

# 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.: 041 issue 1</b>	CCAR No.: None	Classification:
Aircraft type & model (applicability) RotorSport UK MT-03, MTOsport	Aircraft serial Nos. effected RSUK/MT-03/all* RSUK/MTOsport/all* Note* - must not be already fitted with Rotax Soft-start ignition modules – see below	<b>OPTIONAL</b> or <b><del>RECOMMENDED</del></b> or <b><del>MANDATORY</del></b>

Effective date:  
01.03.11

Problem description & cause of problem if known

Some Rotax engines, particularly 912xxS variants (which have higher compression ratio 10.5:1) are prone to “kick-back” when cold-starting. To resolve this issue, in 2009 Rotax introduced a soft-start module (applicable to RotorSport 912ULS variants under MC-137). However, owners of early aircraft can fit a third-party system that gives a similar result, albeit by different means. RotorSport UK have evaluated the SSM marketed by Conair Sports and consider it suitable for aftermarket installation on MT-series aircraft engines. Such fitment has been approved under MC-174.

Safety effect

Reduced risk of aircraft/instrument damage or pilot distraction due to excessive vibration when starting.  
To ensure that the Pilot is aware this SSM has been retro-fitted an additional placard must be placed on the instrument panel adjacent to the Mag switches “Soft Start Module fitted to ignition circuit 1. Start engine on this circuit only (Mag1). After 5 secs running also switch on Mag2”

Weight and CG effect

Approx 200g (module, cable and connectors)

Continued Airworthiness / maintenance aspects

Rotax modules already having soft-start capability can be identified by a yellow strip across the top of the module (fitted to 912ULS after S/No 6.775.360). These are incompatible with the Conair Sports SSM. Correct functioning of the SSM is evident to the pilot during each start-up and the initial period of engine running. Integrity of the SSM mounting straps to be checked during 100hr/Annual inspection – RSUK service worksheet F138 has been modified accordingly.

Parts required to implement this Service Bulletin

RSUK supply the Conair Sports SSM as a complete kit of instructions and parts ready for installation (RSD4620) together with a placard (RSD4621) that must be fitted adjacent to the Mag switches.

Action required to implement this bulletin

Detailed instructions published by Conair Sports (SSM Instructions Issue 5 – July 2009) are supplied with the kit and must be followed.

The additional notes below are specific to installation in a RotorSport UK Ltd MT-03 or MTOsport gyroplane.

1. The SSM module must be securely attached to the top of the two ignition modules by means of a velcro pad and two cable-ties. Before fitting the self-adhesive Velcro clean the plastic surfaces with Amberklene LO30 (or equivalent) and a soft cloth.
2. The electrical connections must be made so that Mag switch 1 controls the operation of the SSM and the connections of Mag switch 2 are unchanged. Mag switch 1 wiring may be identified by means of a multimeter measuring the resistance to earth of the WHITE cable, at the time that the connector is separated. Operation of the switch will toggle between open-circuit and zero resistance.
3. There is no specific need to evaluate the operational temperature of the SSM installation (p2 of Conair instructions) as the engine is uncwled and the installation position has already been proven.
4. MT-03 and MTOsport aircraft are not fitted with a “starter engaged” warning light (p4 of Conair instructions)

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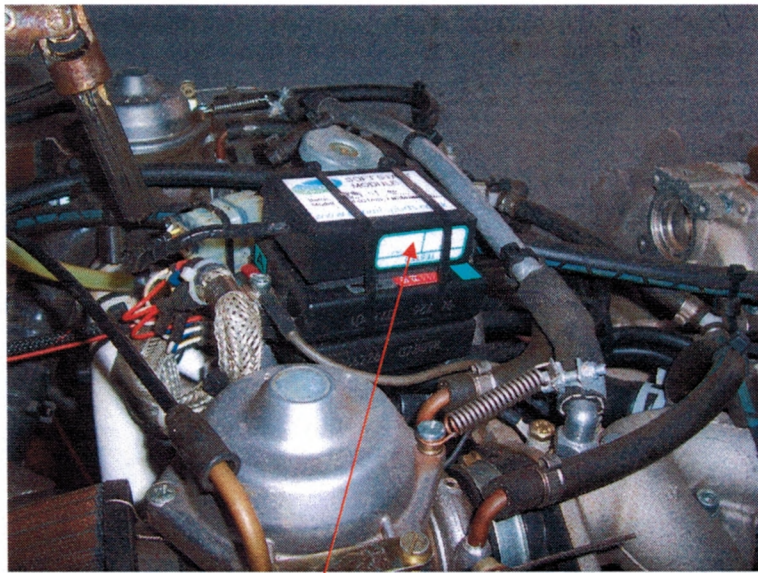
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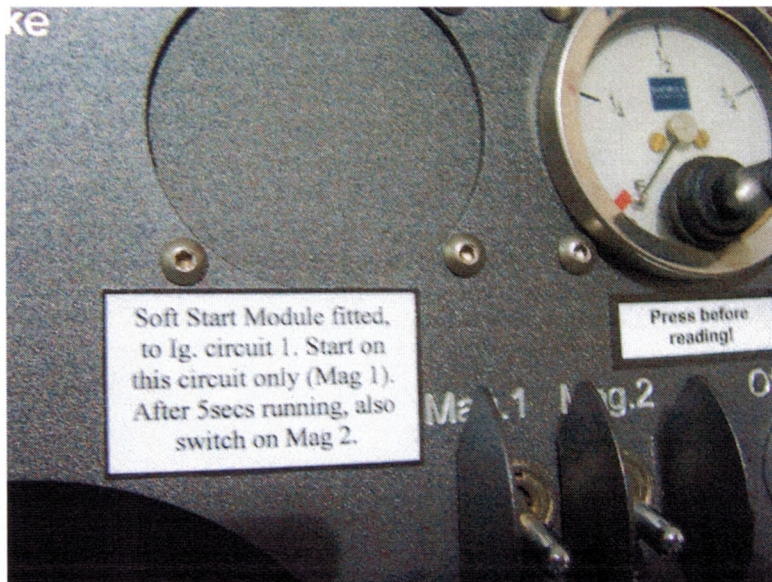
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SSM on top of the ignition modules, attached by both Velcro and two safety cable-ties



New placard adjacent to Mag switches

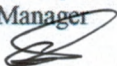
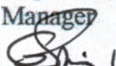
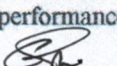

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<p>Effect on Pilots Handbook or Maintenance Manual? Yes, comments to be added in the next issue of the Pilot's Handbook and Maintenance Manual</p> <p>Note: After the SSM has been fitted as described above the engine should be started using ignition circuit 1 only, then ignition circuit 2 should be introduced after about 5 secs. When the engine has been warmed to normal operating temperature the pre-flight "Mag-drop" checks must be performed in the normal way</p>				
<p>Service Bulletin Completion action: Issue Permit Maintenance Release Certificate</p> <p>CAA BCAR A3-7 Authorised Person to certify that the work is completed by writing 'SB-041 Conair Sports SSM 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.</p>				
SB authorised by: (name, signature, and date of signature)				
Quality Conformance Manager  12.9.11	Engineering Manager  12.9.11	Chief Test Pilot (if flight performance or safety effect)  12/9/11		
		<del>Structures</del> (where required) 12.9.11 		
Document completion date:	Issued to:	When	Issuer name	Signature
	Internal			
	CAA			
	Owners			