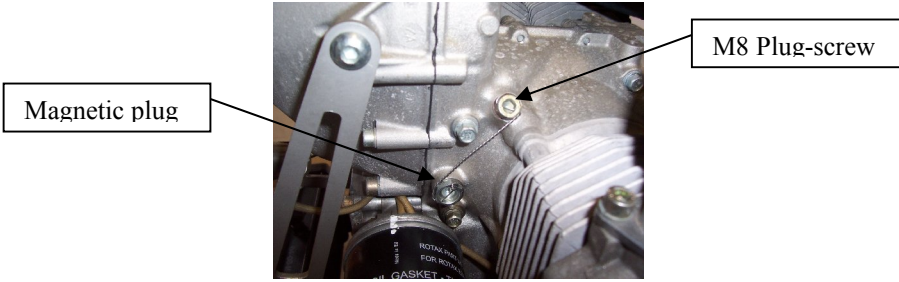


# Service Information Letter

<b>RotorSport UK Ltd</b>				
Poplar Farm, Prolley Moor, Wentnor, Bishops Castle, Shropshire, UK, SY9 5EJ				
<b>SILNo.: 005 issue 1, dated 20.07.2010</b>			CCAR No.: None	
Aircraft type & model (applicability) RotorSport UK MT-03 and MTOsport			Aircraft serial Nos. effected RSUK/MT-03/all and MTOsport/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> Rotax servicing – wire-locking of inspection plugs</p>			<p>Issue date: 20.07.2010</p>	
<p><u>Safety effect</u> Improved – two service items simultaneously made safe</p>				
<p><u>Weight and CG effect</u> None</p>				
<p><u>Background:</u> Rotax 912ULS and 914UL engines have a magnetic plug fitted into the crankcase between cylinder 2 and the gearbox. It is a service requirement (first 25 hour, then 100hr intervals) to remove this plug and inspect for metal chips. Although not wire-locked on a new engine, Rotax Maintenance Manuals require that it is wire-locked after service and it is cross-drilled for this purpose. However, there is no specific anchor point provided. There is a plug screw M8x20 adjacent (this is used to plug the access hole for the crankshaft locking screw that is used during service-examination of the slipper-clutch torque) and this may be cross-drilled 1.5mm diameter to enable it to be wire-locked to the magnetic plug.</p>				
<p><u>Recommendation:</u> Remove the plug-screw, drill the screw-head at a position 2.5mm from its end directly across two flats. Deburr the holes then clean and refit the screw (with new sealing washer if required) tightening to a torque 15Nm. Wire-lock with 0.032" stainless-steel wire ensuring that the wire-tension pulls each screw-head clockwise.</p>				
				
<p><u>References:</u> Rotax Maintenance Manuals 912-series and 914-series – Line Maintenance</p>				
<p>Effect on Pilots Handbook or Maintenance Manual? Yes – comments to be incorporated at next revision</p>				
<p>SIL authorised by: (name, signature, and date of signature)</p>				
<p>Quality Conformance Manager <i>[Signature]</i> 23/7/10</p>		<p>Engineering Manager <i>[Signature]</i> 23/7/10</p>		<p>Chief Test Pilot (if flight performance or safety effect) <i>NIR NO EFFECT</i></p>
				<p>Structures (where required) <i>[Signature]</i> 23/07/2010</p>
Document completion date:	Issued to:	When	Issuer name	Signature
	Internal			
	CAA			
	Owners			