







Service Information Letter

RotorSport UK Ltd Poplar Farm, Prolley Moor, Wentnor, Bishops Castle, Shropshire,UK, SY9 5EJ	
SILNo.: 003 issue 1, dated 12.02.2010	CCAR No.: None
Aircraft type & model (applicability) RotorSport MTOsport	Aircraft serial Nos. effected MTOsport/015 onwards Rotax 912ULS engines S/no 6.775.360 onwards
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 info@rotorsport.org .	
<u>Subject</u> "Soft-start" ignition control module for Rotax 912 ULS engines	Issue date: 12.02.2010
<u>Safety effect</u> Improved engine operation, particularly in cold conditions	
<u>Weight and CG effect</u> None	
<u>Background</u> In late 2009 BRP-Powertrain, the manufacturer of Rotax engines, introduced onto production engines revised ignition control modules (2 per aircraft) that maintain the period of the retarded ignition setting used for engine start. This reduces vibration loads on the slipper and sprag-clutch, and engine mountings, particularly in cold-start situations.. A result of this is that at low engine speeds (typically 1000rpm), the engine may appear to be running unevenly, but runs smoothly as the speed is increased This is a normal condition for engines fitted with the revised module	
<u>Implementation and identification</u> The revised modules have been fitted to 912ULS engines S/No 6.775.360 onwards. They are located together on top of the engine and may be identified by a yellow stripe across the body of the ignition control module (see photo below). In operation, instead of the timing advancing between 650-1000rpm it will now advance at approximately 2,500rpm. Also, there will be a delay of about 3-8 secs from the time the ignition switches are turned off until the time the ignition timing retards.	
<u>Recommendation</u> Owners should familiarise themselves with the changed engine characteristics by observation during ground running in cold conditions, and by reference to the Rotax engine manual.	
References:	
	

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Effect on Pilots Handbook or Maintenance Manual? Yes, comments to be incorporated at next issue.				
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)	
 16/9/10	 16/2/10	 16/6/10	 16/01/2010	
Document completion date:	Issued to:	When	Issuer name	Signature
	Internal			
	CAA			
	Owners			