

**AG-SIL-2017-01-B-EN – Calidus frame upper mast side plate****Category A****EFFECTIVE DATE**

01.09.2017

**SUPERSEDES/REPLACES**

N/A (initial issue)

**APPLICABILITY**

This Service Information Letter is applicable for Calidus.

**COMPLIANCE**

This is supplementary information to the existing service protocol.

If there is doubt that the inspection protocol has not been previously executed properly, then this inspection to be performed with the next maintenance or at least within the next 10 operating hours.

**BACKGROUND**

A case was found with a severe crack in the mast side plates that connect the upper mast to the lower.

Normally this crack would be found during maintenance inspection, but it is possible that the importance of this check has been overlooked, and the check not properly completed. It is also possible that local market translations of the protocol may not make this requirement clear.

The purpose of this SIL is to highlight the need to thoroughly check this part (see fig.1).

AutoGyro Protocol instruction:

Rotor Head			
Inspect upper mast assembly for security, no deformation, no cracks (especially at welds).		X	

**RISK OF NEGLECT**

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

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

**SCOPE OF WORK**

- check the upper to lower mast side plates thoroughly for cracks (see fig. 1 and 2)
- check the weld seams of the side plates to lower mast for cracks (see fig. 1)
- Rectification: replace the main frame top, Calidus (upper mast) if cracks were found

**AFFECTED AREAS****SPECIAL TOOLS & CONSUMABLE MATERIALS**

n / a

**PARTS**

53-00-00-C-31240 (L2) Main frame top, Calidus (100mm hole distance)

53-00-00-C-45408 (L2) Main frame top, Calidus (85mm hole distance)

**LABOR AND REQUIREMENTS**

To check 0,1 h

**Contact & Info:**

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

**AutoGyro GmbH**

Dornierstr. 14  
31137 Hildesheim

To rectify 4,0 h

The check task may only be performed by an organization or individual entitled and trained to do line maintenance!

The rectification task may only be performed by an organization or individual entitled and trained to do heavy maintenance!

### SUPPORT POLICY

n / a

### REFERENCES

Manufacturer Maintenance Manual (MMM) in latest revision.

### DOCUMENTATION

This document is supplementary to the existing Service Protocol.

### 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 inspection task may only be performed by an organization or individual trained and entitled to do 'line maintenance'.

The rectification task may only be performed by an organization or individual entitled and trained to do heavy maintenance

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

### SPECIAL TOOLS, CONSUMABLE MATERIALS AND PARTS

SP IMPORTANT NOTE: Repair may require spare parts. Check parts list below for ordering details of affected components!

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### PRECAUTIONS AND SAFETY MEASURES

**Refer to the aircraft MM**

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

### INSPECTION PROCEDURE REQUIRED TO COMPLY WITH THE INSPECTION PROTOCOL.

- 1 Remove the mast fairing.
- 2 Check the side plate and the weld seams of the side plates to the mast for cracks (see fig. 1 and 2). Use appropriate equipment such as magnifying glasses.
- 3 If cracks are found: Measure the distance between the the holes (85 mm or 100mm). Order the appropriate spare part.
- 4 If the mast is to be replaced, replace as per the AMM and record the action in the aircraft logbook or documents. If not to be replaced, note in the aircraft logbook or documents that the inspection has been completed with the result found.
- 5 Refit the mast fairing and any other removed item as per the AMM

### PARTS LIST

Fig.	Pos.	Description	PC	PIT	Remark
		none			

ILLUSTRATIONS

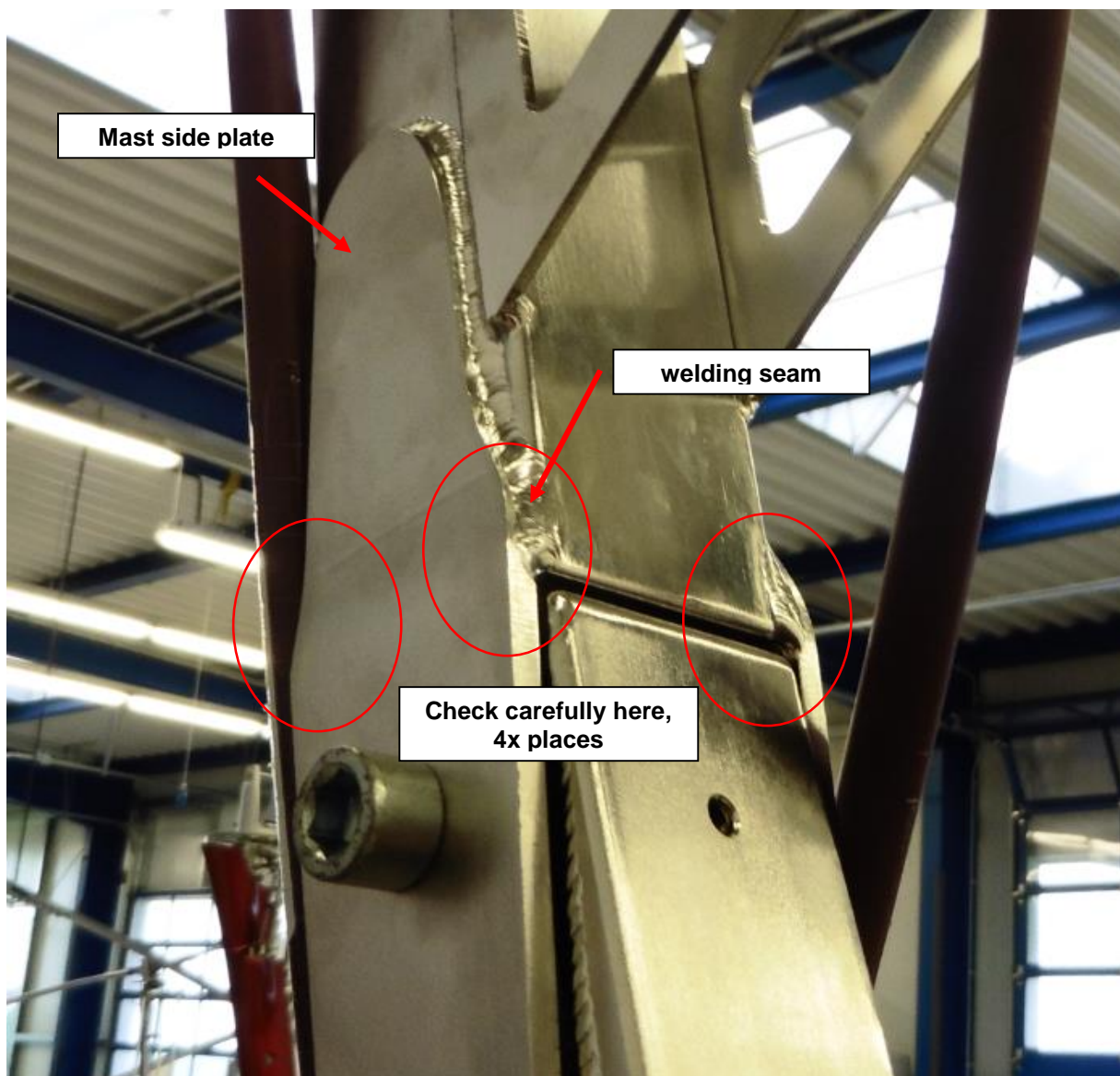


Fig 1: Calidus upper to lower mast connection new

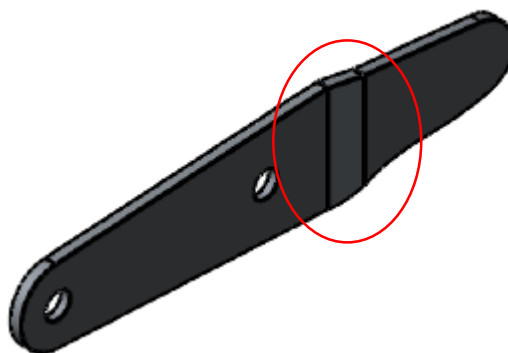
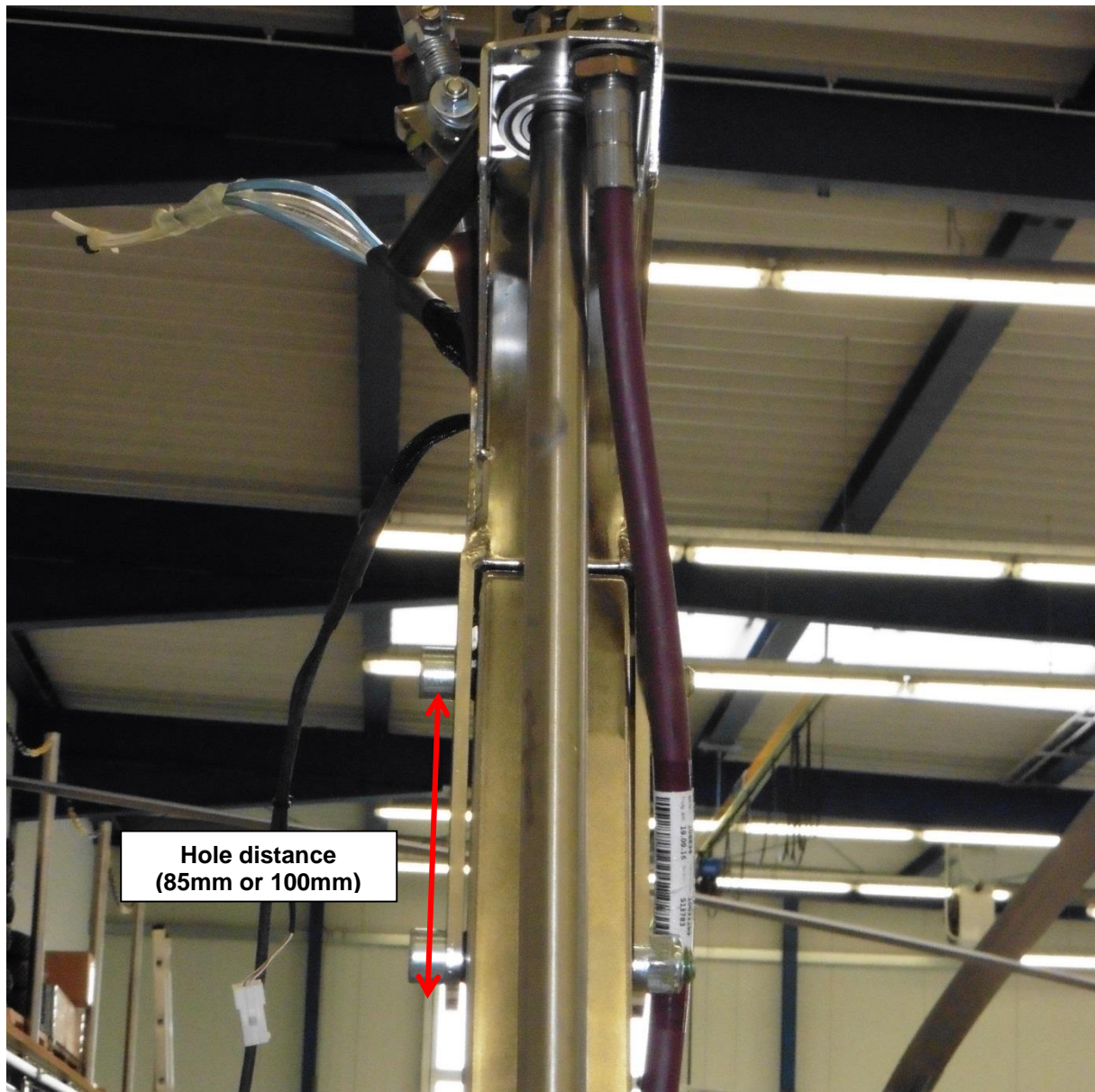


Fig 2: Calidus upper to lower mast connection old



Hole distance  
(85mm or 100mm)

**Fig 3: Calidus upper to lower mast connection hole distance**