

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 info@rotorsport.org.

SB No.: 017 issue 1	CCAR No.: None	Classification: OPTIONAL or RECOMMENDED or MANDATORY
Aircraft type & model (applicability) RotorSport UK MT-03 and MTOsport series	Aircraft serial Nos. effected RSUK/MT-03/all RSUK/MTOsport all	

Problem description & cause of problem if known

The control panel may have number of switches and LED indicators fitted that are non-functional for the particular aircraft configuration. These non-functional items can be replaced by blanking plugs and any surplus wiring made safe by use of heat-shrink sleeving and cable-ties (as required).

Allowed items to be removed: 914UL warning lamps (two off) if a 912ULS engine. Also switches for landing lights, strobes and navigation lamps (where not fitted).

Safety effect

Reduced risk of pilot confusion or distraction

Weight and CG effect

Negligible

Action required to implement this bulletin:

Effective date:
03.12.09

Aircraft:

1. Ensure master switch is off
2. Remove instrument panel retaining screws and position panel so that each non-functional item may be removed. If necessary for access remove the panel completely by electrical and pneumatic disconnection
3. Insulate the surplus cables with heat shrink sleeving and secure each cable behind the panel using cable-ties as required
4. Refit the panel ensuring that all electrical and pneumatic connections are correctly remade, and fasteners secure.
5. Push-fit the blanking plugs (RSD4488)
6. Remove any redundant placards
7. Turn master switch to on and test all aircraft electrical, pitot, and pneumatic systems as follows:

If instrument panel removed, follow the following check procedure:

- a) Turn on keyswitch. Check gen light comes on. Check back up fuel pump and ancillary items for normal function.
- b) Check the ASI function and the integrity of the pitot-tube to ASI connection by use of field test kit RSD7179. This consists of a modified Becton Dickinson D U-100 Insulin hypodermic (or equivalent, and the needle is removed) and a short section of 6mm silicone tube.

1. The hypodermic scale is calibrated 0-100 units, this range being equivalent to 1ml of fluid. For both single and dual ASI installations withdraw the plunger to deliver 100 units.
2. Push the silicone tube onto the pitot nozzle at the front of the aircraft. Do not withdraw the hypodermic plunger as the vacuum resulting may damage the ASI.
3. Slowly depress the plunger to the end-of-stroke.
4. Examine the ASI which should be reading around 70mph (single installation) or around 50 mph (dual installation). The actual value is not critical and is dependent on the length of pipework installed.
5. Specifically check that there is no decay of the indicated reading over a period of 10 seconds, this confirms that the system has no leaks.
6. Carefully remove the silicone tube from the nozzle. Do not withdraw the hypodermic plunger as the vacuum resulting may damage the ASI.

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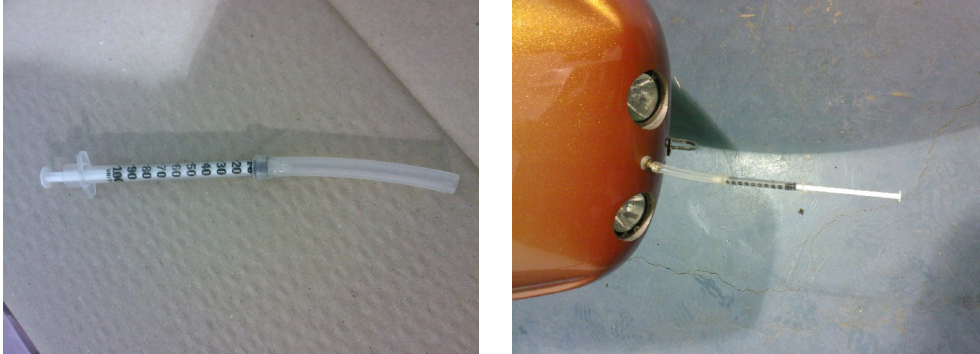
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- c) With a trained person or pilot, start the engine and ensure normal gauge function, and that mag switches turn off the engine. Stop engine
- d) Check pneumatic cycle.
 - 1) In 'Brake' position, engage brake, confirm pump and brake operation, and that function is acceptable.
 - 2) Pressurise to maximum (nominal reading 8bar +/- .5bar) Change to flight – check for 2 to 3 sec max to release air from brake system.
 - 3) In 'Flight' position check that trim goes on and off in same direction as button (inc rear switch if fitted).
 - 4) In 'Flight' position, stick forward. Start pre rotator. Ensure cylinders (2) engage, and when the stick is pulled back they disengage. Note that the head cylinder must engage prior to the engine cylinder.
 - 5) Stick to front, release pre rotator and confirm that pressure is applied to trim and stick comes back slightly.
 - 6) In 'Brake' position, put 3 bar pressure on and ensure pre rotator does not function.
 - 7) Press the 'Interlock release button' and ensure that pre rotator functions (both cylinders, head and engine) with brake engaged.

Effect on Pilots Handbook or Maintenance Manual?
No, other than to be noted in the next issue of the maintenance manual

Service Bulletin Completion action:
Issue Permit Maintenance Release Certificate
Ensure all cable ends are insulated and secure.
Ensure panel correctly refitted with no trapped cables
Verify placarding is correct

CAA BCAR A3-7 Authorised Person to certify that the work is completed by writing 'SB-017 Panel blanking plugs 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.

SB authorised by: (name, signature, and date of signature)				
Quality Conformance Manager	Engineering Manager	Chief Test Pilot (if flight performance or safety effect)	Structures (where required)	
	21/1/10	21/1/10	21/1/10	
Document completion date:	Issued to:	When	Issuer name	Signature
	Internal			
	CAA			
	Owners			