



Title: Cavalon 915iS Oil Tank To Fuel Pump Clearance		
AG-SB-2021-02-B-EN	Effective Date: 12 May 2021	Compliance Category: A – MANDATORY B – RECOMMENDED C – OPTIONAL
Applicability		
Aircraft type & model: AutoGyro Cavalon	Affected Serial number(s): AutoGyro Cavalon fitted with a Rotax 915iS engine	
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 airworthiness@auto-gyro.com.</p>		

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

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

There is a possibility that a small number of factory built Cavalon 915iS gyros may have entered the market with an incorrectly positioned Rotax oil tank. This could potentially lead to the lower forward radius of the tank contacting the fuel pump assembly.

It is also possible for the tank to be incorrectly positioned on re-assembly after performing maintenance which calls for its removal, for example compliance with Rotax ASB-915 i A-008 fuel pump replacement.

This service bulletin provides instructions for the inspection of the oil tank assembly, and its repositioning should this be necessary.

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 including re-positioning of the tank if required.

Compliance

*This bulletin should be complied with **before next flight!***

Failure to embody this service bulletin within the compliance period stated may result in:

- Damage to the aircraft and/or engine
- Invalidation of the warranty on the items involved

Customer Support

Labour hours as stated above and required materials are covered by this SB where demonstrated to due to original assembly. The SB reference **AG-SB-2021-02-A-EN** should be quoted on all labour claims and spares orders.

Proof of incorrect position of oil tank if relevant should be submitted in the form of an email with photographs, stating works number and airframe hours to airworthiness@auto-gyro.com. No claims will be administered without this information.

Tooling required

Standard tools.

Weight and Balance Effects

Nil

Manuals affected

POH and AMM are not affected.

Previous Modifications that affect the SB

None

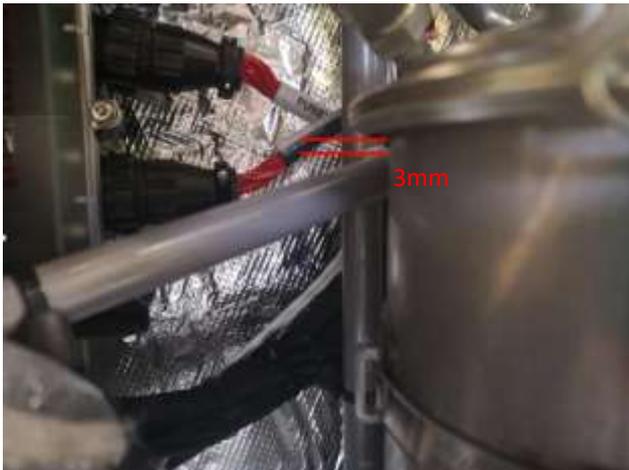
Accomplishment instructions (Action required to implement this bulletin):

Effective date of this SB is 12 May 2021.

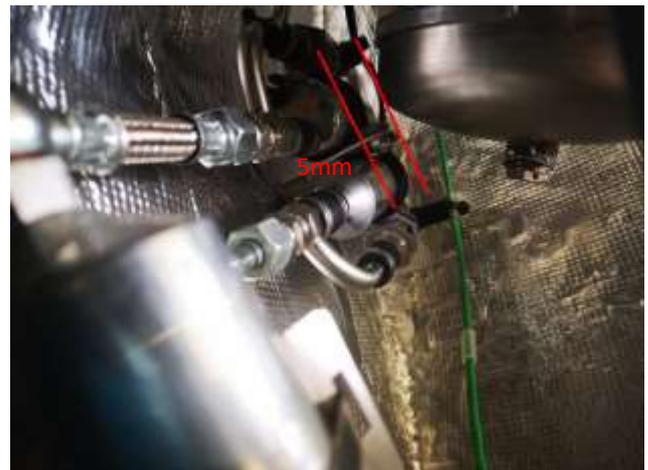
Instructions

1. Gain access to the oil tank by either opening the oil tank access door in the lower cowling, or by removing the upper cowling, depending on mod state of the cowling.
2. Determine the position of the Rotax oil tank. It should be mounted with the lip *above* the engine mounting frame horizontal strut, with a minimum of 3mm clearance between clamp and strut (Pic. 1).
3. There must also be a minimum of 5mm clearance between the lower forward edge of the oil tank and the pump assembly (Pic. 2).
4. The distance between the upper clamp and the lower face of the oil tank lid clamp should be approximately 6cm (Pic. 3).
5. If the conditions in steps 2, 3 and 4 are met, no further action is required. Proceed to step 7.
6. If the conditions in steps 2, 3 and/or 4 are not met, continue as follows:
 - a. If not previously removed, remove the upper and (if required for access) lower engine cowlings in accordance with AMM job card 52-00-00 4-1.
 - b. Loosen the two clamp screws of the oil tank (Pic. 3 items A & B) and raise the tank so that the measurement between the upper clamp and the lower face of the oil tank lid clamp is approximately 6cm. If the breather hose restricts this movement then disconnect it at the oil tank by releasing the click clamp (Pic. 3 item C) and pulling off the hose.
 - c. Re-tighten the 2 oil tank securing clamps (Pic. 3 items A & B).
 - d. Check the clearances stated in steps 2 and 3. If these clearances are not met, adjust the tank position until they are.
 - e. Check sufficient clearance of the tank to all other surrounding assemblies.
 - f. If the breather hose was removed in step 6.b. and is now too short, remove the lower end of the hose from the 90° angle connector (Pic. 4), cut a new piece of hose (40282) to length and assemble to the 90° angle connector and oil tank breather take-off (silicone spray can be used to allow sliding of the hose through the P-clip securing the hose to the engine compartment). Re-secure the click clamp (Pic. 3 item C).
 - g. Using a suitable sharp bladed knife, cut a 2.5 to 3mm deep slot in the underside of the breather hose, 60mm from the end of the hose (Pic. 5). This slot is to allow the oil system to breathe, should the open end of the hose be iced up.
7. Carry out a loose article and tool check.
8. Refit any previously removed cowlings in accordance with the job card referenced in step 6.a.

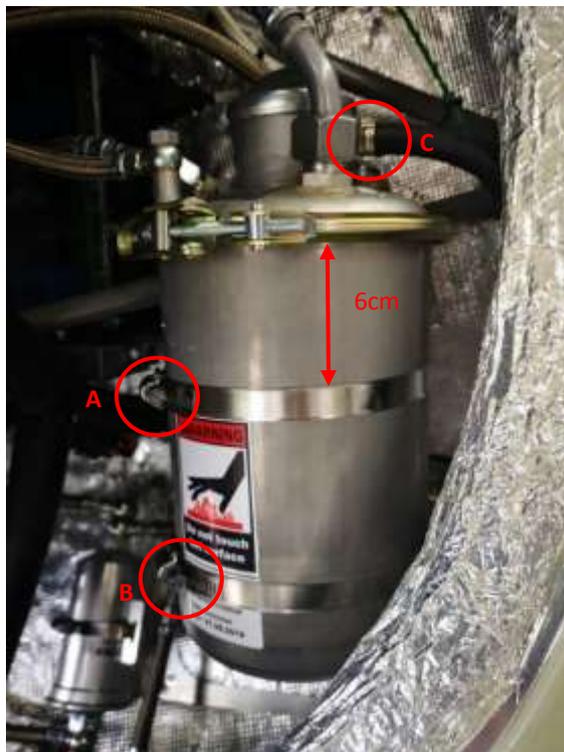
Illustrations



(Pic. 1)



(Pic. 2)



(Pic. 3)



(Pic. 4)



(Pic. 5)

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)

40282 Fuel pipe 8mm (quantity in meters)

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