



EMERGENCY MANDATORY PERMIT DIRECTIVE

In accordance with Article 11(6)(a) of the Air Navigation Order 2005 as amended the following action required by this Mandatory Permit Directive (MPD) is mandatory for applicable aircraft registered in the United Kingdom operating on a UK CAA Permit to Fly.

MPD: 2009-004 VPM GYROPLANES

Subject:	Airframe Structure Inspection
Applicability:	VPM M14 and VPM M16 Tandem Trainer Gyroplanes.
Reason:	During a routine inspection of a VPM M16 Tandem Trainer Gyroplane cracks were discovered in the tubular steel airframe. Cracks, thus far encountered, have been found in and around the welds connecting the mast and the engine mount and the mast to seat assembly.
Compliance:	<p>Before further flight, and each 50 flying hours after the effective date of this MPD, an approved LAA inspector must inspect the airframe. The purpose of this inspection is to detect any cracks in the tubular steel structure of the airframe. To facilitate this inspection both the seat/fuel tank must be removed and the airframe thoroughly cleaned. The airframe must be inspected carefully and systematically using a bright light, paying particular attention to welds and the area around the welds connecting the mast and the engine mount and the mast to seat assembly, see drawings and photograph overleaf.</p> <p>The airframe of this aircraft is painted and therefore any cracking, flaking or staining of the paint must be thoroughly investigated, if there is any doubt about the integrity of the underlying structure then the paint must be removed. Should there be any evidence of cracking in the area of the engine mount the engine must be removed and the area thoroughly inspected. In cases of doubt a more thorough process of inspection may be required such as dye-penetrant.</p> <p>If cracks are found then the aircraft must not be flown and a full report submitted to the Light Aircraft Association. The manufacturers have indicated that a factory repair may be available on an airframe-by-airframe basis; advice should be sought from the UK agent (details overleaf).</p> <p>If no cracks are found then the gyroplane may be returned to service.</p>

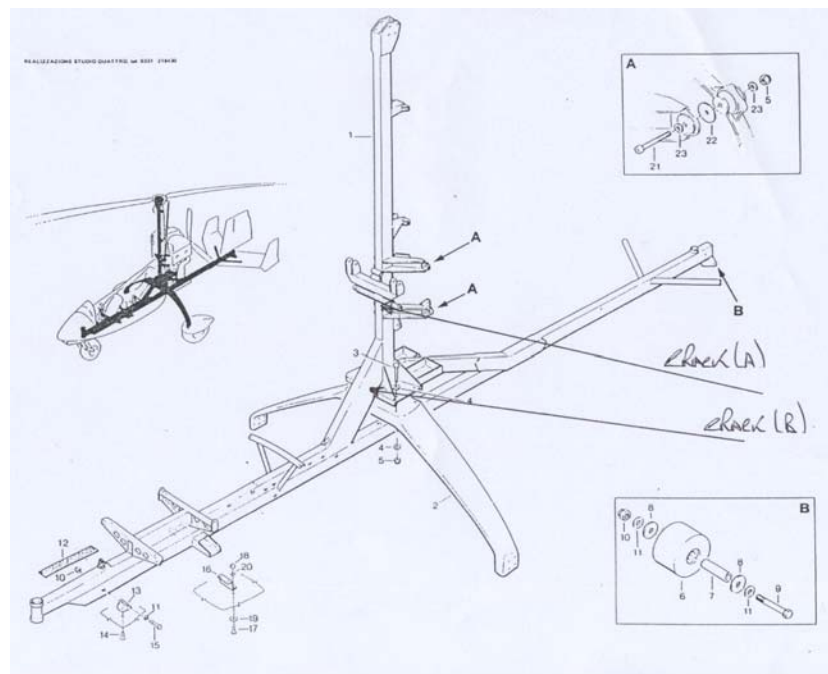


Figure 1. General Arrangement of VPM M16 Fuselage Structure showing areas where cracks have been seen.



Figure 2. An example of a crack emanating from a welded connection. (Photo. R. Savage)

Further Information can be obtained from:

Jeff Hoyle
 The Healings
 West Bradford Road
 Waddington
 Clitheroe, Lancs
 BB7 3JE
 Tel: 01200 422813
 Email: magnigyro.uk@talktalk.net

The Light Aircraft Association
 Turweston Aerodrome,
 Nr. Brackley,
 Northants.
 NN13 5YD
 Tel: 01280 846786
 Email: engineering@laa.uk.com

Ensure compliance with this MPD is recorded in the aircraft logbook.

Effective Date: 5 June 2009

1. This MPD was not published for consultation because of the urgency of the requirement.
2. Enquiries regarding this MPD should be referred to Aircraft Certification Department, Civil Aviation Authority, Safety Regulation Group, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR, United Kingdom.
 Tel: +44 (0)1293 573315 Fax: +44 (0)1293 573976 Email: department.certification@caa.co.uk