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**STANDARD MINOR MODIFICATION  
GYROPLANE SERVICES SOFT START MODULE INSTALLATION**

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Introduction

This leaflet contains the required information to permit the fitment of a [Gyroplane Services](#) (formally ConAir) Soft Start Module (SSM) to a BMAA microlight aircraft. The Gyroplane Services SSM is considered to be identical to its ConAir predecessor at almost every detail, as Gyroplane Services essentially acquired the intellectual property from ConAir for the modules. If one acquires a new SSM it is likely to be a Gyroplane Services module, however, perfectly serviceable, used ConAir branded SSM's are still in circulation, so it is important microlight aircraft owner's and operators are aware of the subtle difference.

The SSM can be fitted to the Rotax 912UL and 912ULS engines. The intention is to reduce 'kickback' on starting, which can cause damage to the powerplant. The system is inserted between the ignition trigger coils and the ignition module on one of the dual ignition systems (the other remaining unaffected) and acts to retard the ignition on this circuit during starting. The system is only operative whilst the starter motor is energised and for a period of 2 seconds after release.

The SSM received initial approval via BMAA MAAN 2090. The unit is only intended for use on Permit-to-Fly (non-certified) aircraft.

Notwithstanding the simple approach taken by this TIL, it is the aircraft owner's responsibility to ensure:

- All materials used in a modification are of adequate quality.
- Proper aircraft engineering standards are applied.
- The modification does not create any safety problem when combined with any other modification to the aircraft.
- No relevant information has been withheld from the BMAA or inspector.

Essential Safety Checks**1 Instructions**

- 1.1 It is essential that the most current set of installation instructions are in your possession all also that they have been well read and understood.

**2 Cabling**

- 2.1 Any electrical cables must be firmly secured (without over-tightening) with cable ties to the aircraft.  
2.2 No holes must be drilled in any metal structure for cables to pass through.  
2.3 No holes must be cut in the sail for cables to pass through.

**3 Placarding**

- 3.1 The 'soft-start' ignition position must be placarded as such (ignition switch).

It is acceptable to send in the form with your permit renewal form.

Aircraft must be wholly owned by BMAA members. A BMAA Ownership Trustee Grid should be submitted with this form for syndicate, group and company owned aircraft.

Prepared by:

Approved for Issue:

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British Microlight Aircraft Association

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Chief Technical Officer  
British Microlight Aircraft Association

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Reg: <b>G-</b> _____	Aircraft type:	Serial No:
Owners name:		Owners BMAA No:
<sup>1</sup> BMAA Aircraft Ownership Trustee Grid required for syndicate/group/company owned aircraft		

**Installation Details**

<b>Engine Type</b>	Rotax 912-UL <input type="checkbox"/>	Rotax 912-ULS <input type="checkbox"/>
<b>SSM Brand</b>	Gyroplane Services <input type="checkbox"/>	ConAir Sports <input type="checkbox"/>
<b>Installation Instructions</b>	Issue Number:	Issue Date:

No.	ACTION	OWNER'S INITIALS	INSPECTOR'S INITIALS
<b>1 Pre-installation checks</b>			
1.1	Ensure SSM installed i.a.w the latest issue of ConAir/Gyroplane Services SSM Installation Instructions.		
1.2	Ensure SSM Installation Instructions are appended to the aircraft manual.		
1.3	If existing combined ignition/starter switch fitted, confirm ConAir/Gyroplane Services SSM Installation Instructions followed, and any additional starter switch, or change to wiring, satisfactory.		
<b>2 Cabling</b>			
2.1	All cable terminations properly made - no exposed conductor		
2.2	Cables and other components properly secured		
2.3	No holes or cuts made in airframe		
<b>3 Placarding</b>			
3.1	Ensure 'soft-start' ignition position placarded as such (ignition switch).		
<b>4 Test Operation</b>			
4.1	Ensure both ignition circuits operating satisfactorily (ground run only). <i>The owner or their agent is responsible for all aircraft and engine operations. The inspector is not authorised to start or run the engine.</i>		

**OWNER'S DECLARATION**

I declare that the foregoing information is correct to the best of my knowledge and I will not change the installation design once approved.

Signed:

Name:

Date:

**INSPECTOR'S DECLARATION**

I declare that the foregoing information is correct and the installation is fit to be flown.

Signed:

Name:

Insp No:

Date:

**This form must be sent with payment as per BMAA Online Shop ([www.bmaa.org](http://www.bmaa.org)).**

**and BMAA Aircraft Ownership Trustee Grid (if applicable) to\*:- [technical.office@bmaa.org](mailto:technical.office@bmaa.org)**

BMAA Office Approval:

(signed)

(Name)

Mod No.: G-\_\_\_\_ / TIL111 / 20 \_\_ / \_\_\_\_\_

(Date)

*\*Whilst waiting for this form to be returned by the BMAA the aircraft may be flown for upto one calendar month from the Inspection date above. Once this form is returned to you signed please enter the full modification approval number above in your aircraft logbook and retain this sheet with your aircraft records.*