

RotorSport UK Ltd

Poplar Farm, Prolley Moor, Wentnor, Bishops Castle, Shropshire, SY9 5EJ

Service Information Letter

SIL-015

Issue: 1

Dated: 20.08.13

CCAR no: None

The purpose of this document is to communicate information that may be of benefit to pilot owners of RotorSport aircraft. If there is any clarification required of the content of the letter, contact RSUK on 44(0)1588 650769, or email info@rotorsport.org. Document completed iaw BP 2.20.

Aircraft type & model applicability:

Aircraft serial numbers affected:

Cavalon

RSUK/CVLN/all

Subject: Cavalon first solo

Safety effect:

Improved operational safety

Weight and CG effect:

Aircraft weight and CG remain within approved limits

Background:

There have been two preventable accidents worldwide in Cavalon where the aircraft has been badly damaged after landing in a rollover in a first solo by a student. This SIL makes a recommendation that would reduce the potential changes experienced by the student and therefore a potential accident.

Discussion:

The side-by-side seating arrangement of Cavalon introduces slightly different flight characteristics depending on whether it is loaded in both or one seats.

Recommendation:

It is highly recommended that during the first solo flight and in the early stages of their conversion training to Cavalon, students fly with ballast of at least 60kg suitably secured to the left-seat. This will make the first solo handling more comparable with dual flight and the first/early landings easier to accomplish. Ballast is then reduced as student & instructor confidence increases

References:

None

Approval Statement:

***'The technical content of this document is approved under the authority of the UK CAA
Design Organisation Approval Ref: DAI/9917/06'***

Effect on Pilots Handbook or Maintenance Manual:

An abstract of this SIL-015 to be incorporated in the next issue of Cavalon POH RSUK0287.
The Cavalon AMM RSUK0288 is not affected.

SIL authorised by:

Quality Conformance Manager	Engineering Manager	Chief Test Pilot (if flight performance or safety effect)	Head of Airworthiness or CVE (where required)
Name: G Speich	Name: G Shaw	Name:	Name:
Signature and date:	Signature and date:	Signature and date:	Signature and date: