

AG-SB-2017-03-B-EN – MT03 control rod**Category B****EFFECTIVE DATE**

05.05.2017

SUPERSEDES/REPLACES

N/A (initial issue)

APPLICABILITY

This Service Bulletin is applicable for all MT03 and converted MT03 to MTOsport until 12 / 2007, where the control rod is cut diagonally (see fig.1).

COMPLIANCE

To be performed with the next maintenance or at least within the next 5 operating hours.

BACKGROUND

A case was found with a failed weld and subsequent tube failure at the upper control rod joint to the front control stick. Normally this would be found during maintenance or pre-flight inspection, so the purpose of this SB is to highlight the need to check this part.

Additionally, the check provides an opportunity to replace the existing tube with a later generation improved part should the original fall outside of the recommended dimensions.

RISK OF NEGLECT

Failure to comply with this instruction/information will result in:

- Possible damage to the engine/aircraft
- Loss of related warranty.

SCOPE OF WORK

- Inspect that the welded-in sleeve inside the end of the tube is secure, and no evidence of weld failure.
- Inspect if the control rod has been cut down more than 3mm between the end of the rod and the outer wall of the welding seam.
- Rectification: replace the control rod if cut down limit of 3mm is exceeded.

AFFECTED AREAS**SPECIAL TOOLS & CONSUMABLE MATERIALS**

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PARTS

67-00-00-M-30077 (L2) Camshaft

LABOR AND REQUIREMENTS

To check 0,2 h

To rectify More than 2 hours – see the MMM

The check task may only be performed by an organization or individual entitled and trained to do line maintenance (the primary rotor controls are disturbed during the check).

The rectification task may only be performed by an organization or individual entitled and trained to do heavymaintenance (the primary rotor controls are significantly disturbed and will require setup and adjustment).

Contact & Info:

airworthiness@auto-gyro.com
www.auto-gyro.com

AutoGyro GmbH

Dornierstr. 14
31137 Hildesheim

SUPPORT POLICY

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REFERENCES

Manufacturer Maintenance Manual (MMM) in latest revision.

DOCUMENTATION

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.

Warnings Caution and Notes

This instruction uses **WARNINGS**, **CAUTIONS** and **NOTES** in bold italic letters to indicate especially critical and important instructions. The call-outs appear at the top of the Maintenance Job Card if of general nature or applicable for the complete task, or will directly precede the individual Work Step.

The meaning of each call-out is defined below:

WARNING: A warning means that the neglect of the appropriate procedure or condition could result in personal injury or fatal accidents.

CAUTION: A caution means that the neglect of the appropriate procedure or condition could result in damage to or destruction of equipment.

NOTE: A note stresses the attention for a special circumstance, which is essential to emphasize.

Category Codes

- A** Safety critical - failure to comply may result in a significant reduction of flight safety, injury or death
- B** Important - failure to comply may result in reduced safety margin, injury and/or equipment damage
- C** Beneficial - improves operating behaviour, reliability and/or maintainability

COMPLIANCE PROCEDURE

GENERAL, REFERENCES AND REQUIREMENTS

The rectification task may only be performed by an organization or individual entitled and trained to do heavy maintenance. This is a major disturbance of the flight controls, which must be properly re-set.

Record that the task has been undertaken within the aircraft maintenance records.

Secure gyroplane against unauthorized or unintended operation.

Execute procedure only with a cold engine condition.

SPECIAL TOOLS, CONSUMABLE MATERIALS AND PARTS

SP IMPORTANT NOTE: Procedure involves spare parts. Check parts list below for ordering details of affected components!

67-00-00-M-30077 (L2) Camshaft

PRECAUTIONS AND SAFETY MEASURES

CAUTION: Failure to comply with this instruction will cause the loss of warranty referred and/or related components!

PROCEDURES

- 1 Remove the attachment bolt between the tube and the side plates to the stick.
- 2 Inspect that the welded-in sleeve inside the end of the tube is secure, and no evidence of weld failure.
- 3 Inspect if the control rod has been cut down more than 3mm between the end of the rod and the outer wall of the welding seam.
- 4 Rectification: If the cut down limit of 3mm is exceeded, remove the control rod (camshaft) and replace with a new control rod in line with the MMM. Contact AutoGyro service to obtain a matching part.
- 5 If the control is acceptable for continued service, refit the bolt with a new nylock nut as per the MMM.

PARTS LIST

Fig.	Pos.	Description	PC	PIT	Remark
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ILLUSTRATIONS

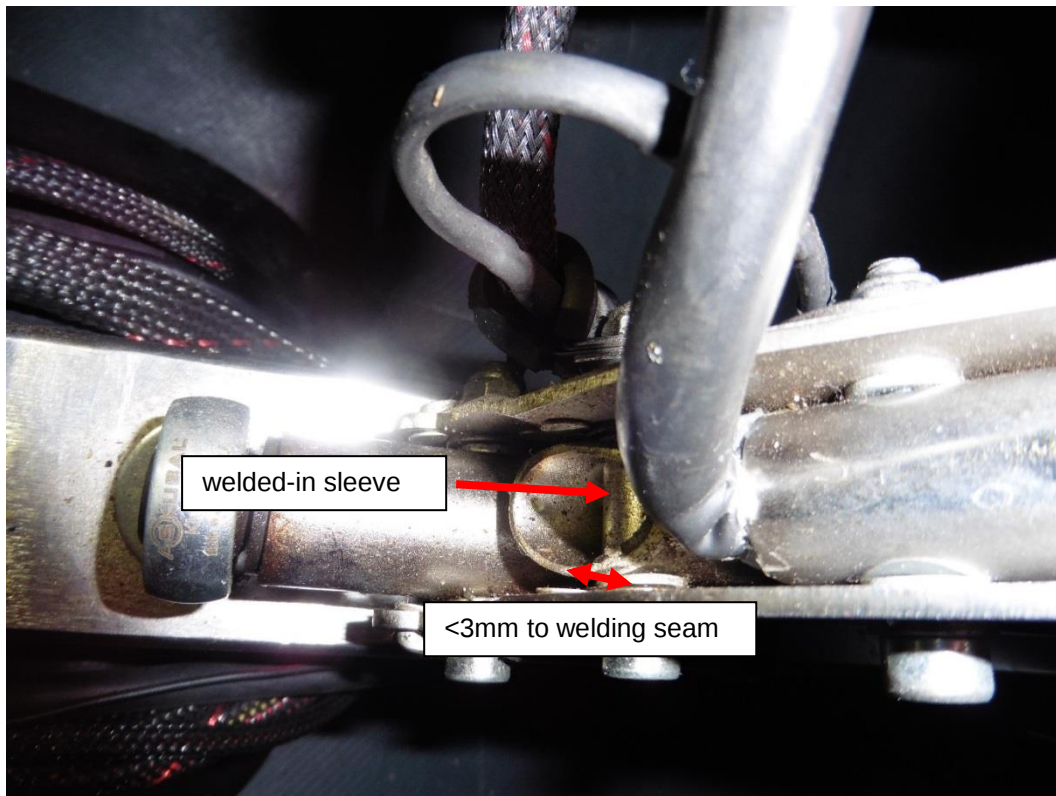


Fig. 1: old control rod with diagonally cut

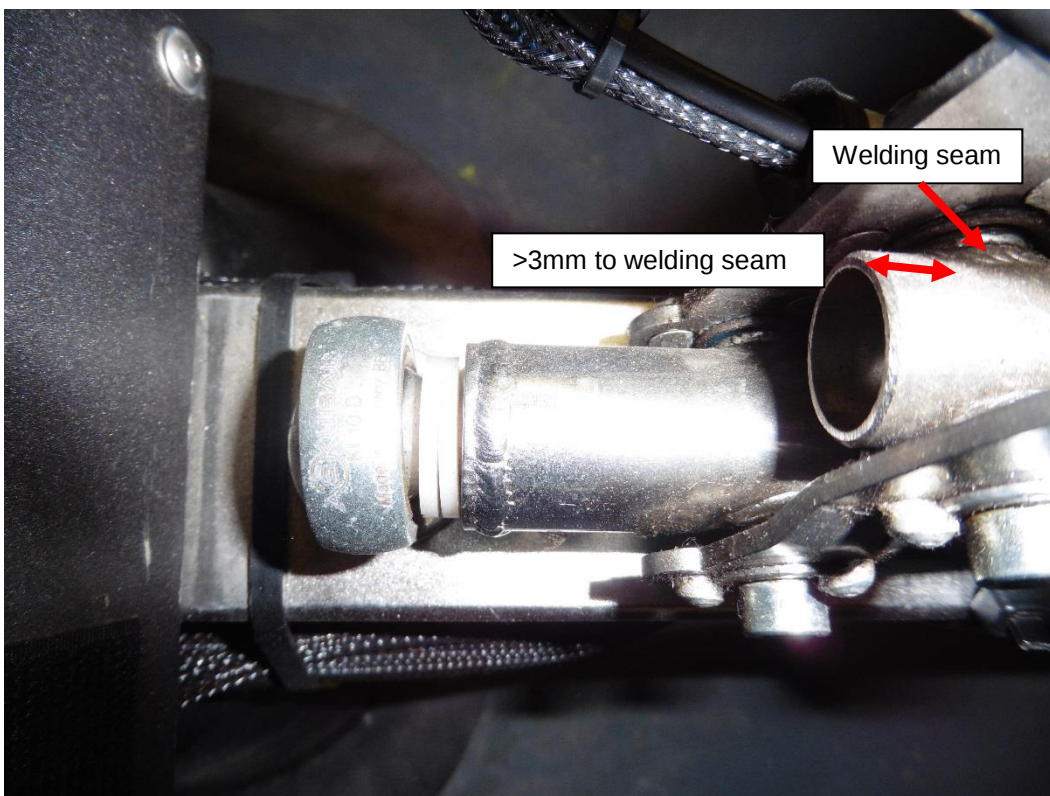


Fig. 2: new control rod without cut