

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.

Repair No.: 008 issue 2

CCAR No.: None

Repair classification:

Aircraft type: MTOsport

Aircraft serial No. RSUK/MTOS/008

MAJOR or
MINOR

Repair problem description & cause of problem if known

Contact between rudder rear upper tip and rotor whilst attempting a hand rotor start. Edge damaged.

This area of the rudder is not considered structural, as it does not connect any two parts together, and carries little loading. There was no sign of any delamination between the two rudder halves. Inspection of the rudder shows no loosening of the fasteners or inserts. Damage is limited to the upper rear edge only.



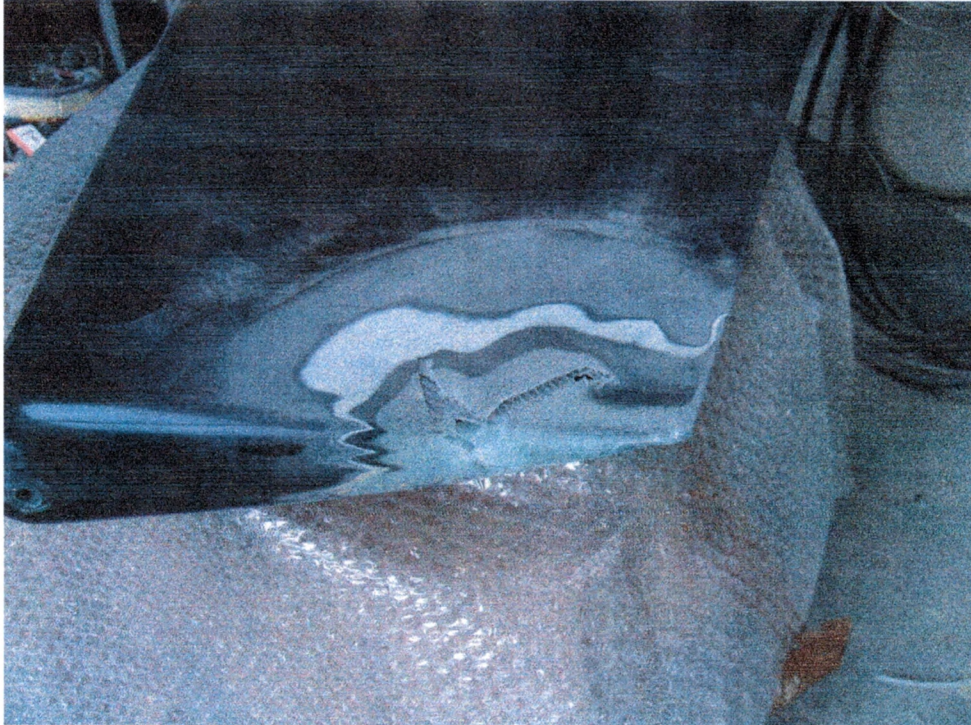
Views of the upper rudder rear edge. This edge is composed mainly of 'Mumba' a type of filler

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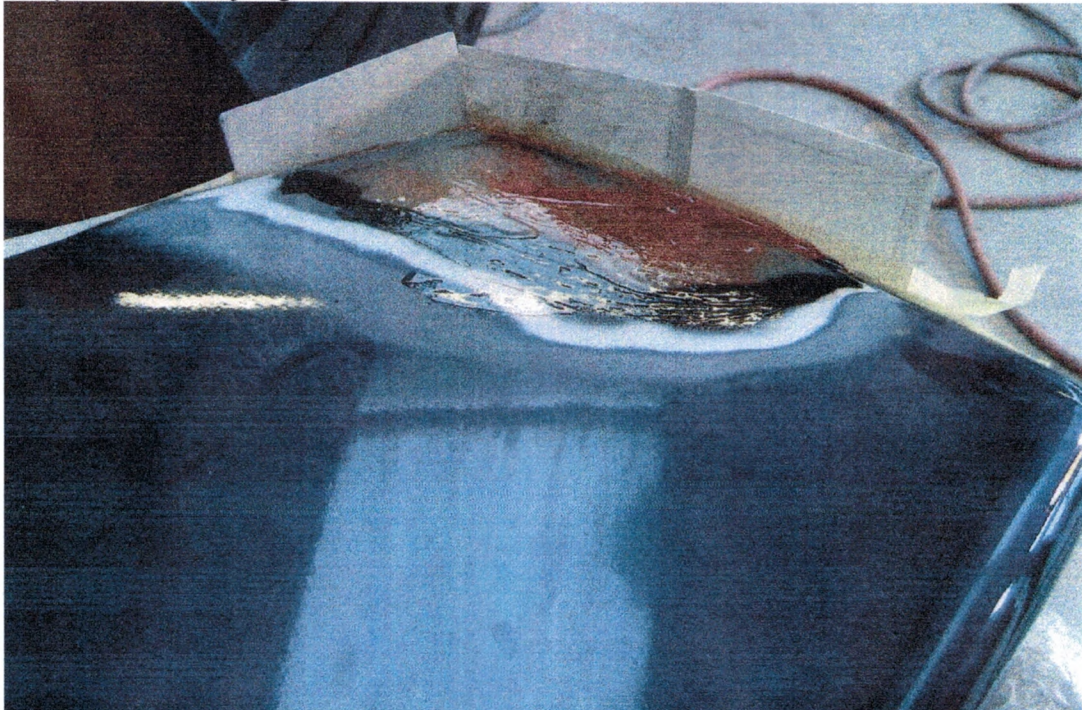
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Service repair authorised by RotorSport UK Ltd

Clean back area to base fibreglass. Repair with resin. Fill, sand as required to return to original form. Repaint blue LC5U and laquer.

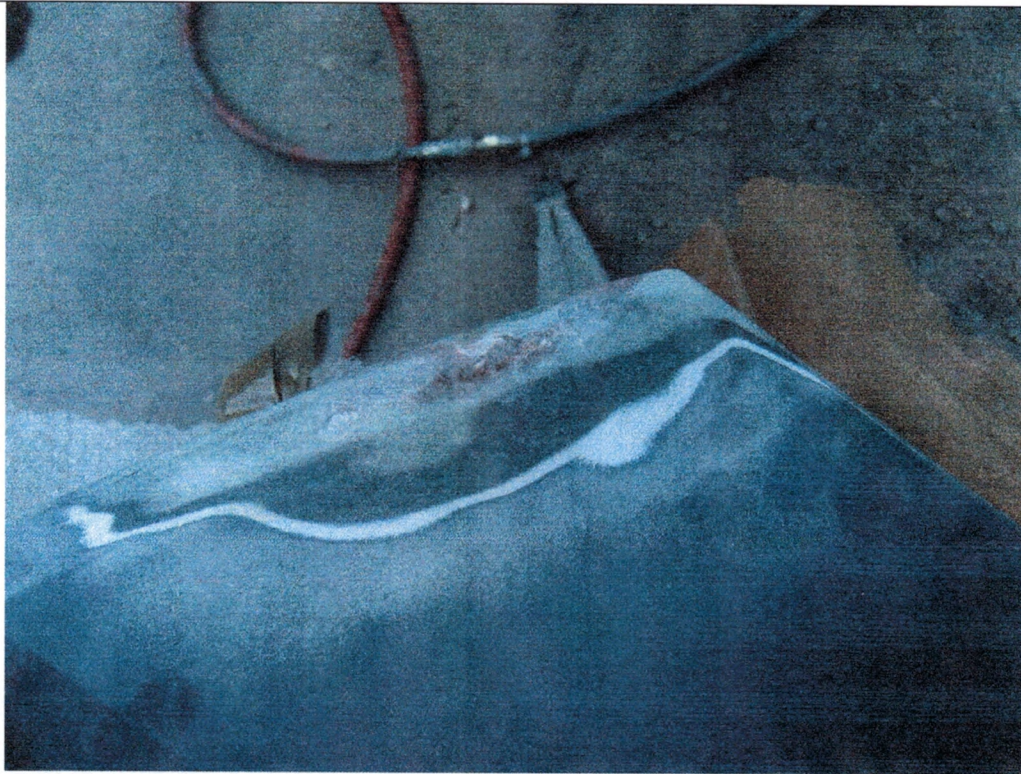


View after cleanup and ready to fill. Damaged glass matt exposed for good bond to new resin. Note this is NOT a honeycomb material, just glass fibre mat.

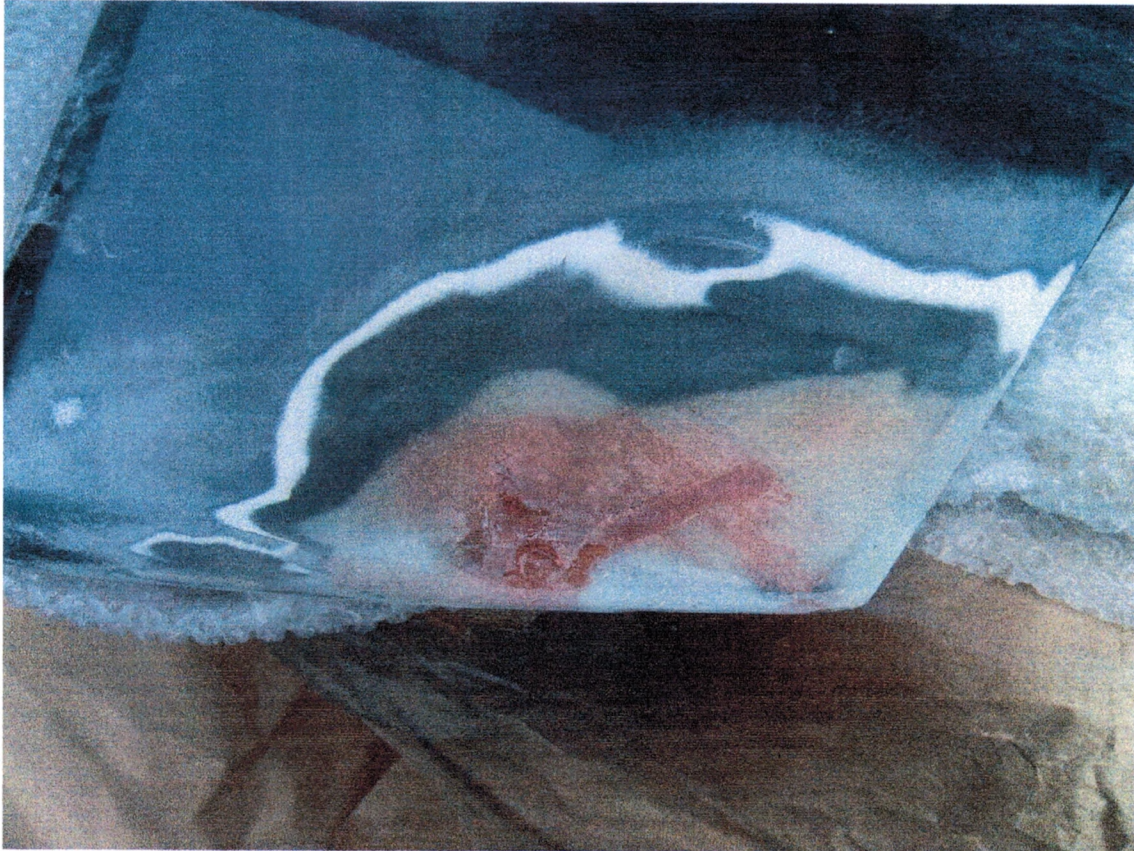


Area resin filled, original outside profile maintained.

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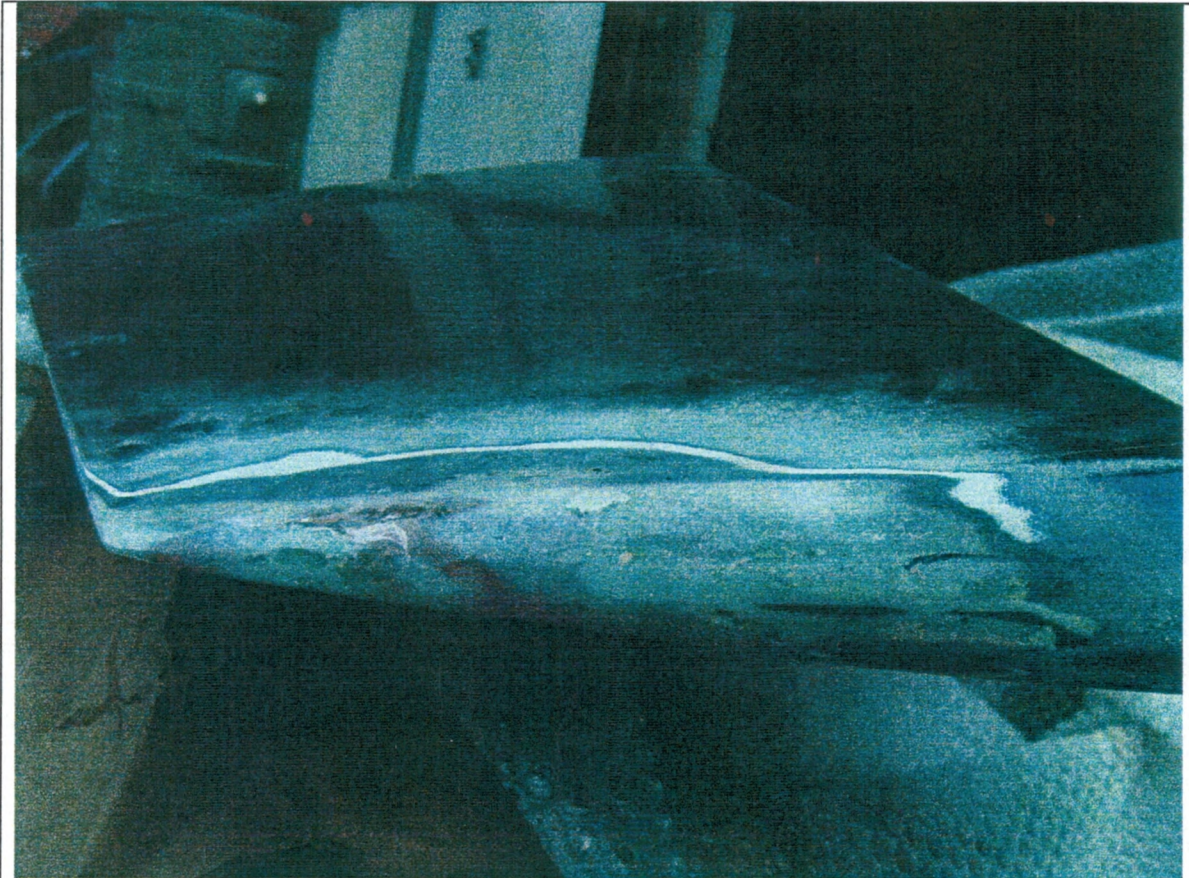
After surface repair



After surface repair, ready for surface filler and paint

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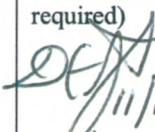
Ready for filler.

Rotor. Rotor examined for damage. Checked for surface crazing, dents, surface deformation (with a flat edge) in the area of contact. There was no damage found, or any evidence of damage. The rotor was released back to service.

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

Quality Inspection requirements after repair: Visual inspection after painting to meet paint standards.

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)
 11/10/09	 11/10/09		 11/10/09 AD/1827/01	
Document completion date:	Issued to:	When	Issuer name	Signature
	Internal			
	CAA			
	Owners			
	PFA/BMAA Inspectorate			

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