

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.: 008 issue 2	CCAR No.: None	Classification:
Aircraft type & model (applicability) RotorSport UK MT-03	Aircraft serial Nos. effected RSUK/MT-03/all	OPTIONAL or RECOMMENDED or MANDATORY

Problem description & cause of problem if known

Problem;

There are two fuel pickups located in the MT-03 gyroplane, both located in the rear of the left fuel tank. Normally only one pump is running, taking fuel from one take off only. This is intended to ensure that in take off, climb, vertical descent etc the aircraft will be using almost all the available fuel. However, as shown in the handbook, in a steep nose down descent at low fuel levels (eg marked empty) it is possible to uncover the fuel pick ups resulting in an engine stoppage.

Problem solution;

By moving the 'always on' fuel pickup to the front of the fuel tank, and following the handbook instruction of turning the backup fuel pumps on for take off and landing, it will be possible for the engine to use more of the currently unusable fuel, such that an engine stoppage is unlikely due to a change from level to steep nose down attitude. However, this will not prevent the engine from stopping if there is insufficient fuel!

Modification no. MC-085

Effective date:

27.6.09

Pre test for applicability:

None required.

Parts required to implement the Service Bulletin:

1 off tank plug RSD5118

1 off grommet RSD4072

Single ear O clip to suit hose (either RSD4227 for 6mm bore or 4225 for 8mm bore)

M6 nylock nuts (RSD6008) as required

Plastic 4mm ties as required

Action required

1. Remove key and ensure mag switches are OFF.
2. Drain fuel entirely into suitable containers, and refit the plug/re wirelock.
3. Remove 'always on' fuel pickup from tank (the one which goes to the fuel cutoff valve for a 912ULS or the pump which turns on with the keyswitch for the 914UL). The connector is a push fit, and needs to be 'waggled' out.
4. Remove the rubber grommet, refit into the hole, and push the plug fully home into the grommet.
5. Remove the remaining fuel pick up, and the fuel crossover pipe. Remove the tank fitting that feeds the crossover pipe.
6. Disconnect the fuel gauge line to the top of the tank by undoing the thumbscrew and 'wagging' the hose off.
7. Remove the front seat and front safety harness. The rear seat may also be removed if required..
8. Loosen the left fuel tank straps, and slide the tank forwards and out – the enclosure fittings may also be required to be loosened.
9. With the tank out, carefully mark the new hole location as per the picture. Drill the hole, diameter 35/64” (13.9/14.0mm). Remove burrs and any debris inside the tank. A poorly cut hole will leak! Take care!
10. Relocate tank back into aircraft, and tighten retaining straps securely. Fit new grommet into new hole. Adjust length of fuel hose from cut off valve to suit, and fit to fuel pickup with new clip. Insert into the tank. Secure hoses with ties.
11. Refit crossover tank fitting, with Loctite 5331 on the threads. Refit the crossover tube.

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<p>4. Check for full and free control movement.</p> <p>5. Check that the fuel system when pressurised does not leak (fill the tanks and turn on electric pump).</p> <p>6. Ensure that the 'always on' pump is connected to the new pickup location.</p> <p>CAA BCAR A3-7 Authorised Person 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'. Also to record incorporation of modification MC-085 under the modification section. Both entries must be signed by the CAA Authorised Person together with their CAA Authorisation number</p>				
SB authorised by: (name, signature, and date of signature)				
Quality Conformance Manager <i>[Signature]</i> 27/06/09		Engineering Manager <i>[Signature]</i> 27/6/09		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		