

RotorSport UK Ltd Service Bulletin (Permit)

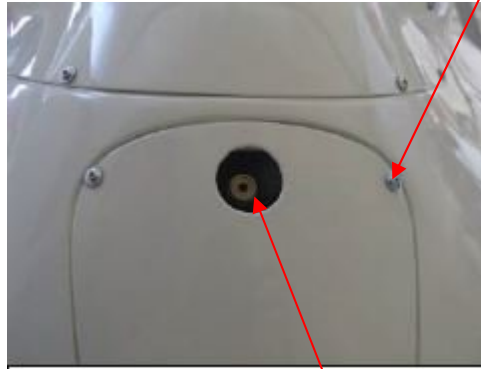
Title: Cavalon fuel-tank outlet (rework)		
SB No.: 101 Iss1	Related documents MC No: MC-325 CCAR No.: None	Compliance Category: OPTIONAL or RECOMMENDED or MANDATORY
Applicability		
Aircraft type & model: Cavalon	Aircraft serial Nos. affected: RSUK/CVLN/001 to 017	
This form is the response from RotorSport 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.		
<u>Reason and overview of the Service Bulletin (cause of problem if known)</u>		
<p>There have been reports of a strong smell of fuel around some Cavalon aircraft when hangered, and it has been found that fuel has been seeping from the outlet at the base of the primary (left) fuel tank. Further, it has been found that this seepage is due to a tolerance issue during manufacture of the fuel tanks.</p> <p>A simple rework process has been developed to enable rectification of affected aircraft under this service bulletin SB-101</p>		
<u>Approval</u>		
The technical content of this document is approved under the authority of the UK CAA Design Organisation Approval Ref: DAI/9917/06		
<u>Manpower estimates</u>		
<p>Accomplishment of this Service Bulletin requires the following personnel</p> <p>(i) A3-7 Authorised engineer</p> <p>Estimated man-hours to complete the task as a stand-alone item are; 1-2hours.</p>		
<u>Tooling required</u>		
Hand tools		
<u>Weight and Balance Effects</u>		
No effect		
<u>Manuals affected</u>		
AMM RSUK0288 affected only by recognition of the additional sleeve		
<u>Previous Modifications that affect the SB</u>		
None		
<u>Accomplishment instructions (Action required to implement this bulletin):</u>		
Effective date of this SB is 24.06.15. There is no relevant MPD or other outside body documentation to be referenced.		

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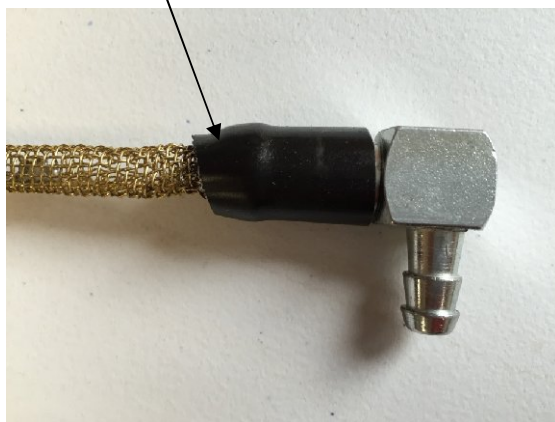
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Instructions

1. Park the aircraft on level ground and secure the wheel brakes.
2. Remove the hatch cover under the two fuel tanks (4-screws)



3. Using a syphon tube then the water/fuel drain completely empty the fuel tanks
4. Inspect the cross-over tube hoses. If fuel has been weeping for some time the tube surface may have degraded and the tube should be replaced.
5. Disconnect the fuel hose from the fuel tank outlet fitting and pull the fitting out of the bushing.
6. Remove the bushing and inspect. If undamaged it may be re-used, if in doubt replace.
7. Inspect the hole in the fuel tank. This must be free of burrs or strands of polythene and the hole must be no bigger in diameter than 15.5mm at any point in its circumference. If satisfactory refit the bushing
8. Clean the fitting then push over the rubber sleeve RSD4851/23 (with a little light oil or grease for lubrication) until it abuts the square body. Trim off any excess so that the rubber is flush with the end of the fitting.



9. Re-attach the fitting to the fuel hose with a new side crimp.
10. Apply a smear of light oil or grease to the sleeve and push the fitting back into the fuel-tank bushing until fully home and secure.
11. Refill the fuel tank with petrol. (Use of a water-trapping funnel is highly recommended at all times)
12. If no leaks evident the refit the inspection cover

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<u>Material information (Parts required to be made to implement this service bulletin):</u>		
No parts manufactured during embodiment of this SB		
<u>List of components (with purchasable part nos)</u>		
Rubber sleeve RSD4851/23		
<u>Interchangeability</u>		
Not affected		
<u>Parts disposition</u>		
<ul style="list-style-type: none"> a) Disposal requirements – dispose of any removed hose or clips in normal waste b) Environmental hazards of parts containing hazardous materials. not applicable c) Scrap requirements (eg mutilate scrapped items beyond use) – not applicable. 		
<u>Documentation (Service Bulletin Completion action)</u>		
<ul style="list-style-type: none"> a) Entries within the aircraft logbooks, eg CAA BCAR A3-7 Authorised Person to certify that the work is completed by writing '<i>SB-101 Reworked fuel tank outlet incorporated</i>' 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) c) No Permit change application document is required d) PMR or Permit Flight Release form requirements are noted in b) above 		

Document approval signatures			
Engineering Manager	CVE (as required) Not required as no structural changes	Chief Test Pilot (if flight performance or safety effect) Not required as no flight changes	Head of Airworthiness

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Service Bulletin implementation Worksheet

Aircraft type:	Serial no:	G-
Worksheet completed by:		Document ref: SB-101 Iss1
Worksheet cross-checked by (if applicable):		
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	

Note: attach SB sheets to this document

Task	Notes	Eng'r check/date	Inspector check/date
Completely drain fuel			
Remove lower inspection cover			
Check cross-over tube hose. If degraded replace			
Remove bushing and check tank hole within requirements			
Remove and rework fuel outlet fitting			
Replace fitting, fill tanks and inspect for leaks			
Replace inspection cover			

Customer acceptance:

Name: Signature/date:	Aircraft hobbs meter reading: Confirm logbooks annotated:
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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 PMR Authorisation ref :	Location where work completed
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