

Title: Frame inspection		
AG-SIL-2022-1-EN		Released:
Applicability		15 th August 2022
Aircraft type & model: MTOsport 2017	Affected Serial number(s): All MTOsport 2017	
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, email: airworthiness@auto-gyro.com .		

Documentation (Service Information Letter Completion action)

The purpose of this document is to provide maintenance personnel with information over and above that currently available in the relevant AMM. Its compliance must be properly documented, if such procedure is required by the relevant authority

Gerry Speich

Chief Certification Officer	Chief Technical Officer
	
15 / 08 / 2022	Gerald Speich

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Reason and overview of the Service Information Letter

Within the MTOsport 2017 pre-flight inspection, and within the 25/100hr or yearly inspection, there are requirements for the inspection of the airframe.
 Current market feedback would suggest further guidance is appropriate, particularly taking into account service issues found during the first five years of service.
 This is valid for the single piece frame (PN 46547) and the frame (PN 43541) with the separated upper mast (PN 43545).

AutoGyro remind operators that thorough preflight inspection is required. Aircraft operated in flight school environments often suffer unusual defects depending on the flight school (high ground-air-ground cycles per hour, hard rough surfaces, student operating errors and so on), so particular care must be taken with these aircraft.

The guidance shown is based on best practice and market feedback received from all AutoGyro products.

Manpower estimates

There are no manpower estimates associated with this SIL. The inspection is encompassed within the maintenance requirement.

Compliance

There are no compliance requirements associated with this SIL.

Customer Support

Not applicable.

Tooling required

Standard tools. Inspectors are recommended to have available suitable lighting and equipment to be able to view the airframe effectively. A suitable dye-penetrant process should be employed in accordance with the manufacturer’s instructions should cracks be suspected but not clearly visible.

Weight and Balance Effects

Nil

Manuals affected

POH & AMM AutoGyro is not affected.

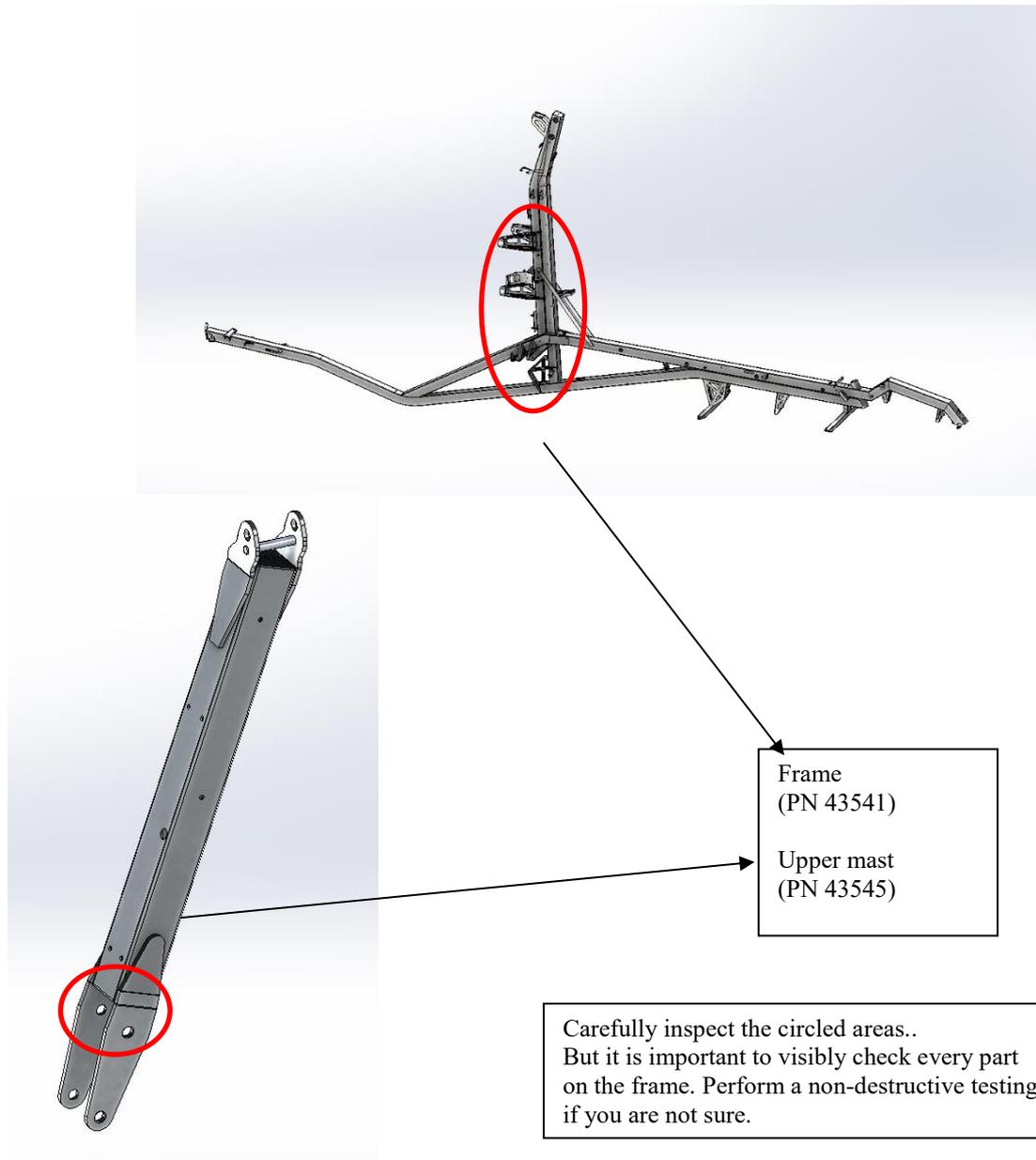
Previous Modifications that affect the SIL

None

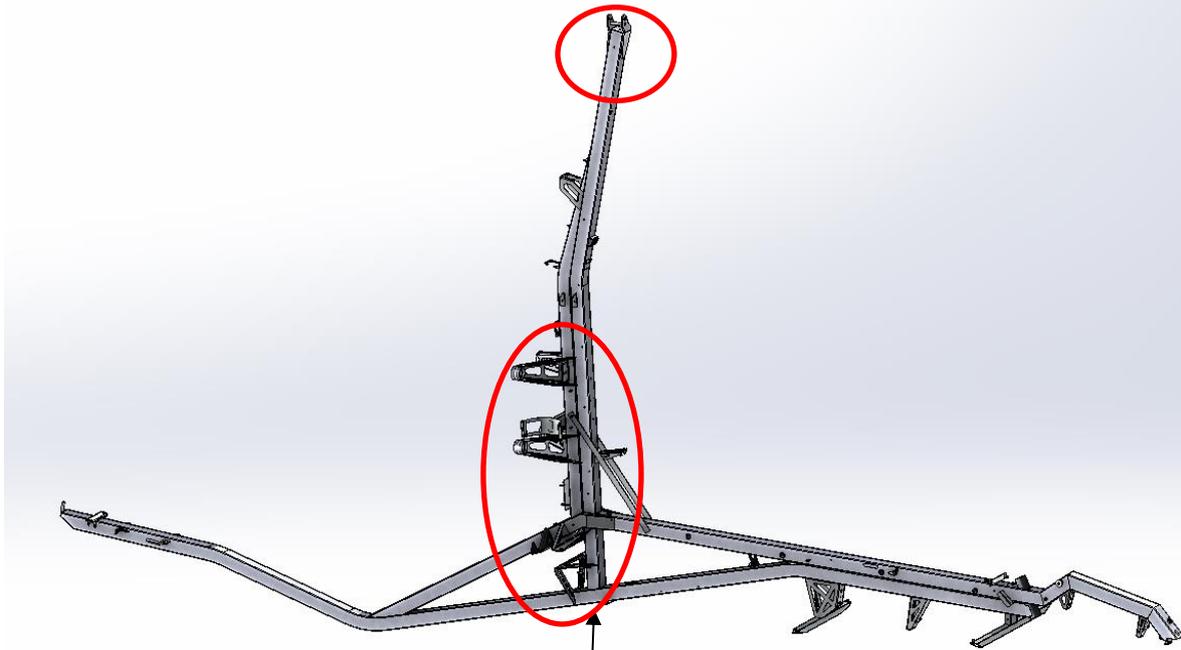
Accomplishment instructions (Action required to implement this SIL):

All work is to be carried out in accordance with the latest model-relevant AutoGyro Aircraft Maintenance Manual and Periodic Service Worksheet.

Illustrations



Possible damages can occur beneath the lower engine mount, on the bracket for the undercarriage and on the brackets of the upper mast (PN 43545) in case of the two piece frame.



Welded frame
(PN 46547)

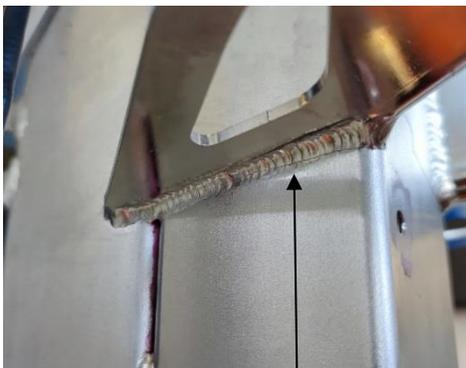
EXAMPLES:



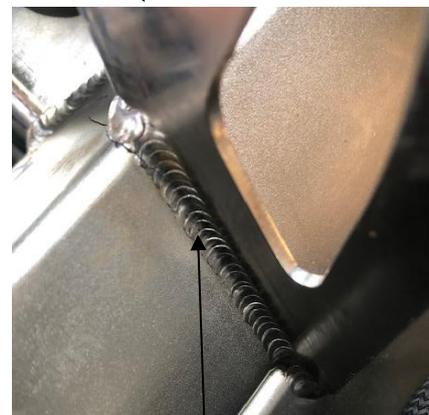
Lower engine mount



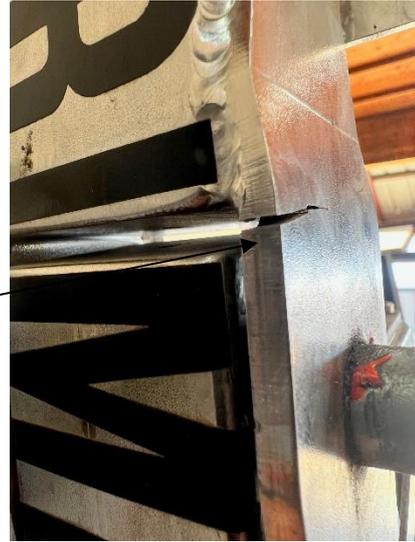
Crack between the engine mount LH and RH



Crack on the underside L/H



Crack on the underside R/H



Any life-limit changes must be recorded within the aircraft documentation, in line with the requirements of the country of operation.

Nil

Material information (Parts required relevant to this service information letter):

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