RotorSport UK Ltd Service Bulletin

Title: Cavalon rear skid-plate		
SB No.: 065	**Related documents** MC No: 241 CCAR No.: None	**Compliance Category:** ~~**OPTIONAL**~~ ~~or~~ **RECOMMENDED** ~~**or**~~ ~~**MANDATORY**~~
Applicability		
Aircraft type & model: **Cavalon**	**Aircraft serial Nos. affected:** **Any prior to RSUK/CVLN/005**	

This form is the response from RotorSport UK Ltd either against a problem found in the product in service requiring a containment or rectification action, or as service information for aircraft modification incorporation.
For help, contact RotorSport on 44(0)1588 650769, or email info@rotorsport.org.

Reason and overview of the Service Bulletin (cause of problem if known)

From examination of German aircraft now in-service for some 12 months, it has been noticed there is sometimes evidence of abrasion at the extreme rear of the keel-tube, resulting from ground contact in a very high angle-of-incidence take-off or landing. A secondary skid-plate is therefore to be fitted to the keel-tube.

Approval

The technical content of this document is approved under the authority of the UK CAA Design Organisation Approval Ref: **DAI/9917/06**

Manpower estimates

Accomplishment of this SB requires the following personnel: A3-7 engineer
and estimated manhours to complete the task as a standalone item are: 0.5hrs

Tooling required

No special tooling, conventional hand-tools only

Weight and Balance Effects

No significant effect

Manuals affected

Cavalon AMM RSUK0288 updated to identify the item.
The 100hr/Annual worksheet F176 is affected by a new requirement for inspection of the skid-plate.

Previous Modifications that affect the SB

None

Accomplishment instructions (Action required to implement this bulletin):

Effective date of SB, and any relevant MPD or other outside body documentation to be referenced. Effective date 21.06.13. No MPD applicable.

! Any parts of the aircraft maintenance manual or other manual to be referenced
AMM RSUK0288 identifies item only. See below for installation instructions

! Part removal instructions
No parts removed

! Inspections or work to perform on parts removed
No parts removed

! Reassembly instructions
Working underneath the tail of the aircraft offer-up the skid-plate around the weld retaining the lower rudder pivot – the rear edge of the plate will be approximately 5mm from the squared-off end of the keel-tube. Mark the two hole positions on the centre-line of the keel-tube.
Remove the plate, centre-pop the marks then drill thru 3.3mm and tap M4. Deburr and

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degrease the two holes.

Assemble the skid-plate to the aircraft using two M4x12 countersunk screws and Loctite 221. Tighten only until the plastic plate is firmly attached. Do not crush the plate.

! Testing instructions

None

! Inspection record to be kept

None

! Task limitations – eg must only be carried out by RSUK, or an approved person etc.

May be embodied by any A3-7 authorised person

Skid plate installed

Material information (Parts required to be made to implement this service bulletin):

All components supplied ready-to-assemble

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List of components (with purchasable part nos)

BT8854 Iss A001 Rear skid-plate
BT1034 M4x12 csk socket screw (2 off)

Interchangeability

Skid-plates made to drawing BT8854 are interchangeable

Parts disposition

a) Disposal requirements, whether discard or re-use.
b) Environmental hazards of parts containing hazardous materials.
c) Scrap requirements – eg mutilate scrapped items beyond use.

No parts for disposal

Documentation (Service Bulletin Completion action)

a) Entries within the aircraft logbooks, eg CAA BCAR A3-7 Authorised Person to certify that the work is completed by writing *'SB-065 Rear skid-plate.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.

b) Completion of an SB worksheet (reference if attached, This must contain a PMR statement, and a final check item that no tools or equipment have been left within the aircraft)

see below

c) Permit change application document. This is required where the SB will affect the permit limitations, eg airspeed change or MTOW change and enables the owner to request the permit change required

None required

d) Any PMR or Permit Flight Release form requirements

None required

Document approval signatures			
Engineering Manager	**CVE (as required)**	**Chief Test Pilot (if flight performance or safety effect)**	**Head of Airworthiness**
Gerry Speich Jun 21 2013 3:55 PM	David Starkey Jun 26 2013 9:18 PM	**(None)**	Andrew Lyons Jun 30 2013 5:18 PM

Service Bulletin implementation Worksheet

Aircraft type:	**Serial no:**	**G-**
Worksheet completed by:		**Document ref:**
Worksheet cross-checked by (if applicable): Duplicate signature not required		**SB-065**
Purpose – record service bulletin implementation actions taken to inspect aircraft and return to service.		
Maintenance manual referred-to and issue level/date:	Cavalon AMM RSUK0288 Iss4 of 01.07.13 (Delete as applicable)	

Note: attach SB sheets to this document

Task	Notes	Eng'r check/date	Inspector check/date
Drill/tap to fit rear skid-plate			
Loctite 221 applied to screws			
Plate secure			

Customer acceptance:	
Name: Signature/date:	Aircraft hobbs meter reading: Confirm logbooks annotated:
Permit Maintenance Release: ***'The work recorded above has been completed to my satisfaction and in that respect the aircraft is considered fit for flight. I confirm that no tools, equipment or debris have been left in the aircraft'***	
Engineer signature and date: CAA Authorisation code :	Location where work completed