

LAA/AWA/19/15
29th May 2019

RotorSport MT-03 & MTOsport Gyroplanes

SB-123 Issue 1 – Pitch Control Rod

LAA Engineering has recently written to the owners of RotorSport MT03 and MTOsport gyroplanes alerting them to an issue found by an LAA gyro inspector during an annual inspection for the renewal of the Certificate of Validity (CV) of the Permit to Fly.

The issue relates to a manufacturing error affecting the pitch change rod at its connection with the front control stick where, during the part's manufacture, too much material had been removed between the welded bush (through which the stick is attached to the tube) and the forward end of the tube. It was also noted that the weld securing the bush in place and the ends of the bush itself had been removed during final finishing though, during a close inspection after removal, the bush remained firmly in place in the tube: the gap left between the side plates because of the removal of the weld material being taken up by multiple washers.

Some time ago, the original manufacturer of the MT-03, Auto-Gyro, became aware of this issue after an in-service failure of a control assembly at this point on an aircraft that had been involved in an accident. In May 2017, Auto-Gyro issued a Category B Service Bulletin asking owners to check their pitch control rods to ensure that at least 3 mm of material remained between the edge of the weld and the tube's end. During the previous annual inspection this Bulletin had not been seen by either the owner or the inspector. In our letter, we pointed out the importance of taking note of all manufacturer's Service Bulletins and inspection points within the aircraft's Tailored Maintenance Schedule (or approved manufacturer's schedule where appropriate).

You can download a copy of the Letter to Owners [HERE](#).

You can download a copy of the Auto-Gyro Service Bulletin (SB-123 Issue 1) [HERE](#).



Fig. 1 This picture shows the base of the forward control stick with the starboard connection plate removed (for clarity). The stick itself pivots fore and aft, around the bottom bolt in the system and controls pitch; the bottom tube in the assembly has a bearing at each end which allows for side to side movement of the stick (roll).



Fig 2. A 'close-in' picture showing the worrisome pitch control tube's end. As you can see, there's very little land between the through-bush and the end of the tube itself; there should be a minimum of 3 mm land here according to drawings of the part.