

# RotorSport UK Ltd

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

## Service Information Letter

**SIL-026**

**Issue: 1**

**Dated: 15.01.2019**

**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 505060, or email [info@rotorsport.org](mailto:info@rotorsport.org). Document completed iaw BP 2.20.

**Aircraft type & model applicability:**

**Aircraft serial numbers affected:**

All RSUK/AutoGyro Calidus

RSUK/All

**Subject: Effective airframe inspection**

**Safety effect:**

Highlight the need for effective checking of the upper body mounting attachment to the airframe and suspension bow mounting plate area.

**Weight and CG effect:**

None

**Background:**

The 100hr maintenance checklist for the Calidus aircraft requires careful inspection of the airframe assembly for cracks or damage.

These aircraft have now accumulated many years and hours in service, resulting in service issue reports submitted to RSUK. Within these RSUK has been advised of cracks in the suspension bow mounting bracket attachment to the mast tubes, and in the front edge of the folded bracket itself. Cracks have also been found in the upper body mounting bracket weld.

The issues are not safety critical, and are resolved by the application of the appropriate Service Repair SAR-020 (body bracket), 023 and 024. They are also long term fatigue based, dependent on operational usage, and controlled by the 100hr service inspection interval.

The instances of cracking are few, and have not been recorded in the later heavier duty suspension bow bracket used from early 2016.

However, failure to find such issues could - especially in the suspension mounting bracket area - lead to subsequent significant bracket distortion and major repair work. SRA-025 covers the replacement of the entire suspension bow mounting bracket, a task that takes many days.

**Discussion:**

The inspection of the airframe is a requirement within the 100hr service document F115.

**Recommendation:**

Inspectors are recommended to have available suitable lighting and equipment to be able to view the airframe effectively. This document provides information of known crack points to enable inspectors to ensure these are not present.

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Crack in right-hand upper body bracket weld



Crack position (could be either side of the mast) between the rear bracket and the mast/keel tube

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View of crack in the leading edge of the folded bracket area. This is visible from outside front of the bracket. Also check the corner bracket weld



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<b>References:</b> RSUK Service worksheet F115			
<b>Approval Statement:</b> <i>'The technical content of this document is approved under the authority of the UK CAA Design Organisation Approval Ref: DAI/9917/06'</i>			
<b>Effect on Pilots Handbook or Maintenance Manual:</b> None			
<b>SIL authorised by:</b>			
<b>Quality Conformance Manager</b>	<b>Engineering Manager</b>	<b>Chief Test Pilot (if flight performance or safety effect)</b>	<b>Head of Airworthiness or CVE (where required)</b>
<b>Name: G Speich</b> <b>Signature and date:</b>	<b>Name: G Speich (Head of Engineering)</b> <b>Signature and date:</b>	<b>Name: Not required</b> <b>Signature and date:</b>	<b>Name: A Lyons</b> <b>Signature and date:</b>