

# Service Information Letter

<b>RotorSport UK Ltd</b>					
Poplar Farm, Prolley Moor, Wentnor, Bishops Castle, Shropshire, UK, SY9 5EJ					
<b>SILNo.: 001 issue 1, dated 7.12.09</b>			CCAR No.: None		
Aircraft type & model (applicability) RotorSport UK MT-03			Aircraft serial Nos. effected RSUK/MT-03/all		
<p>The purpose of this document is to communicate information to pilot owners of RotorSport aircraft that may be of benefit. If there is any clarification required of the content of the letter, contact RSUK on 44(0)1588 650769, or email <a href="mailto:info@rotorsport.org">info@rotorsport.org</a>.</p>					
<p><u>Subject</u> <u>Front control stick contact with the instrument panel</u></p>			<p>Issue date: 07.12.09</p>		
<p><u>Safety effect</u> None</p>					
<p><u>Weight and CG effect</u> None</p>					
<p>Background: During annual permit inspections the CAA surveyors have noted that on some aircraft the front seat stick sometimes contacts the engine gauges when pushed forward and right. There is concern that this may result in damage to the gauges contacted.</p> <p>Discussion: Contact with the gauges is only possible during ground handling, as the stick will never reach this position in flight. As the pilot is normally gripping the stick during ground handling damage is very unlikely, but an unrestrained stick may damage the gauge during gusts whilst the aircraft is parked with the blades unsecured.</p> <p>Recommendation: If such contact is noted, the aircraft control system should be adjusted to avoid this. This may be achieved either by equal elongation adjustment of the vertical control rod lengths (as per the maintenance manual, remembering that clearance must be maintained between the control forks and the rod end bearing beneath), or by adjustment of the stick profile.</p> <p>Stick profile adjustment is carried out at RotorSport UK Ltd with specialist equipment.</p> <p>References: RSUK0012 Maintenance manual.</p> <p>Note! Adjustment of the control system requires a duplicate inspection! The exception is the rear stick which may be removed or refitted by the pilot owner – but the action must still be noted within the aircraft logbook.</p>					
Effect on Pilots Handbook or Maintenance Manual?					
No					
SIL authorised by: (name, signature, and date of signature)					
Quality Conformance Manager		Engineering Manager	Chief Test Pilot (if flight performance or safety effect)	Structures (where required)	
Document completion date:	Issued to:	When	Issuer name		Signature
	Internal				
	CAA				
	Owners				