

# 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](mailto:gerry@rotorsport.org).

**SB No.: 004**

CCAR No.: None

Classification:

~~OPTIONAL~~ or

**RECOMMENDED** or

~~MANDATORY~~

Aircraft type & model (applicability)  
RotorSport UK MT-03

Aircraft serial Nos. effected  
RSUK/MT-03/027 to 0049

Problem description & cause of problem if known

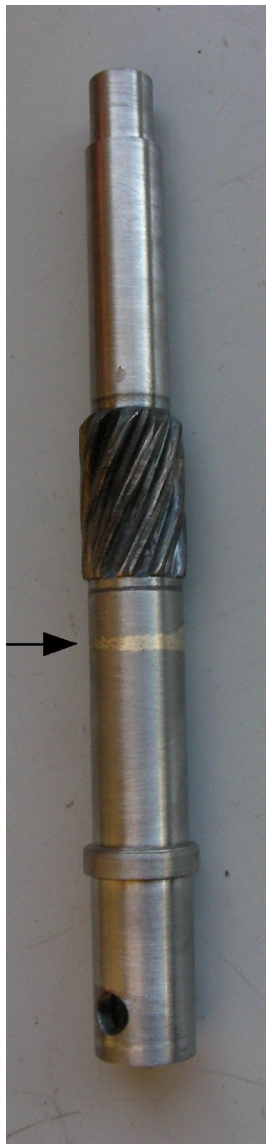
Problem;

The Bendix drive shaft is manufactured from two parts: in isolated cases the weld joining these has failed. The welding process is now changed to eliminate the potential failure.

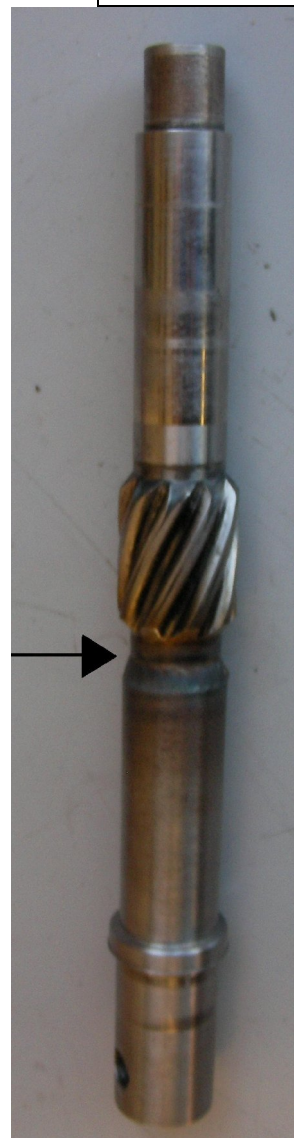
The change to the new part is not mandatory, and in the event of failure the blades can be started by hand.

Action recommended by or during the next service.

New Bendix shaft



Old Bendix shaft



Effective date:

14.8.08

Action required. – Replace Bendix gear pinion.

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|   |   |   |                             |           |
|---|---|---|-----------------------------|-----------|
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| <b>SB No.: 004</b>  | CCAR No.: None  | Classification:   |                             |           |
| Aircraft type & model (applicability)<br>RotorSport UK MT-03  | Aircraft serial Nos. effected<br>RSUK/MT-03/027 to 0049     | <del>OPTIONAL</del> or<br><b>RECOMMENDED or</b><br><del>MANDATORY</del> |                             |           |
| <ol style="list-style-type: none"> <li>1. Block wheels against rolling away</li> <li>2. Fix stick in front position</li> <li>3. Turn Flight/Brake-switch to „Brake“</li> <li>4. Engage compressor to maximum compression</li> <li>5. Fix rotor system from turning with tie down bag</li> <li>6. Grease new Bendix shaft RK21 with HHS 2000 (or equivalent) grease</li> <li>7. Disassemble Bendix and shaft from Rotor Head by releasing the M6 bolted connection at the upper cardan joint and pulling down the joint from the bendix shaft.</li> <li>8. Remove 4 off M4x8mm cap head screw from the bottom plate that retains the bottom bearing, and then remove the plate and bearing.</li> <li>9. Slide the bendix shaft vertically out downwards from the gear, and remove both.</li> <li>10. Clean the bendix gear, and refit with the new shaft. Make sure the shaft gear is lightly greased</li> <li>11. Refit the bearing and plate</li> <li>12. Refit the M4x8mm cap head screws, making sure the threads are coated in Loctite 24. Tighten securely.</li> <li>13. Ensure the gear spins freely, and slides easily up and down.</li> <li>14. Refit the drive shaft, with either a new nylock or loctite 243 on the nut threads. Tighten securely.</li> </ol> |   |   |                             |           |
| Effect on Pilots Handbook or Maintenance Manual?<br>NO  |   |   |                             |           |
| Quality Inspection requirements after action:<br>Checking of Bendix after completion <ol style="list-style-type: none"> <li>1. Check correct operation by pushing up the Bendix to the main gear . It should cleanly slide into full engagement, and back out again.</li> <li>2. Check clearance of gear teeth between the bendix and the main gear wheel</li> <li>3. Test run with engine to ensure bendix engages and disengages freely.</li> </ol>   |   |   |                             |           |
| 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)  |   |   |                             |           |
| <b>Quality Conformance Manager</b><br><i>[Signature]</i><br>20/08/08  | <b>Engineering Manager</b><br><i>[Signature]</i><br>20.8.08 | Chief Test Pilot (if flight performance or safety effect)               | Structures (where required) |           |
| Document completion date:   | Issued to:  | When  | Issuer name                 | Signature |
|   | Internal  |   |                             |           |
|   | CAA   |   |                             |           |
|   | Owners  |   |                             |           |
|   | PFA/BMAA Inspectorate                                       | No  |                             |           |