



Dear Partners,

The UK CAA issued an Emergency Mandatory Permit Directive (EMPD) on 12 July 2011 which imposed a **TBO of 700 hours for our existing rotor system (Rotor System I) on aircraft registered in the UK operating on a UK CAA Permit to Fly**.

The TBO of 700 hours was imposed as a result of a **theoretical fatigue study** undertaken by Cranfield University in England. This, **study was based on heavy duty cycles with high loadings, many landings as well as maneuvers which are outside handbook limitations, but likely to be flown thus** the 700 hour TBO creates a limit where the chance of failure is very remote under **all** operating conditions.

Rotor System II is standard on aircraft manufactured from February 2011 and a theoretical fatigue study based on the same parameters as the most recent study for Rotor System I was also undertaken by Cranfield University. This study determined a 8000 hour life which included the same life cycle. Notwithstanding this, we, as the manufacturer, have set the TBO for Rotor System II at 2500 hours.

Safety is always our priority and we take this theoretical study on Rotor System I seriously. Therefore, we would like to offer those customers around the world wanting to follow the UK CAA directive, the opportunity to upgrade their rotor system at or after 700 hours in service.

The costs of the upgrade is based on a pro-rata calculation. The pro-rata offer is only applicable for an upgrade at or above 700 hours.

The complete kit can be ordered using part number S.SO22 Rotor System II including conversion kit. The price for the complete conversion kit at or after 700 hours is 1,550.00 EUR. This is the net list price for our partners after your standard discount has been allowed and does not include any freight component.

Owners who elect to change their Rotor System I before reaching 700 hours will pay the full recommended retail price.

Please note that by upgrading their rotor system, your customers will receive a new rotor system with a **higher TBO and better overall performance**.

We would like to point out again, that our handbooks give a perfect and clear overview of the permitted and secure flight maneuvers and we instruct that all AutoGyro aircraft are operated according to their handbook limitations.

Finally, as a result of our investigations (over 1000 AutoGyro aircraft flying at this point of time ) world wide, we have not found any rotor systems that are cracked without the incidence of bending! Bending of the rotor blades is clear evidence of operation outside handbook limitations.

The results varied depending on the flight and training style in each country. The fact that we found a handful of rotor systems only being bent, showed that this was not a fatigue issue, but a single or multiple case overload situation causing the problem.

O.Birkner

**Gyrofliegen...**  
die neue Dimension!

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