

Title: Coolant level indicator interpretation		
AG-SIL-2018-03-A-EN		Compliance Category:
Applicability		A - MANDATORY B – RECOMMENDED C – OPTIONAL
Aircraft type & model: MTOSport 2010 (where fitted) and 2017	Affected aircraft serial numbers: Any MTOSport fitted with an aluminium coolant tank with integral viewing window	
The maintenance manual to be referenced is this stated or subsequent issue.		As per AutoGyro website
This form is the response from AutoGyro GmbH either against a problem found in the product in service requiring a containment or rectification action, or as service information for aircraft modification incorporation. For help, contact AutoGyro on 49(0)5121 88056-00, or email airworthiness@auto-gyro.com.		

Documentation (Service Information Letter Completion action)

The accomplishment of this Service Information Letter, or the decision of its rejection, must be properly documented, if such procedure is required by the relevant authority

Category Codes

- | | |
|-----------------|---|
| A – Mandatory | – failure to comply result in a significant reduction of flight safety, injury or death |
| B – Recommended | – failure to comply may result in reduced safety margin, injury and/or equipment damage |
| C - Optional | – improves operating behavior, reliability and/or maintainability |

Chief Certification Officer	Chief Technical Officer
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Contact & Info:
airworthiness@auto-gyro.com
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 31137 Hildesheim

Reason and overview of the Service Information Letter (cause of problem if known)

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.

Manpower estimates

Nil

Tooling required

none

Weight and Balance Effects

No effect

Manuals affected

This SIL information will be embodied in the POH and MMM at next issue

Previous Modifications that affect the SIL

None

Accomplishment instructions (Action required to implement this service information letter):

Effective date of this SIL is 11th June 2018

Instructions

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.

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.

List of components (with purchasable part nos)

None

Interchangeability

Not affected

Parts disposition

- a) Disposal requirements – None
- b) Environmental hazards of parts containing hazardous materials - None
- c) Scrap requirements (e.g. mutilate scrapped items beyond use) – Not applicable