

RotorSport UK Ltd Service Bulletin (Permit)

Title: Replacement oil pump adaptor		
SB-113 Iss1	Related documents Modification: MC-None CCAR No.: None	Compliance Category: OPTIONAL or RECOMMENDED or MANDATORY
Applicability		
Aircraft type & model: MTOsport, Calidus, Cavalon	Aircraft serial Nos. affected: Those aircraft fitted with an oil pressure switch and warning light	
The maintenance manual to be referenced is this stated or subsequent issue.		RSUK0044 Iss 8 RSUK0061 Iss 6 RSUK0288 Iss 5
<p>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 505060, or email compliance@rotorsport.org.</p> <p>The technical content of this document is approved under the authority of the UK CAA Design Organisation Approval Ref: DAI/9917/06</p>		

Documentation (Service Bulletin Completion action)

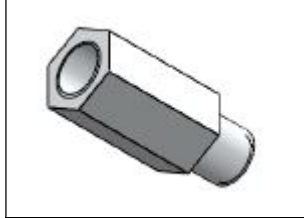
- a) Entries within the aircraft logbooks, eg CAA BCAR A3-7 Authorised Person to certify that the work is completed by writing '*SB-113 Replacement oil pump adaptor. incorporated*' in the aircraft logbook white pages, and record the action in the pink pages entitled 'Aircraft Modifications'. Both entries must be signed by the CAA Authorised Person together with their CAA Authorisation number.
- b) Completion of the SB worksheet 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 Type Approval change application document is required
- d) Any other Permit Maintenance Release to Service form requirements.

Document approval signatures			
Engineering Manager	CVE (as required)	Chief Test Pilot (if flight performance or safety effect)	Head of Airworthiness
	Not required	Not required	

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

For those aircraft equipped with an oil pressure warning light, a pressure switch is fitted to the oil pump casing by means of a small threaded adaptor. A case was found during initial service of an overtightened adaptor leading to breakage. This bulletin introduces a part less likely to break due to overtightening



Manpower estimates

Accomplishment of this Service Bulletin requires the following personnel

- (i) A3-7 Authorised engineer

Estimated man-hours to complete the task as a stand-alone item are; 1hour

Tooling required

Hand tools only

Weight and Balance Effects

None

Manuals affected

The aircrafts POH and AMM are not affected.

Previous Modifications that affect the SB

The oil pressure switch and warning light were introduced under MC-287 in July 2014

Accomplishment instructions (Action required to implement this bulletin):

Effective date of this SB is 12 May 2016

There is no relevant MPD.

Auto-Gyro document AG-SB-2016-03-B-EN has been published for rest-of-world aircraft.

Instructions

1. For Calidus and Cavalon remove the engine cowlings as described in the aircraft's AMM
2. Remove the oil pressure switch connector (Fig 1)
3. Remove cable ties and spacer (Fig 1)
4. Unscrew the oil pressure switch complete with adaptor from the oil pump housing (Fig 1).
Caution: a small amount of oil will escape, be prepared to collect/mop-up
5. Clamp the adaptor in a vice and unscrew the oil pressure switch. Clean the threads of the switch, the washer and the oil pump housing, ensuring that no debris enters the ports. Inspect the sealing washer for any damage, if in doubt replace.
6. Clamp the new adaptor in a vice and using Loctite 542 on the threads fit the oil pressure switch and washer to the adaptor (Fig 2)
7. Apply Loctite 542 to the adaptor and oil pump housing. Install with a new copper sealing ring and tighten to 10Nm
8. Replace the cable ties and spacer
9. For Calidus and Cavalon reinstall the cowlings in accordance with the aircraft's AMM

Illustrations

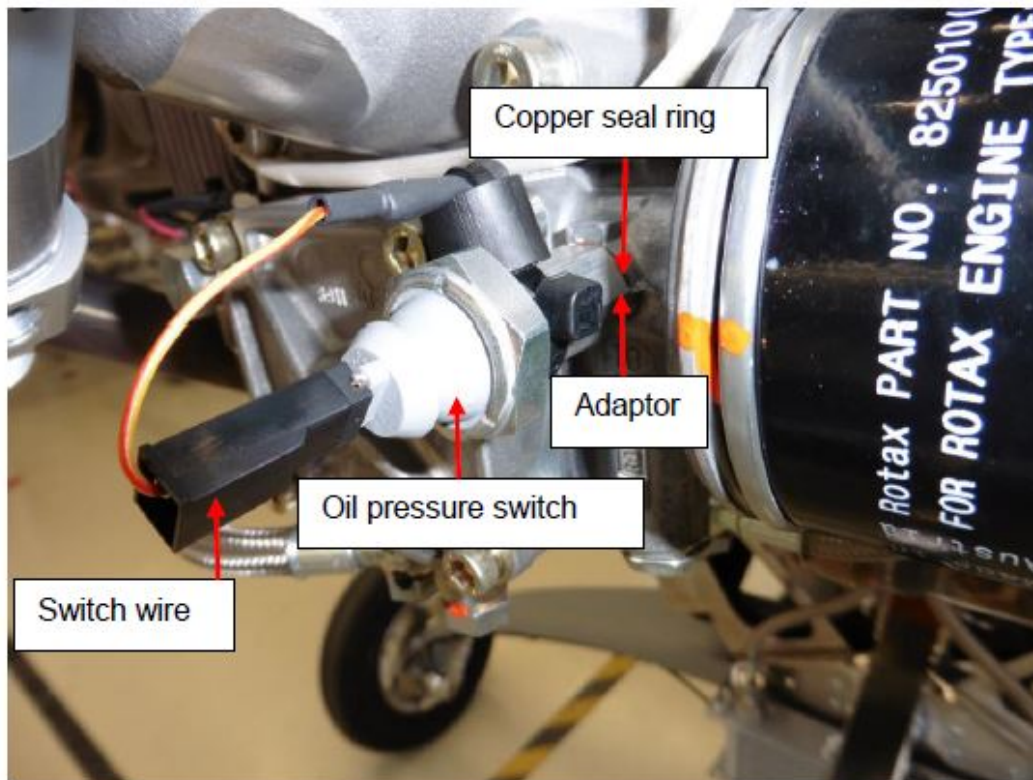


Fig.1 Oil pressure switch



Fig. 2 Apply Loctite 542

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

No parts manufactured during embodiment

List of components (with purchasable part nos)

Conversion kit oil pressure switch 71-00-00-S 42799 (L1)
This item is available from RotorSport free-of-charge

Loctite 542 sealant

Interchangeability

Not applicable

Parts disposition

- a) Disposal requirements – see below
- b) Environmental hazards of parts containing hazardous materials – avoid contact with used engine oil
- c) Scrap requirements (eg mutilate scrapped items beyond use) – Destroy old adaptor to prevent re-use and dispose-of in normal waste

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Service Bulletin implementation Worksheet			
Aircraft type:	Serial no:	G-	
Worksheet completed by:		Document ref: SB-113 Iss 1	
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:			
Note: attach SB sheets to this document			
Task	Notes	Eng'r check/date	Inspector check/date
Remove cowlings (Calidus & Cavalon)	Inspect for any damage		
Move cables clear of working area			
Remove old parts and clean			
Replace with new adaptor	Loctite 542, torque 10Nm		
Reinstate cables			
Replace cowlings (Calidus & Cavalon)			

Customer acceptance:	
Name:	Aircraft hobbs meter reading:
Signature/date:	Confirm logbooks annotated:
Permit Maintenance Release:	
<i>'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'</i>	
Engineer signature and date:	Location where work completed
CAA PMR Authorisation ref :	