

# 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)1588 650769, or email [info@rotorsport.org](mailto:info@rotorsport.org).

Repair No.: <b>007</b> issue 1, 16/8/10	CCAR No.: None Mod approval No. MC-140	Repair classification: <del>MAJOR</del> <b>MINOR</b>
Aircraft type: MT-03	Aircraft serial No.: RSUK/4T-03/015	

Repair problem description & cause of problem if known  
Aircraft has received some damage following a slow speed taxi rollover, in turn following the nose wheel entering mud or hole. There is no airframe damage. The nose of the pilot enclosure received some damage, resulting in it being unserviceable. The enclosure is an early MT-03 type, no longer available, and to keep costs down to the owner, it is proposed to repair the enclosure.

*Note: The repair is considered 'Minor' as the enclosure is a non structural part.*

Service repair authorised by RotorSport UK Ltd (and only permitted to be carried out under RSUK supervision):

1. The repair is in two parts – composite repair, and paintwork repair
2. To enable the repair, the enclosure is removed, and repair work placed with Roger Andrews (approval no BGA I/A/913), approved for composite glider repair, and LAA approved for complex composite repairs (approval no 759) to carry out.
3. Cracked areas scarfed to allow repair. Two layers of Eglass 92125 placed over each crack, top layer larger than the bottom. Repair patches to be applied to the inside of the enclosure, whilst the outside is retained in the proper shape. Note that the enclosure is manufactured from glass fibre, not carbon.
4. After composite repair the landing lamp mounting were upgraded to the latest approved design as per MC-125.
5. Then the enclosure is filled and painted in the normal manner.
6. The enclosure is reattached as per the maintenance manual RSUK0012.

Notes: the area of damage is forward of the pilots seat, and therefore forward of the enclosure attachment points.

The following photos show the enclosure after composite repair, before repainting



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Left side of the nose after repair completion



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Inside of nose after repair

Special tools & Health and Safety requirements, and/or components required for repair:

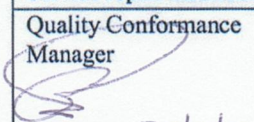
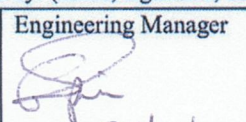
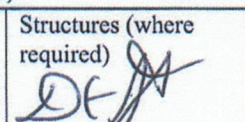
None – other than normal resin and fibre material handling techniques

Quality Inspection requirements after repair:

Ensure no cracks are left uncovered. Fit to airframe and mating parts as per maintenance manual RSUK0012.

CAA BCAR A3-7 Authorised Person to certify that the work is completed by writing 'SRA-007 Enclosure repair' in the aircraft logbook white pages, and record the action in the pink pages entitled 'Aircraft Modifications'. Both entries must be signed by the CAA Authorised Person together with their CAA Authorisation number.

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

Quality Conformance Manager  27/8/10	Engineering Manager  27/8/10	Chief Test Pilot (where an effect on flight performance or safety)	Structures (where required)  D.E. STARKLEY 20/08/2010	Civil Aviation Authority (if a major repair)
Document completion date:	Issued to:	When	Issuer name	Signature
	Internal			
	CAA			
	Owners			
	PFA/BMAA Inspectorate			

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