RotorSport UK Ltd

Service Repair Request and Evaluation/Approval

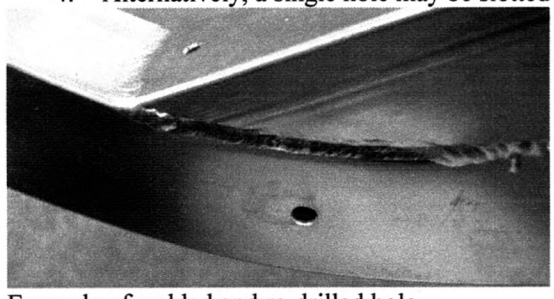
This form (Part 2 of 2) is the response from RotorSport UK Ltd to a Service Repair and Evaluation/Approval request, which specifies the company authorised repair method. Deviation from this method renders the authorisation ineffective.
Upon completion of the repair the repairer must enter details into the logbook/worksheet with the repair number and sign as normal.
If any problems with carrying out the work authorised, contact RSUK immediately on 44(0)1926 484556, or email info@rotorsport.org.

Repair No.: 003	CCAR No.: None Mod approval No. MC-086	Repair classification: ~~MAJOR or~~ **MINOR**
Aircraft type: MT-03	Aircraft serial No.: OPEN	

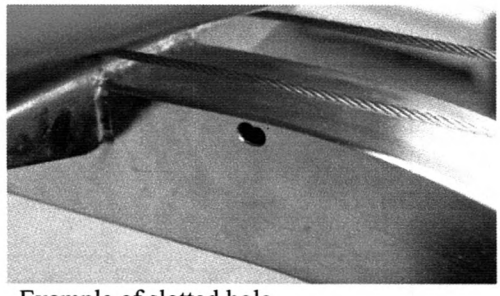
Repair problem description & cause of problem if known
Foreword; Two holes are drilled through the lower keel tube of the MT-03 in order to pass the bolts through that holds the rudder cable pulleys to the keel. The hole needs to be square to the keel in order for the pulley to sit without rubbing on the side of the keel. The hole was drilled through from each side up to approximately Jan 2008, a process that could induce variance in the hole position if the drill wandered or the hole position was incorrectly marked.
Due to an established, but not approved, repair process within the AutoGyroworkshop, such a positional error was either corrected by slotting the hole or by welding the hole and redrilling.
Welding of the hole must be undertaken by CAA approved welders. The filler material is the same material as used to weld the same keel tube to its mating parts.

Service repair authorised by RotorSport UK Ltd :
(where a hole has been drilled offset and requires repositioning – assumes not assembled with mating parts)

1. Using filler metal suitable for 1.4301 stainless steel, carefully weld edge of hole. Maintain as far as practical, the wall section of 2mm or more. Weld distance to suit requirement for re-drilling.
2. Allow to cool, and using the jig, re-drill the hole. Check for correct alignment.
3. Document that the process has been carried out within the airframe documentation.
4. Alternatively, a single hole may be slotted to a maximum width of 10mm



Example of welded and re-drilled hole



Example of slotted hole

Special tools & Health and Safety requirements, and/or components required for repair:
None – observe existing welding operational requirements.

Quality Inspection requirements after repair:
Confirm that the hole alignment is acceptable.

Service repair authorised by: (name, signature, and date of signature)

Quality Conformance Manager	Engineering Manager	Chief Test Pilot (where an effect on flight performance or safety)	Structures (where required)	Civil Aviation Authority (if a major repair)
	14/5/09		J Hardidge 14/08/09	

Document completion date:	Issued to:	When	Issuer name	Signature
	Internal			
	CAA			
	Owners			
	PFA/BMAA Inspectorate			