

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.: 024 issue 2	CCAR No.: None	Classification:
Aircraft type & model (applicability) RotorSport UK MT-03 and MTOsport	Aircraft serial Nos. effected RSUK/MT-03/all RSUK/MTOsport/all	OPTIONAL or RECOMMENDED or MANDATORY

Problem description & cause of problem if known
 The standard halogen lamp (RSD4163) fitted to the landing lights of MT-series aircraft has a relatively high power consumption (12V 50W each) and if used continuously can become hot. An optional LED lamp is now available (RSD4617) that consumes considerably less power (12V 4W each) and runs cooler.

Safety effect
 Improved operational safety by less risk of low-voltage situation

Weight and CG effect
 No significant effect (halogen lamps 40g each, LED lamps 42g each)

Action required to implement this bulletin (see photos p2):

1. If a luggage locker is fitted then remove the hatch cover. If a landing light shield is in place then remove (SB-023 refers).
2. On aircraft manufactured prior to 2010 each lamp is retained by a circlip accessible outside the nose – remove the circlip then the lamp. On later aircraft each lamp is retained by a tension spring accessible through the hatch – pull one end of the spring until its hook can be removed from the surround then remove the lamp. NB: On very early MT-03 aircraft the lamps are bonded into the nose moulding by a bead of Sikaflex EBT mastic. This must be cut-away using a sharp knife, the lamp replaced and the Sikaflex reinstated. Access is gained by reaching under the instrument panel and fwd of the rudder pedals
3. Gripping the connector body (not the cable) pull the connectors from the lamps and place to one side.
4. Refit the connectors then the lamps and fasteners. There is no polarisation requirement for the connectors.
5. If a landing light shield was fitted then replace (SB-023 refers)
6. Ensure that the electrical cables are correctly positioned and away from any sharp edges.
7. Refit the hatch (if applicable)
8. Following normal safety procedures switch on the aircraft Master switch then the Landing Lights switch. Verify that both lights are functioning and not flickering. Switch off lights and Master switch.

Effective date:
08.03.11

Parts required to implement this bulletin
 2-off LED lamp RSD4617. (Note that this supercedes RSD4511 previously approved for fitment under MC-139)



RSD4617 LED (left) and RSD4163 halogen (right)

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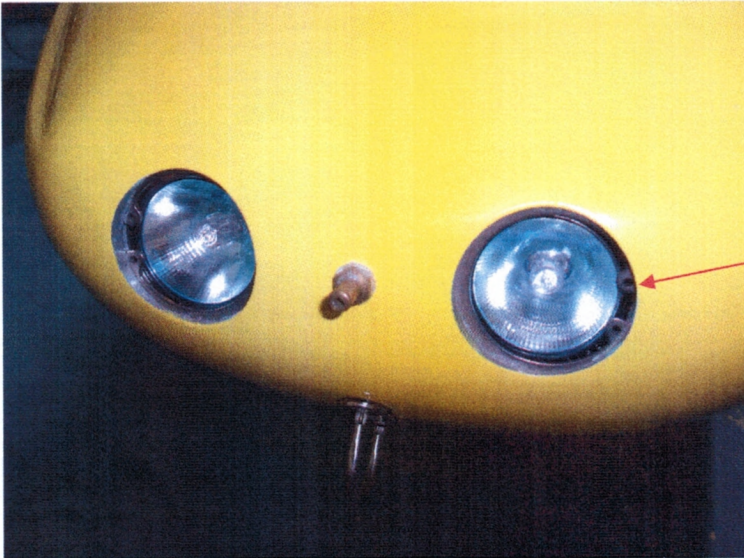
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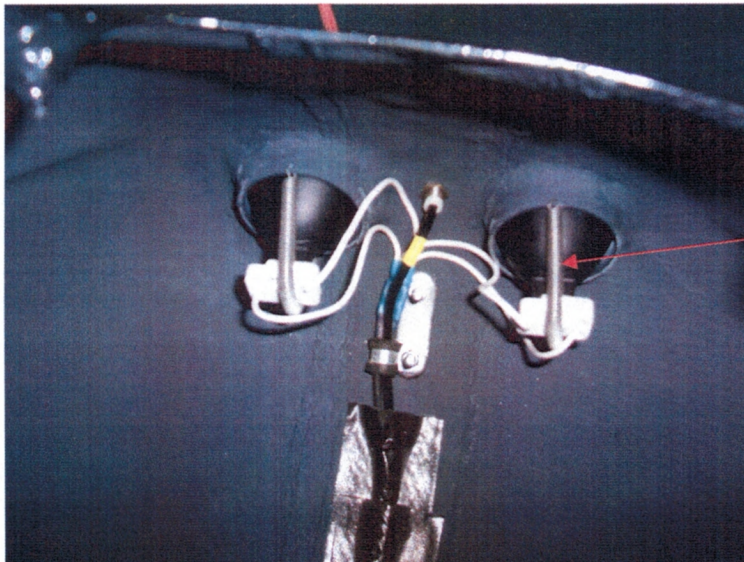
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Earlier method of lamp retention



Later method of lamp retention

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Effect on Pilots Handbook or Maintenance Manual?
 Yes, to be noted in the next issue of the Pilots Handbook and Maintenance Manual.

Service Bulletin Completion action:
 Issue Permit Maintenance Release Certificate

CAA BCAR A3-7 Authorised Person or Pilot/Owner to certify that the work is completed by writing 'SB-024 Iss2 LED landing lights 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 or Pilot/Owner with their licence number.

SB authorised by: (name, signature, and date of signature)

Quality Conformance Manager 23.3.11	Engineering Manager 23.3.11	Chief Test Pilot (if flight performance or safety effect) 23.3.11	Structures (where required)
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Document completion date:	Issued to:	When	Issuer name	Signature
	Internal			
	CAA			
	Owners			