

RotorSport UK Ltd

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

Service Information Letter

SIL- 022	Issue: 1	Dated: 05.06.18	CCAR no: None
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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 505060, or email info@rotorsport.org. Document completed iaw BP 2.20.

Aircraft type & model applicability:	Aircraft serial numbers affected:
MTOSport 2010 (where fitted) and 2017,	Any MTOSport fitted with an aluminium coolant tank with integral viewing window

Subject: Coolant level indicator interpretation

Safety effect:

Correct interpretation of adequate coolant indication

Weight and CG effect: No effect

Background:

The integral viewing window built into the coolant header tank is designed to permit the inspecting person to determine that adequate coolant is present in the coolant tank before aircraft operation. During aircraft assembly it was found that sometimes the coolant hangs in a meniscus in the viewing window. This may lead the inspector to believe that adequate coolant is present, when the actual coolant level is low.

This SIL is to provide the inspecting person with guidance to prevent this misinterpretation.

Discussion: None

Recommendation:

The only acceptable indication for safe flight is when the window is bluish in colour, indicating that the coolant level is above the viewing window.




If the window is clear, or there is a meniscus of coolant showing in the window as in the photo, then the coolant level is considered low and must be topped up.



Photo of viewing window, with meniscus of coolant showing.

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<p>Coolant must be topped up with the correct 50/50 mix of ethylene glycol and distilled water. Recheck the level after topping up, and remember to replace the coolant header tank cap.</p>			
<p>References: None</p>			
<p>Approval Statement: <i>'The technical content of this document is approved under the authority of the UK CAA Design Organisation Approval Ref: DAI/9917/06'</i></p>			
<p>Effect on Pilots Handbook or Maintenance Manual: This SIL information will be embodied in the POH and AMM at next issue.</p>			
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: <i>A LYONS</i>
Signature and date:	Signature and date:	Not required	Signature and date:
 <small>G. Speich Jun 11 2018 8:48 AM DocuSign</small>	 <small>G. Shaw Jun 8 2018 11:07 AM DocuSign</small>		 <i>12 June 2018</i>