

# RotorSport UK Ltd

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

## Service Information Letter

**SIL-016**

**Issue: 1**

**Dated: 24.09.13**

**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](mailto:info@rotorsport.org). Document completed iaw BP 2.20.

**Aircraft type & model applicability:**

**Aircraft serial numbers affected:**

MT-03, MTOsport, Calidus, Cavalon

All

**Subject: Photoelectric battery chargers**

**Safety effect:**

Less risk of injury or damage from "jump-starting" as a result of poor battery condition.

**Weight and CG effect:**

Not affected

**Background:**

An owner has found that after-market automotive photoelectric trickle chargers (aka solar cells), although unable to charge a flat battery, can maintain the battery in a high state of charge and extend its life.

**Discussion:**

All batteries suffer from self-discharge and the risk of permanent damage if left in a discharged state for long periods of time. Readily available automotive 12VDC solar trickle chargers are able to maintain the battery in good condition, so extending its life.

On MT-03 and MTOsport aircraft (which use the 12V Cyclon Monoblock battery) it will be necessary to attach the charger to the battery by means of crocodile clips – earth to the airframe, live to the live terminal on the starter solenoid. Attach with care, ensuring the clip does not short across the solenoid and activate the starter!

Calidus and Cavalon aircraft (which use the 12V SBS8 battery) are fitted with a ground-power socket with magnetically attached connector. The charger has to be attached via this connector.

In both cases, ensure the charger is removed before flight!

**Recommendation:**

Owners should review the solar trickle chargers sold by Maplin Electronics, Amazon, caravan dealers, etc. and follow the instructions supplied with the device.

**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:**

None

**SIL authorised by:**

**Quality Control Manager**

**Engineering Manager**

**Chief Test Pilot (if flight performance or safety effect)**

**Head of Airworthiness or CVE (where required)**

**Name: G Speich  
Signature and date:**

**Name: G Shaw  
Signature and date:**

**Name:  
Signature and date:**

**Name: A Lyons  
Signature and date:**

*Not required*