

<b>Title: Coolant level indicator interpretation</b>		
<b>AG-SIL-2018-03-A-EN</b>		<b>Compliance Category:</b>
<b>Applicability</b>		<b>A - MANDATORY</b> <b>B – RECOMMENDED</b> <b>C – OPTIONAL</b>
<b>Aircraft type &amp; model:</b> MTOSport 2010 (where fitted) and 2017	<b>Affected aircraft serial numbers:</b> 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
<p>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 <a href="mailto:airworthiness@auto-gyro.com">airworthiness@auto-gyro.com</a>.</p>		

**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

<b>Chief Certification Officer</b>	<b>Chief Technical Officer</b>

**Contact & Info:**  
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**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 11<sup>th</sup> 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