

RotorSport UK Ltd Service Bulletin (Permit)

Title: Vinyl Wrap		
SB-129 Iss1	Related documents Modification: MC-397 CCAR No.: None	Compliance Category: OPTIONAL or RECOMMENDED or MANDATORY
Applicability		
Aircraft type & model: MT-03 MTOsport 2010 Calidus Cavalon MTOsport 2017	Aircraft serial Nos. affected: RSUK/MTO2/any RSUK/MTOS/any RSUK/CALS/any RSUK/CVLN/any RSUK/MT02/any	
The maintenance manual to be referenced is this stated or subsequent issue.		RSUK0012 Iss10 (MT-03) RSUK0044 Iss9 (MTOS2010) RSUK0061 Iss7 (Calidus) RSUK0288 Iss5 (Cavalon) RSUK0395 Iss1 (MTOS2017)
<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-129 Vinyl wrap 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 (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. (This is required where the SB will affect the type approval limitations, eg airspeed change or MTOW change and enables the owner to request the permit change 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	

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

In the automotive field it has become commonplace for commercial vehicles to be covered in self-adhesive PVC film for the placement of advertising signs. The same materials are now also being used as an alternative to painting when partial or even complete colour change is required – the technique is known colloquially as “vehicle wrapping”. This service bulletin SB-129 is published to provide guidance to RSUK gyroplane owners wishing to modify their gyroplanes in this way

Manpower estimates

Accomplishment of this Service Bulletin requires the following personnel

- (i) A3-7 Authorised engineer
- (ii) Possibly a specialist “wrap” technician

Estimated man-hours to complete the task as a stand-alone item - dependent on decorative scheme

Tooling required

Specialist graphics application tools (e.g squeegee, hot air gun)

Weight and Balance Effects

No change

Manuals affected

The various POH are affected by a revised pre-flight check-list.
The various AMM are affected only by recognition of the modification.

Previous Modifications that affect the SB

None

Accomplishment instructions (Action required to implement this bulletin):

Effective date of this SB is 12.10.18
There is no relevant MPD or other outside body documentation to be referenced.

Instructions

The instructions of the film (wrap) supplier should be followed carefully, but noting the following restrictions:

- Do not obscure the registration letters
- Do not obscure the transparencies
- Do not obscure the landing, navigation and strobe lights
- Do not place the film permanently over a panel joint
- Do not block drain holes
- Do not block static or pitot ports
- Do not place film on the propeller or rotor blades
- Stickers are not to be placed in a manner that they would affect the airflow over the aircraft aerodynamic surfaces.
- Stickers are not to be placed in a manner where detachment could affect the aircraft flight characteristics or flight safety

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If a hot-air gun is used to stretch the film (for its placement or removal) this must be used with great care as the original paintwork and composite body could be damaged by excessive heat. RotorSport UK Ltd takes no responsibility for any such damage caused.

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

No parts manufactured during embodiment

List of components (with purchasable part nos)

No RSUK or Auto-Gyro part numbers applicable at this time (however standard graphics packs may be offered in due course)

Interchangeability

Not applicable

Parts disposition

- a) Disposal requirements – consult manufacturer's data for advice on disposal of surplus film.
- b) Environmental hazards of parts containing hazardous materials – Not applicable
- c) Scrap requirements (eg mutilate scrapped items beyond use) – Not applicable

Service Bulletin implementation Worksheet

Aircraft type:	Serial no:	G-
Worksheet completed by:		Document ref: SB-129 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
Inspect to ensure no fuel, oil or coolant leaks	Do not use hot air gun near to fuel lines or tanks		
Thoroughly wash and dry aircraft			
Identify film placement areas	Sketches, marked-up photos, or rendered CAD models suggested		
Clean placement areas according to film suppliers instructions			
Place film and remove all creases and air bubbles			
Allow film adhesive to cure according to film suppliers instructions			
Visually inspect for loose-edges or open cuts	Replace film as necessary		

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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