



025-00-24C/001 DOOR WARNING SYSTEM, Issue A
10 OCTOBER. 2011

M24C FLIGHT MANUAL SUPPLEMENT 001

The information contained herein supplements or supersedes the basic manual only in those areas listed in this supplement. For limitations, procedures, and performance information not contained in this supplement, consult the basic manual

Introduction

MagniGyro UK have introduced a modification to improve the awareness of the occupants of the M24C gyroplane as to the status of the door latching and locking mechanism.

The modification incorporates four additional position sensor switches, two on each door, to detect the location of the door aft spigots along with the locking handle position.

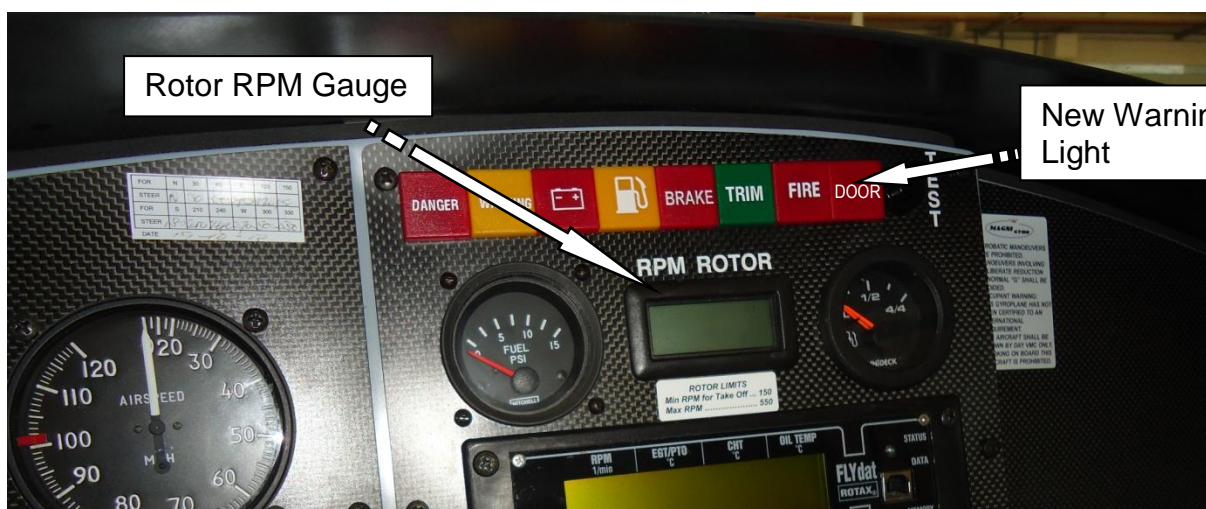
This flight manual supplement details the location of the sensor switches, and the associated warnings that have been introduced. It also defines the recommended procedure in the event of a door warning becoming active.

Door Warning System

Magni Gyro UK Ltd modification number 038 introduces a new warning system to improve the awareness of occupants of the fully enclosed M24C gyroplane as to the latching and locking status of the door mechanism.

The visual warning system is manifested by two methods, the activation of a new warning light and the de-activation of the rotor rpm gauge.

The new red warning light is located on the starboard end of the existing warning light cluster and is marked 'DOOR'. When this light is illuminated it indicates that at least one of the doors has not been latched and locked correctly.



Additionally, if the system registers an incorrectly closed door then the rotor rpm gauge is rendered inactive and will not register a reading until both doors have been correctly latched and locked.

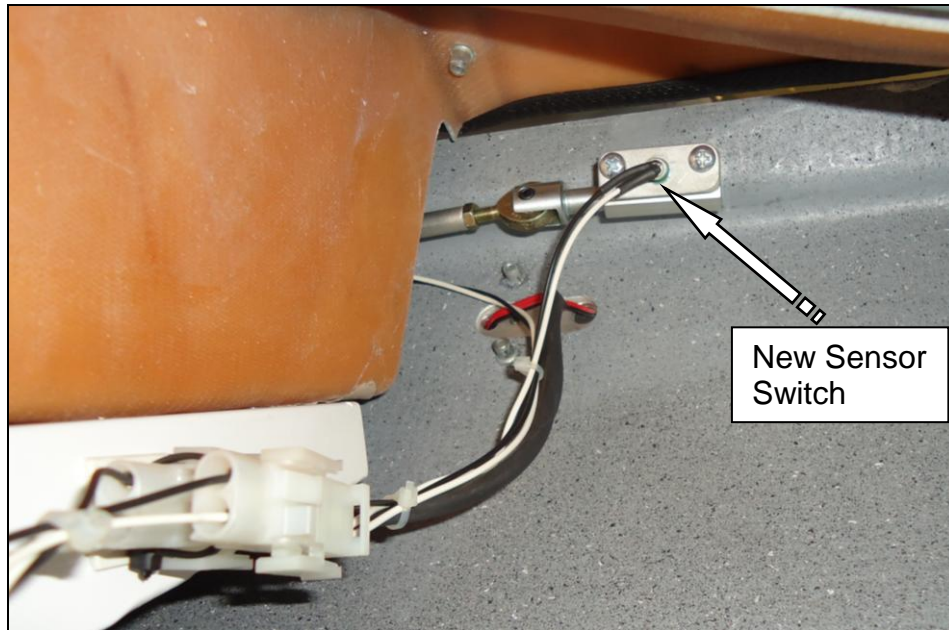
Sensor Switch Location

The system incorporates four switch sensors, all of which have to be activated in order for the door warning system to be de-activated.

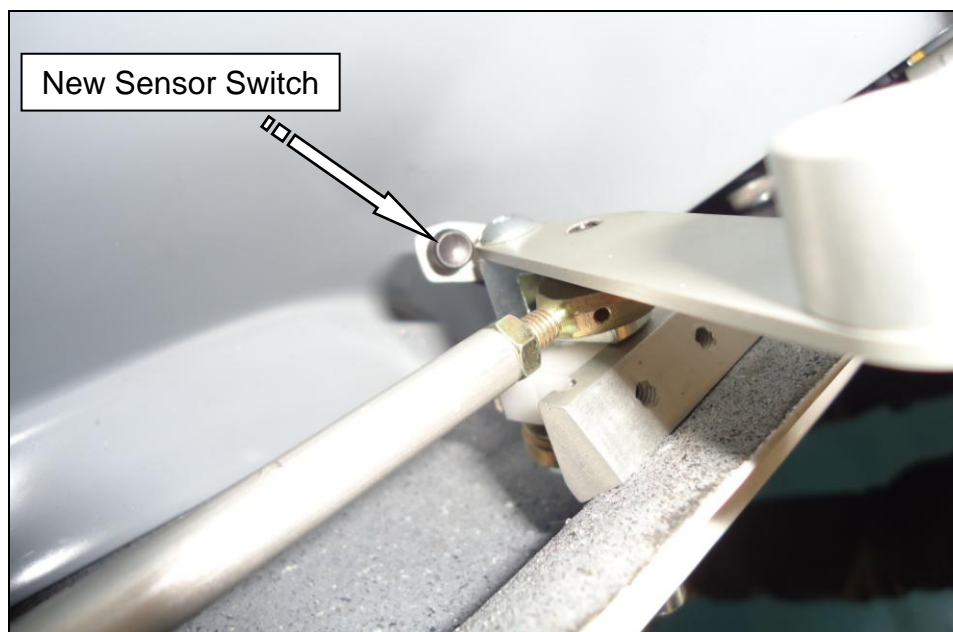
The doors on the M24C are capable of being held closed by the operation of a single pin. As a visual inspection of the aft door pin is difficult, once the occupants harness has been secured, then the warning system aims to detect the location of the aft door pin and the locking position of the handle.

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A single switch is incorporated onto each of the aft door latch blocks, behind the seats. This switch detects whether the door pin has been fully drawn into place within the latching receptacle.



A further switch is mounted on a bracket, located below each of the door locking handles. This switch will only be activated once the handle has been fully pushed into the over-centre 'locked' position.





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Procedure in Event of Door Warning Activation

On the Ground

If the system is active whilst the gyroplane is on the ground then both doors should be checked for incorrect latching on all door pins. Both handles should also be confirmed as being in the over-centre 'locked' positions.

If the door pins and handles are confirmed as being in the correct locations and the warning light is not extinguished or the rpm gauge remains inactive then further use of the gyroplane should cease until the problem has been rectified.

In Flight

If either the red warning light becomes illuminated, or the rotor rpm gauge becomes inactive, then the airspeed should be restricted to between 50-60 mph and the aircraft landed in an unhurried and controlled fashion as soon as is possible.

After landing, the procedure is as detailed above for 'On the Ground' activation of the warning system.

All occurrences of doors opening in flight, or door warning system becoming active should be reported immediately to Magni Gyro UK.

This supplement is to be inserted at the back of the flight manual and the record of amendments sheet completed accordingly.

MAGNIGYRO UK Ltd M24C Supplement 001

CAA Approved

(Date)