

Title: Calidus airframe inspection		
AG-SIL-2019-01-B-EN		Compliance Category:
Applicability		A – MANDATORY
Aircraft type & model: All AutoGyro Calidus	Affected aircraft serial numbers: All AutoGyro Calidus	B – RECOMMENDED
		C – OPTIONAL
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 Information Letter Completion action)

The accomplishment of this Service Information Letter, 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

<p>Contact & Info: airworthiness@auto-gyro.com www.auto-gyro.com</p>	<p>AutoGyro GmbH Dornierstr. 14 31137 Hildesheim</p>
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Reason and overview of the Service Information Letter (cause of problem if known)

The 100hr maintenance checklist for the Calidus aircraft requires careful inspection of the airframe assembly for cracks or damage.

These aircraft have now accumulated many years and hours in service, resulting in service issue reports submitted to AutoGyro. Within these AutoGyro has been advised of cracks in the suspension bow mounting bracket attachment to the mast tubes, and in the front edge of the folded bracket itself. Cracks have also been found in the upper body mounting bracket weld.

The issues are not safety critical, and are resolved by the application of the appropriate Service Repair SAR-020 (body bracket), 023 and 024. They are also long term fatigue based, dependent on operational usage, and controlled by the 100hr service inspection interval.

The instances of cracking are few, and have not been recorded in the later heavier duty suspension bow bracket used from early 2016.

However, failure to find such issues could - especially in the suspension mounting bracket area - lead to subsequent significant bracket distortion and major repair work. SRA-025 covers the replacement of the entire suspension bow mounting bracket, a task that takes many days.

The inspection of the airframe is a requirement within the 100hr service document AG-F-PCA-CD

Manpower estimates

Typically this takes 10-15 mins.

Tooling required

Inspectors are recommended to have available suitable lighting and equipment to be able to view the airframe effectively.

Weight and Balance Effects

No effect

Manuals affected

This SIL information will be embodied in the relevant AMM at next issue

Previous Modifications that affect the SIL

None

Accomplishment instructions (Action required to implement this service information letter):

Check in right-hand upper body bracket weld



Crack position (could be either side of the mast) between the rear bracket and the mast/keel tube





View of crack in the leading edge of the folded bracket area. This is visible from outside front of the bracket. Also check the corner bracket weld

List of components (with purchasable part nos)

None

Interchangeability

Not affected

Parts disposition

- a) Disposal requirements – None
- b) Environmental hazards of parts containing hazardous materials - None
- c) Scrap requirements (e.g. mutilate scrapped items beyond use) – Not applicable