

# 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](mailto:info@rotorsport.org).

<b>SB No.: 037 issue 1</b>	CCAR No.: None	Classification: <del>OPTIONAL</del> or <b>RECOMMENDED</b> or <del>MANDATORY</del>
Aircraft type & model (applicability) RotorSport UK MT-03	Aircraft serial Nos. effected RSUK/MT-03/all (only if required – see text)	

Effective date: 29.10.10
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### Problem description & cause of problem if known

The rudder-cables of the MT-03 run alongside the lower edge of the side faces of the keel tube. The fuel transfer pipe RSD2041 (which joins the two fuel tanks and incorporates the manual drain point at its centre) passes under the keel and is retained by two P-clips riveted to the lower face of the keel tube. On some aircraft these P-clips have been very close to contact with the rudder cables and have required careful re-positioning.



MT-03 installation showing close proximity of rudder cable and P-clip

On MTOsport aircraft the fuel transfer pipe RSD2066 is a different design with the drain point set to one side, which enables fitting of the pipe further aft above the keel. It is retained by a single P-clip and M6 fastener on the top face of the keel. The rudder cables are well clear of any contact with the pipe and/or fittings and the drain point is more accessible.

### Safety effect

Improved - no risk of cable fouling and easier access to fuel-drain

### Weight and CG effect

Negligible

### Continued Airworthiness / Maintenance aspects

None, the same visual inspection required at 100hr Repetitive and Annual inspections (Task ref 44)

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### Action required to implement this bulletin:

Action is only required if the rudder cables are in contact with or considered too close to the P-clips (i.e. less than 2mm clearance). The only parts requirement is installation kit M.BE52 (RSD5140).

- 1) Remove the original transfer pipe by drilling-out the rivets and removing the P-clips. Carefully remove the rubber pipe sections and allow all fuel to drain out of the tanks. Dispose of all items. Do not plug the rivet holes, these will be left open as drain holes.
- 2) From installation kit M.BE52 offer-up the new transfer pipe RSD2066 and rubber pipe sections to determine the most accessible location for a single P-clip on the centre-line above the keel tube just aft of the suspension bow. It will be advantageous to temporarily relocate the oil cooler to enable access by a right-angle power drill fitted with a stub-length drill-bit. Mark-out then drill a hole 5.0mm dia. aft of the suspension bow so that the P-clip can be fitted around the pipe with its fastener screw aft of the clip ring (the opposite direction to that seen on MTOsport). Tap the hole M6. If necessary the rubber pipes may be shortened to optimise installation access.
- 3) Finish the assembly by fitting new pipe clips and fastening the M6 screw using Loctite 243. Ensure that the oil-cooler is securely refitted using new nyloc nuts.
- 4) Refill the fuel tanks, check for leaks and sample a small amount of fuel to ensure there is no fuel contamination and that the two fuel-sampling points close properly. Tighten and wire-lock the single fuel drain-plug as shown in the photographs at the end of this document (note the sealing washer on the drain plug).

Effect on Pilots Handbook or Maintenance Manual?

Yes, comments to be added in the next issue of the Maintenance Manual

Service Bulletin Completion action:

Issue Permit Maintenance Release Certificate

CAA BCAR A3-7 Authorised Person to certify that the work is completed by writing 'SB-037 Iss1 Relocated fuel transfer pipe fitted' 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.

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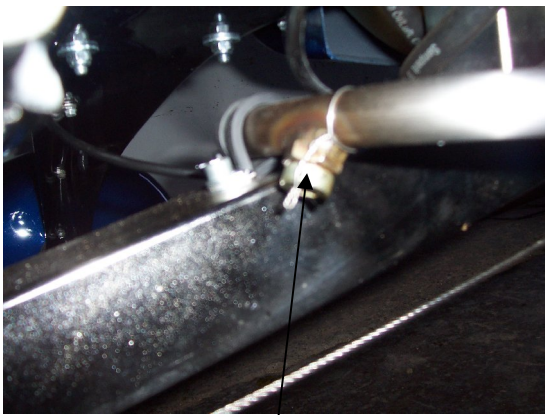
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Installation photographs



Temporary relocation of the oil cooler to give access for the right-angle drill



Drain-plug wirelocked



Finished installation

SB authorised by: (name, signature, and date of signature)			
Quality Conformance Manager <i>[Signature]</i> 4/4/10	Engineering Manager <i>[Signature]</i> 4/4/10	Chief Test Pilot (if flight performance or safety effect) N/R.	Structures (where required) <i>[Signature]</i> 3/11/2010
Document completion date:	Issued to:	When	Issuer name
	Internal		
	CAA		
	Owners		
			Signature