

Title: Rotorhead III Teeter Stop Assembly Screws		
AG-SB-2020-01-B-EN		Compliance Category: A – MANDATORY B – RECOMMENDED C – OPTIONAL
Applicability		
Aircraft type & model: AutoGyro Cavalon & MTO 2017 as listed	Affected Serial number(s): V00418 – V00424, RSUK-V00426, RSUK-V00428, V00430-432, RSUK-V00433, V00434, RSUK-V00449 and RSUK-V00450 M01762, M01763, M01873	
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 Bulletin Completion action)

The accomplishment of this Service Bulletin, 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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Reason and overview of the Service Bulletin (cause of problem if known)

It has been found that the Loctite securing the four M5x14 screws that retain the teeter stop (23794) to the mounting plate assembly (31800) may have been omitted (on a rotor head III).

This service bulletin provides instructions on how to check the teeter stop mounting screws for presence of the Loctite, and what action to take.

Manpower estimates

The task may only be performed by an organization or individual entitled and trained to carry out maintenance on AutoGyro aircraft.

Estimated man-hours to complete the task as a stand-alone item is:

0.2 hrs per rotor head.

Compliance

*This bulletin should be complied with **within the next 10 flight hours, noting that the teeter stop security is checked as part of pre-flight inspection!***

Customer Support

Materials and labour hours are not covered by this Service Bulletin.

Tooling required

Standard tools.

Weight and Balance Effects

Nil

Manuals affected

POH & AMM AutoGyro is not affected.

Previous Modifications that affect the SB

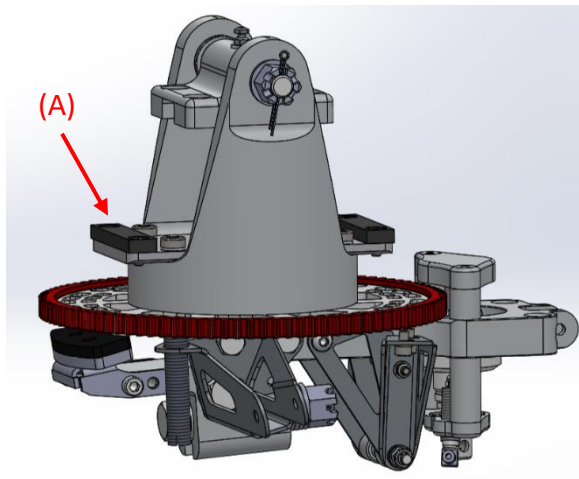
None

Accomplishment instructions (Action required to implement this bulletin):

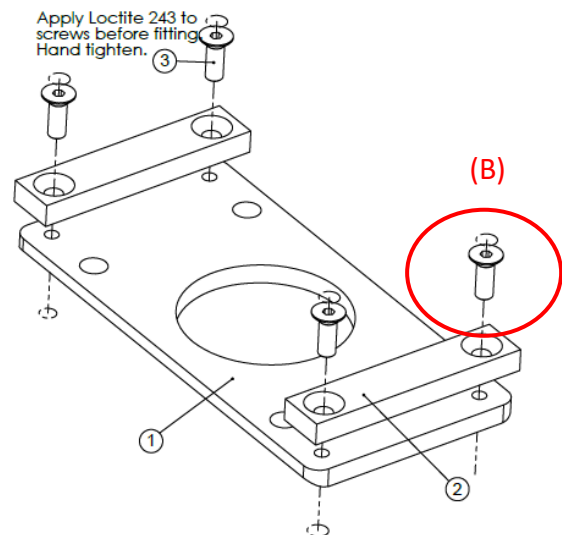
Effective date of this SB is 25 March 2020.

Instructions

1. Ensure the aircraft has pressure in the rotor brake system and the rotor brake and wheel brakes are applied.
2. Either remove the rotor system, or remove the rotor bag and teeter the rotor system sufficiently to gain access to the teeter stop assembly (31800) (Pic. 1 (A)).
3. Remove one of the countersunk M5x14 screws from one of the teeter stops (23794) on the teeter stop plate assembly (31800) and inspect for Loctite residue on the threads (Pic. 2 (B)).
4. If Loctite residue is visible, clean the threads, re-apply Loctite 243 (21344) or local equivalent to the thread and re-fit the screw hand-tight, ensuring no deformation of the teeter stop.
5. If no Loctite residue is visible, apply Loctite 243 (21344) or local equivalent to the thread and re-fit the screw hand-tight, ensuring no deformation of the teeter stop. Carry out the same process to the other 3 screws.



(Pic.1)



(Pic. 2)

Completion of this Service Bulletin must be recorded within the aircraft documentation, in line with the requirements of the country of operation.

Material information (Parts required to be made to implement this service bulletin):

Nil

List of components (with purchasable part numbers)

Nil

Interchangeability

Not affected

Parts disposition

- a) Disposal requirements – Nil
- b) Environmental hazards of parts containing hazardous materials – Nil
- c) Scrap requirements (e.g. mutilate scrapped items beyond use) – Nil