

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

<b>SB No.: 033 issue 1</b>	CCAR No.: None	Classification: <b><del>OPTIONAL</del> or RECOMMENDED or <del>MANDATORY</del></b>
Aircraft type & model (applicability) RotorSport UK MT-03and MT0sport series	Aircraft serial Nos. effected RSUK/MT-03/all RSUK/MT0sport all	

Effective date:  
27.08.10

Problem description & cause of problem if known  
 Rotax 912ULS and 914UL engines have a magnetic plug fitted into the crankcase between cylinder 2 and the gearbox. It is a service requirement (first 25 hour, then 100hr intervals) to remove this plug and inspect for metal chips. Although not wire-locked on a new engine, Rotax Maintenance Manuals require that it is wire-locked after service and it is cross-drilled for this purpose. However, there is no specific anchor point provided. There is a plug screw M8x20 adjacent (this is used to plug the access hole for the crankshaft locking screw that is used during service-examination of the slipper-clutch torque) and this may be cross-drilled 1.5mm diameter to enable it to be wire-locked to the magnetic plug.

Safety effect  
 Improved – two service items simultaneously made safe

Weight and CG effect  
 Negligible

Action required to implement this bulletin:  
 Remove the plug-screw, drill the screw-head at a position 2.5mm from its end directly across two flats. Deburr the holes then clean and refit the screw (with new sealing washer if required) tightening to a torque 15Nm. Wire-lock with 0.032" stainless-steel wire ensuring that the wire-tension pulls each screw-head clockwise.

The photograph on page 2 of this document shows the two plugs with the wire-lock in place.

Effect on Pilots Handbook or Maintenance Manual?  
 Yes, comments to be added in the next issue of the Maintenance Manual

Service Bulletin Completion action:  
 Issue Permit Maintenance Release Certificate

CAA BCAR A3-7 Authorised Person to certify that the work is completed by writing 'SB-033 Rotax plug-screw wire-locking 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 2/9/10	Chief Test Pilot (if flight performance or safety effect) W. Rozell	Structures (if required) STARKY 27.08.2010
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Document completion date:	Issued to:	When	Issuer name	Signature
	Internal			
	CAA			
	Owners			



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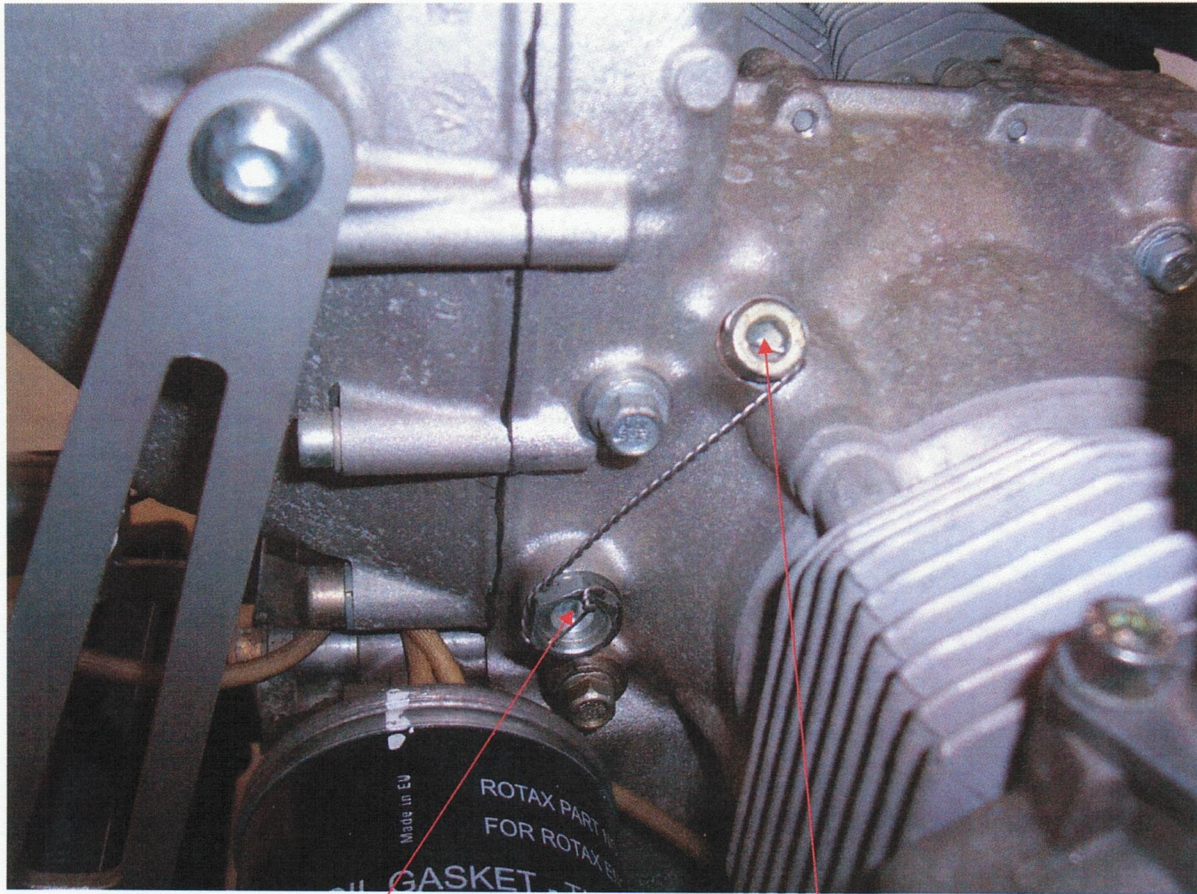
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Magnetic Plug

M8 Plug Screw

References:

Rotax Maintenance Manuals 912-series and 914-series – Line Maintenance