

<b>Title: Check For Presence Of Mast Root Drain Hole</b>		
<b>AG-SB-2019-01-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>  MTO2017	<b>Affected Serial number(s):</b>  All MTO2017 models	
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 on 49(0)5121 88056-00, or email <a href="mailto:airworthiness@auto-gyro.com">airworthiness@auto-gyro.com</a> .		

**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

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

<b>Contact &amp; Info:</b> <a href="mailto:airworthiness@auto-gyro.com">airworthiness@auto-gyro.com</a> <a href="http://www.auto-gyro.com">www.auto-gyro.com</a>	<b>AutoGyro GmbH</b> Dornierstr. 14 31137 Hildesheim
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**Reason and overview of the Service Bulletin (cause of problem if known)**

It has been found that during production of the main frame, the main mast root drain hole (fig 1) may have been left out of the frame assembly on a small number of MTO2017 frames currently in the market.

This may lead to flushing fluids used during the electrochemical polishing process remaining trapped in the forward mast tube.

This Service Bulletin issues instructions on how to check for presence of the drain hole and how to release any fluid should the drain hole not be present.

**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:

approx. 30-45 minutes dependent on findings.

**Compliance**

*Before*, or at the latest *at*, next scheduled servicing.

**Customer Support**

Not applicable. Labour hours and materials are not covered by this SB.

**Tooling required**

Standard tools.

**Weight and Balance Effects**

Nil

**Manuals affected**

POH AutoGyro and AMM AutoGyro are not affected.

**Previous Modifications that affect the SB**

None

**Accomplishment instructions (Action required to implement this bulletin):**

Effective date of this SB is 1st April 2019.

## Instructions

1. Initially find out if a hole is present:
  - a. Remove the mast fairing if fitted.
  - b. Remove the screws attaching the side fairings to the mast (fig 2).
  - c. Carefully pull either the left or the right side cowling to the side to gain access to the lower screw hole.
  - d. Using a suitable syringe inject 500ml of distilled water into one of the lower of the mast securing holes (fig 3).
  - e. If distilled water is observed emanating from the rear keel tube lower drain hole (fig 4) then the mast drain hole is present. No further action is required. Re-assemble the side & mast fairings.
2. If no fluid is seen to escape from the keel tube drain hole, remove the oil cooler air-scoop (if fitted) to gain access to the mast root.
3. Position a suitable receptacle under the aircraft to catch any fluid that may be released.
4. Centre-punch, then drill a 5mm hole on the left rear side of the mast root 5mm above the weld, 8mm forward of the rear vertical curved edge (fig 5) and allow any trapped fluid to fully drain.
5. De-burr the 5mm hole.
6. If clear fluid (water) escapes from the 5mm hole, go to step 8.
7. If coloured fluid emits, then the cavity requires flushing:
  - a. Tape over the previously drilled 5mm hole.
  - b. Using a suitable syringe, inject 500ml of distilled water into one of the lower of the mast securing holes (fig 3), remove the tape and allow to drain.
  - c. Carry out steps a. and b. a minimum of 3 times or until clear water drains from the hole.
8. Remove any residue fluid from the frame/components and dry the area.
9. Re-assemble the oil cooler fairing, side and mast fairings.

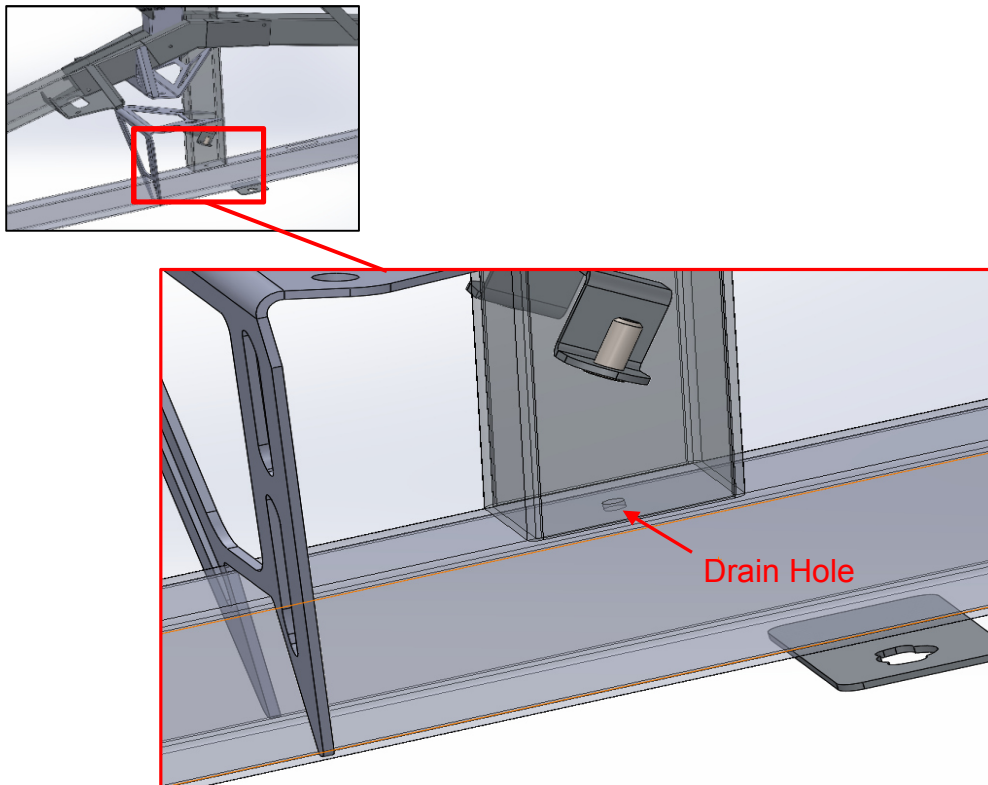


Fig. 1



Fig. 2

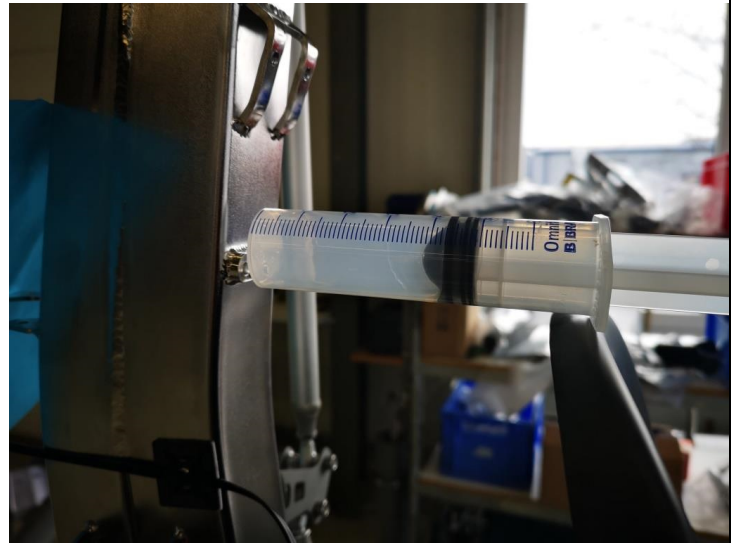


Fig. 3

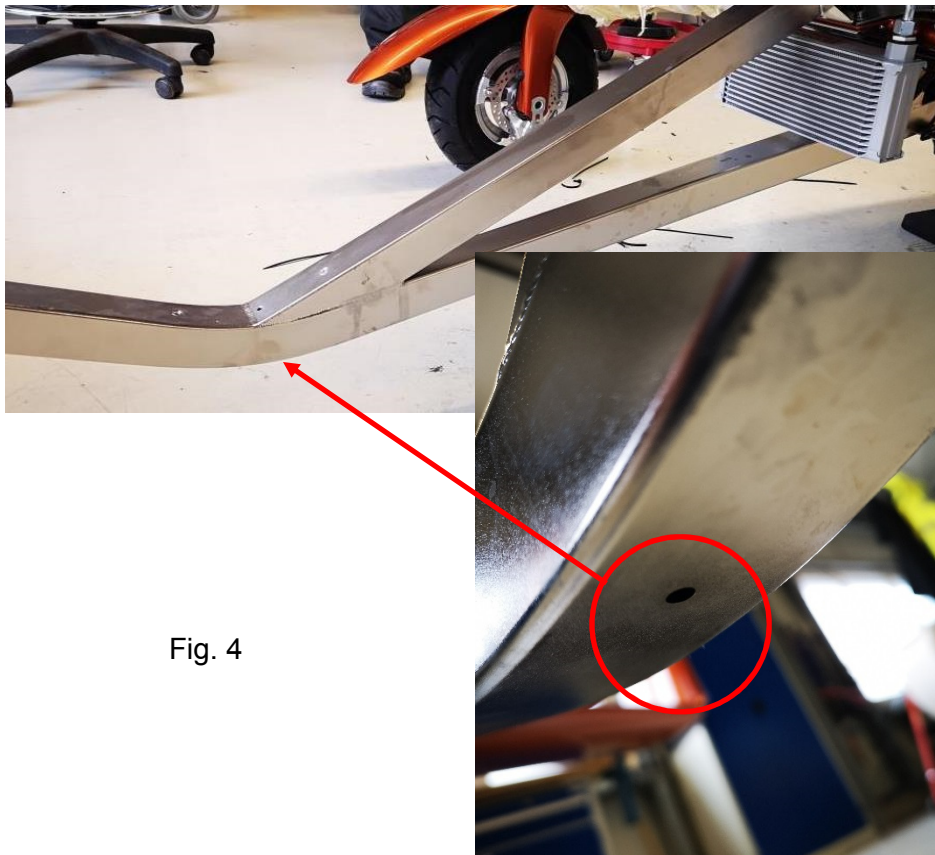


Fig. 4

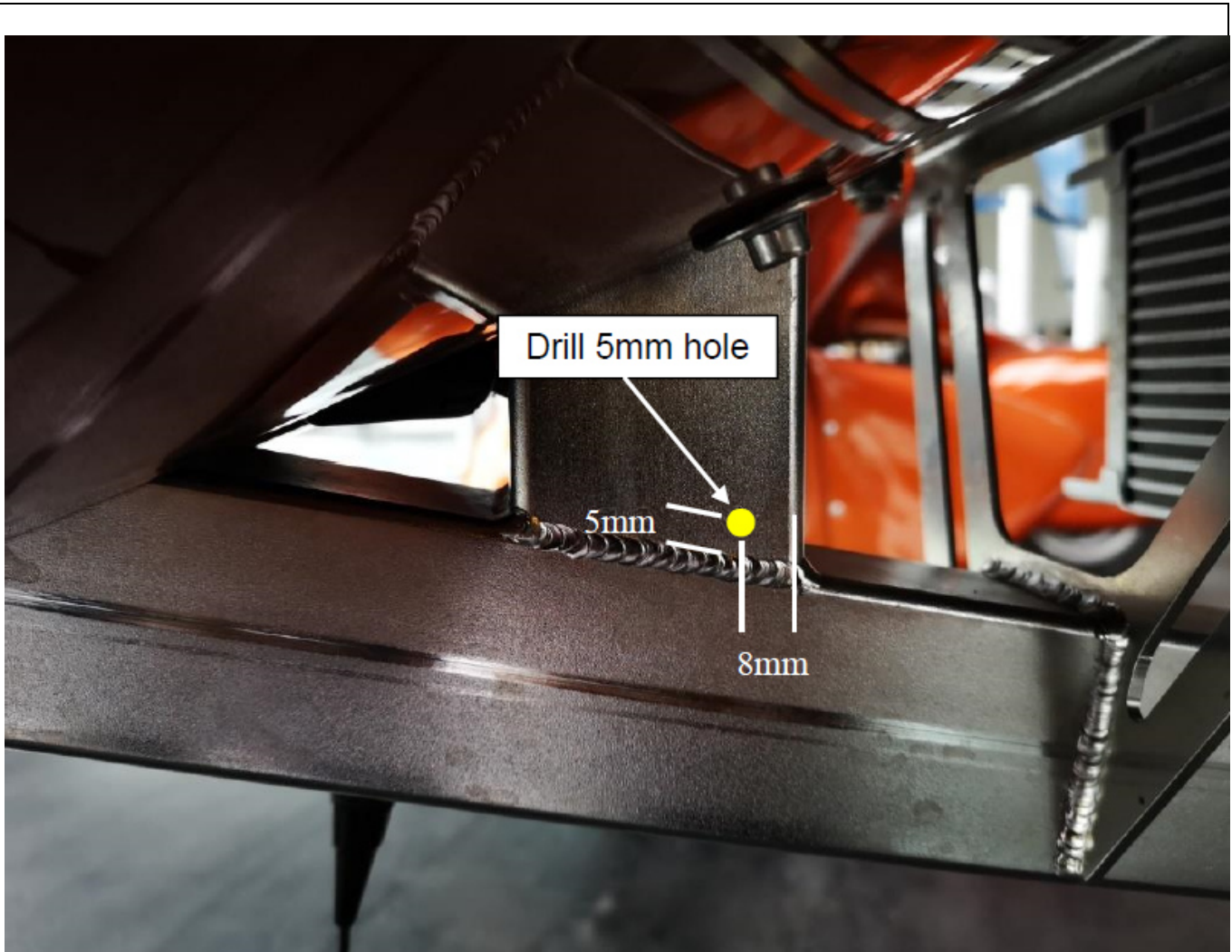


Fig. 5

**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)**

Nil

**Interchangeability**

Not affected



**Parts disposition**

- a) Disposal requirements – Disposal of oil and/or chemical fluids iaw local directives
- b) Environmental hazards of parts containing hazardous materials – Environmental hazards associated with the disposal or storage of chemical substances
- c) Scrap requirements (e.g. mutilate scrapped items beyond use) – Not applicable