

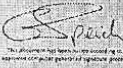




# AutoGyro Certification Ltd (formally RotorSport UK Ltd)

## Service Bulletin (Permit and C of A)

<b>Title: Rubber part service life 'on-condition'</b>		<b>Release date 31.05.2020</b>
<b>SB-135 Iss1</b>	<b>Related documents</b> Modification: CCAR No.: None	<b>Compliance Category:</b>  <b>OPTIONAL</b> <small>-of</small> <b>RECOMMENDED</b> <small>-or</small> <b>MANDATORY</b>
<b>Applicability</b>		
<b>Aircraft type &amp; model:</b> All RotorSport/AutoGyro UK Aircraft	<b>Aircraft serial Nos. affected:</b> All RotorSport/AutoGyro UK Aircraft	
The maintenance manual to be referenced is this stated or subsequent issue.		None
<p>This form is the response from AutoGyro Certification Ltd 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.</p> <p>For help, contact RotorSport on 44(0)1588 505060, or email <a href="mailto:compliance@rotorsport.org">compliance@rotorsport.org</a>.</p> <p>The technical content of this document is approved under the authority of the UK CAA Design Organisation Approval Ref: <b>DAI/9917/06</b></p>		

### Documentation (Service Bulletin Completion action)

- a) Entries are required within the aircraft logbooks, eg CAA BCAR A3-7, LAA or FAA Authorised Person to certify that the assessment is completed by writing '*SB-135 Rubber part service life extension embodied*' in the aircraft and engine logbook white pages, and record the action in the pink pages entitled 'Aircraft (engine) Modifications'. Both entries must be signed by the CAA, LAA or FAA Authorised Person together with their CAA, LAA or FAA Authorisation number.
- b) The life extension must be renewed at each annual or 100hr service, such that the engineer declares the parts still serviceable. Suitability annotate the repeat inspection logbook section.
- 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) Complete any other Permit Maintenance Release to Service form requirements.

Document approval signatures			
<b>Engineering Manager</b>   G. Speich Jun 2 2020 9:52 AM  <small>The signature has been electronically signed by G.S. according to the personal signature process.</small>  	<b>CVE (as required)</b>   Mr David E Starkey Jun 3 2020 9:49 AM  	<b>Chief Test Pilot (if flight performance or safety effect)</b>  <p style="text-align: center;">Not required</p>	<b>Head of Airworthiness</b>    8 Jun 2020

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

The generic Rotax MM requirement for rubber part changes every 5 years may in some instance be over-onerous, due to the requirement to cover all Rotax world markets, and aircraft installations. This SB permits engineers to apply an 'on-condition' serviceability judgement at the 5 year point, and annually thereafter or each 100hr service, whichever comes first.

## **Manpower estimates**

Accomplishment of this Service Bulletin requires the following personnel

- (i) A3-7 or LAA Authorised engineer where under UK CAA control, or other appropriately licensed person where under FAA control.

Estimated man-hours to complete the task as a stand-alone item is not applicable

## **Compliance**

*Optional*

## **Tooling required**

Good lighting, torch, normal inspection equipment

## **Weight and Balance Effects**

No effect

## **Manuals affected**

No effect., other than the Rotax 5 year rubber part change requirement.

## **Previous Modifications that affect the SB**

None

## **Accomplishment instructions (Action required to implement this bulletin):**

This bulletin permits the rubber parts within the engine area to have their serviceability judged by the servicing engineer rather than by the Rotax MM blanket 'change-all' requirement.

Good engineering judgment is required.

Fuel hoses. No surface cracking permitted. Fittings to be tight. No leaks. Hoses must be flexible, stiff hoses not allowed.

Oil hoses. No surface cracking permitted. Fittings to be tight. No leaks. Hoses must be flexible, stiff hoses not allowed.

Coolant hoses. No surface cracking permitted. Fittings to be tight. No leaks. Hoses must be flexible, stiff hoses not allowed.

Rubber carburettor mounts. No cracks allowed.

Carburettor diaphragms. No holes, splits or other defects allowed. Note, flexibility is important. If in doubt, change them.

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Airbox hoses to carburettors and sensors. These are known to deteriorate in service. Check carefully for splits or damage.

Other hoses. No surface cracking permitted. Fittings to be tight. No leaks. Hoses must be flexible, stiff hoses not allowed.

Engine mount rubbers. If split or sagging excessively, change them.

Note; the Rotax mechanical fuel pump also has a service life of 5 years. Because the pump internal rubber diaphragm cannot be inspected, service life cannot be extended by this inspection process. Effectiveness of this pump can only be determined by test of pump pressure and volume of fuel moved.

AutoGyro braided hoses contain a PTFE liner and are not affected by this 5 year life requirement.

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

No parts made during embodiment

## **List of components (with purchasable part nos)**

None

## **Interchangeability**

Not affected

## **Parts disposition**

- a) Disposal requirements – None
- b) Environmental hazards of parts containing hazardous materials - None
- c) Scrap requirements (e.g. mutilate scrapped items beyond use) – None.