

# 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.: 009 issue 1

CCAR No.: None

Repair classification:

**MAJOR** or

Aircraft type: MTOsport

Aircraft serial No. RSUK/MTOS/021

**MINOR**

Repair problem description & cause of problem if known

Contact between rudder rear upper tip and rotor whilst hard landing following take off behind the drag curve. 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.

See photos for pre repair damage and post repair appearance. No significant change to weight.

Service repair authorised by RotorSport UK Ltd

Clean back area to base fibreglass. Repair with gelcoat. Fill, sand as required to return to original form. Repaint.



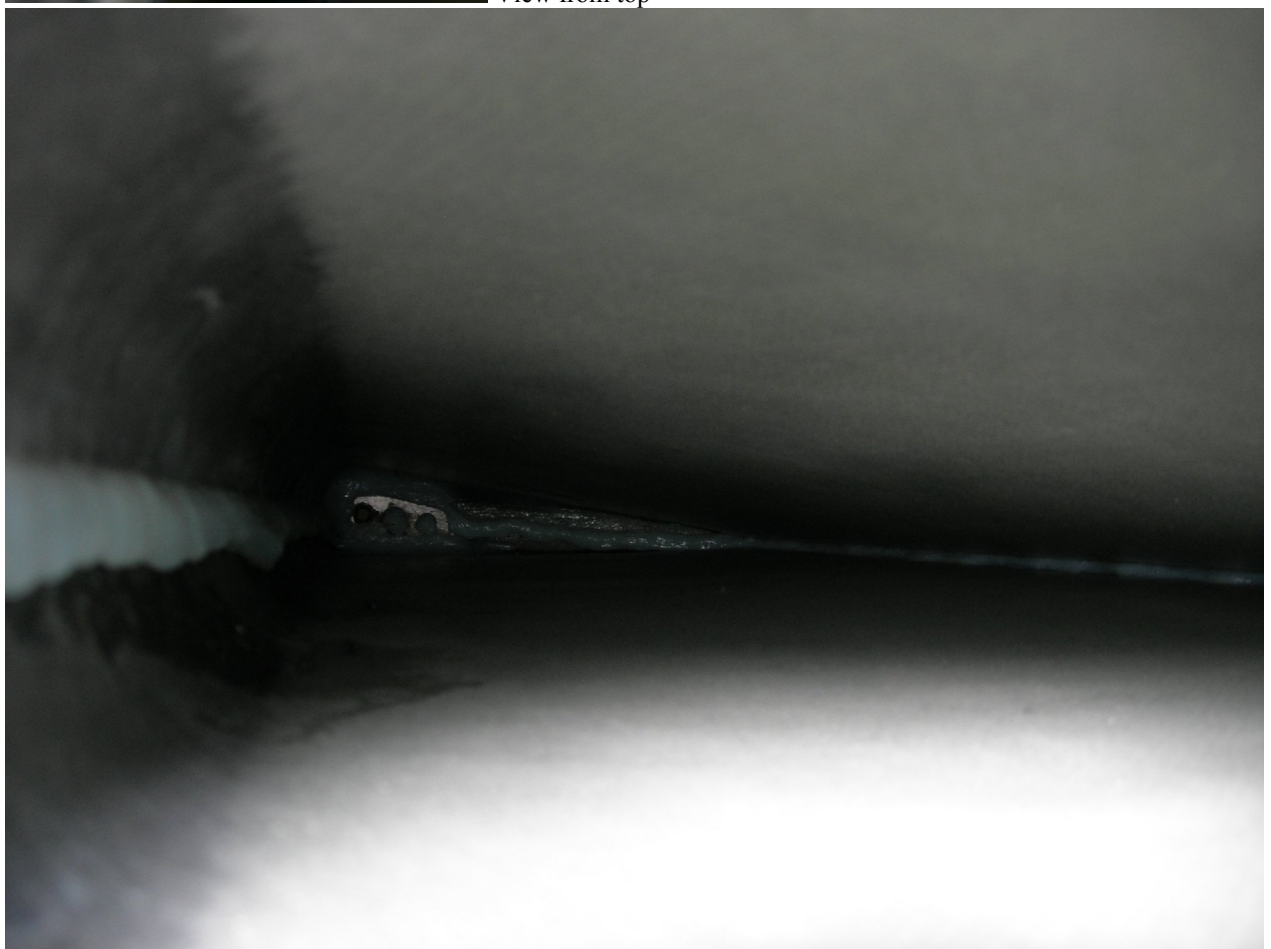
Original damage

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View from top



View inside the rudder to confirm no cracks (taken through the existing hole in the bottom of the rudder)

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Tip of rudder filled with Wurth ESK -48 for gel repair prior to sanding and painting



Finished rudder

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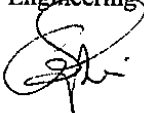
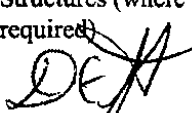
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Special tools & Health and Safety requirements, and/or components required for repair:

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

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

<b>Quality Conformance Manager</b>  3/12/10	<b>Engineering Manager</b>  3/12/10	<b>Chief Test Pilot (where an effect on flight performance or safety)</b>	<b>Structures (where required)</b>  3/12/2010	<b>Civil Aviation Authority (if a major repair)</b>
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Document completion date:	Issued to:	When	Issuer name	Signature
	Internal			
	CAA			
	Owners			
	PFA/BMAA Inspectorate			

Form F023 Issue 1 Part 2 of 2