

Title: MTO2017 Rework of the body near the engine L/H		
AG-SB-2023-06-B-EN	Effective Date: 01.11.2023	Compliance Category: A – MANDATORY B – RECOMMENDED C – OPTIONAL
Applicability		
Aircraft type & model: MTO2017	Affected Serial number(s): All MTO2017 with 915 iS engine built before 2023	
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 airworthiness@auto-gyro.com .		

Documentation (Service Bulletin Completion action)

The accomplishment of this Service Bulletin, or the decision of its rejection, must be properly documented within the aircraft records, in line with the requirements of the responsible aviation Regulatory Authority.

A worksheet may be attached to this bulletin to aid correct embodiment of this SB. This should be completed and retained with the aircraft records.

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

Document approval signatures

Head of Engineering	Head of Airworthiness
The technical content of this document is approved under the authority of the UK CAA Design Organisation Approval Ref: DAI/9917/06	

Contact & Info:
airworthiness@auto-gyro.com
www.auto-gyro.com

AutoGyro GmbH
 Dornierstr. 14
 31137 Hildesheim

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

Feedback from the market has shown that certain flight and load conditions for an MTO2017 can cause a contact between the wiring harness of the left side of the engine and the body which can lead to damages of the wiring.

This situation has been improved by a better fitting of the fairing in production. To avoid this problem at the existing aircrafts it can be easily reworked afterwards by a small rework on the body itself.

Manpower estimates

A max. of 0.5 hour is estimated to rework the body L/H in the area of the wiring harness.

Compliance

There are no compliance requirements associated with this SB.

Customer Support

Can be contacted for questions.

Tooling required

Standard tools, Dremel

Weight and Balance Effects

None.

Manuals affected

POH & AMM AutoGyro is not affected.

Previous Modifications that affect the SB

None

Accomplishment instructions (Action required to implement this bulletin):

Procedure

Wiring harness has to be checked for damages before starting the work. Is there no damage visible rework is not necessary.

If there is some kind of damage visible either the body has to be removed for the rework or the engine has to be covered to avoid any dirt getting to the engine.

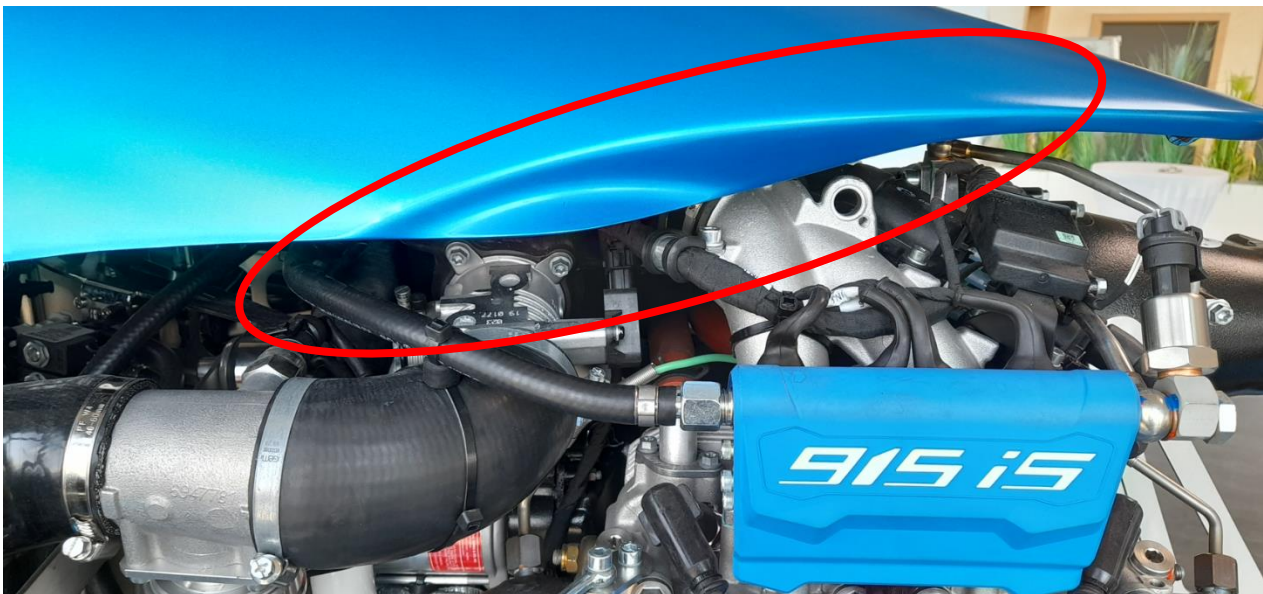
The new contour of the body must be marked. Rework the body carefully with a dremel to reach a 2cm gap between the harness and the body.

Pictures

Old version and before rework:



This is the contour the parts are built with now:



But it is sufficient to remove a little bit of the body to enlarge the gap to the above mentioned 2cm.

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 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 – None
- b) Environmental hazards of parts containing hazardous materials – NIL
- c) Scrap requirements (e.g. mutilate scrapped items beyond use) – NIL