

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

Effective date:
26.10.10

Problem description & cause of problem if known

All RSUK aircraft are fitted with an oil-cooler controlled by a thermostat, but it has been found that operation of MT-03 and MTOS aircraft in cold weather may require extended run-up times to achieve correct oil temperature. In extremely cold weather it has been sometimes necessary to blank-off sections of the oil-cooler with adhesive tape to ensure correctly maintained operational temperature during flight (the technique is described in the Pilots Handbooks Para 7.6).

A simple modification is now available that will increase the oil temperature by preventing the radiant heat from the exhaust system affecting the operation of the oil thermostat. The modification consists of a pad of fire-resistant insulator, a length of locking wire and a length of foil tape for cosmetic finishing. It is available as field-service kit RSD4564 and may be fitted by the Pilot or by a CAA BCAR A3-7 Authorised Person

Safety effect

Improved – better control of oil temperature during operations in cold weather

Weight and CG effect

Negligible

Continued Airworthiness / maintenance aspects

RSUK Service Worksheets (25hr, 100hr, Annual) require visual inspection of the integrity of the pad (i.e. holes not torn-through) and the security of its wire-locking.

Action required to implement this bulletin:

- 1) Using a proprietary solvent (e.g. white spirit or Amberklene LO30) and a rag clean the thermostat body of any oil residue or debris.
- 2) Remove the backing material from the pad to expose the self-adhesive layer. Place the pad centrally on the thermostat between it and the exhaust silencer with the offset holes correctly positioned in-line with the gap between the oil pipes. Hand-form the pad around the thermostat body then pass the locking wire through the holes, between the oil-pipes then around the thermostat body (Note the split hose protecting the rear of the thermostat). Tension the wire so that the pad is secure but not crushed and twist the wire-ends in the normal way.
- 3) Use the self-adhesive foil tape to close the open ends of the pad and make a neat presentation of the installation, keeping the wire-lock twist in view.

The photographs on page 2 of this document shows the insulator partially and fully 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 or Pilot to certify that the work is completed by writing 'SB-036 Oil thermostat insulator kit RSD4564 fitted' 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 or Pilot together with their CAA Authorisation number or Pilot's Licence number.