (as below).

Note, there is no need to undo any split pins or the turnbuckles!

Loosen this pulley plate, and lift off cable



Rudder pivot (rudder not show) showing ferrule location

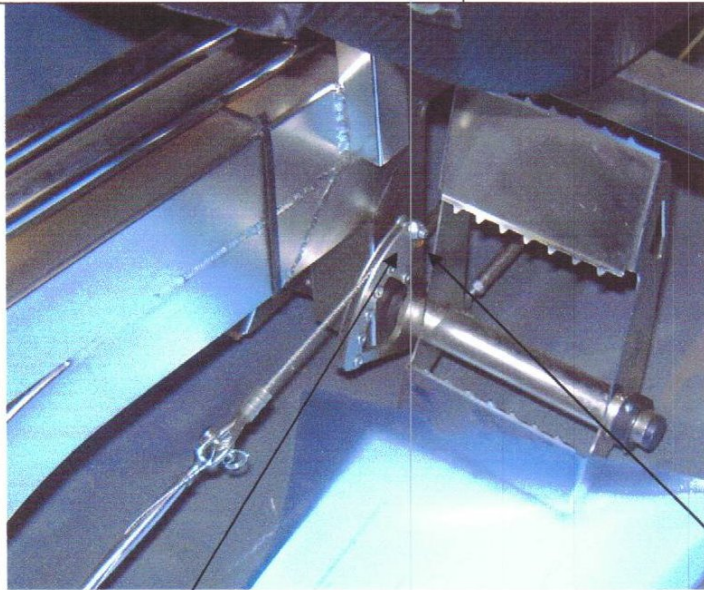


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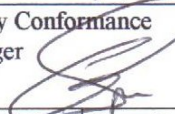

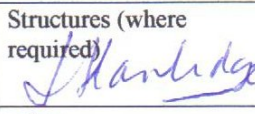
Ferrule located here.

Remove this nut and bolt to release cable

Effect on Pilots Handbook or Maintenance Manual?
NO

Quality Inspection requirements after action:
 Owner/operator to certify that the work is completed by writing the SB number and action in the logbook white pages, and record the action in the pink pages entitled 'one time requirements'. Both entries must be signed by the owner /operator, together with either their CAA approval no or their pilots licence number.

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

| | | | | |
|--|--|--|--|-----------|
| Quality Conformance Manager  | Engineering Manager  | Chief Test Pilot (if flight performance or safety effect) NIR | Structures (where required)  | |
| Document completion date: | Issued to: | When | Issuer name | Signature |
| | Internal | | | |
| | CAA | | | |
| | Owners | | | |
| | PFA/BMAA Inspectorate | No | | |