

# 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.: 010 Issue 1

CCAR No.: None

Repair classification:

Aircraft type: Calidus

Aircraft serial No. RSUK/CLDS/008

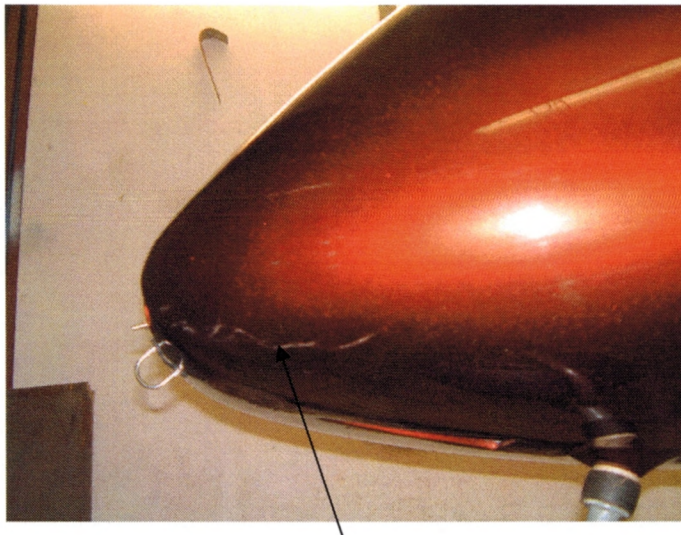
**MAJOR** or  
**MINOR**

Repair problem description & cause of problem if known

Aircraft collided with a hedge during taxi. Damage was sustained by the enclosure (split in the composite at LHS of nose, surface scratches to paintwork along the left side), the left wheel spat (surface scratches to paintwork) and the propeller (tip damage). NB: propeller is not part of this repair.

See photos for pre-repair damage and post repair appearance.

Aircraft to be reweighed after completion of repairs and "Aircraft Payload Specification" placard amended/replaced as necessary.



Split in nose



Surface scratches in paintwork

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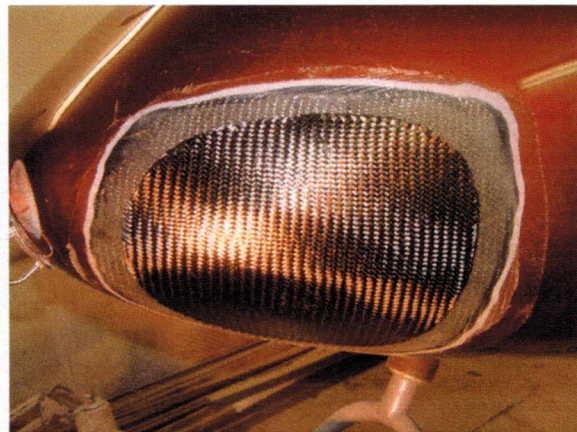
Two-stage Service Repair authorised by RotorSport UK Ltd

### 1) Structural repair of enclosure nose

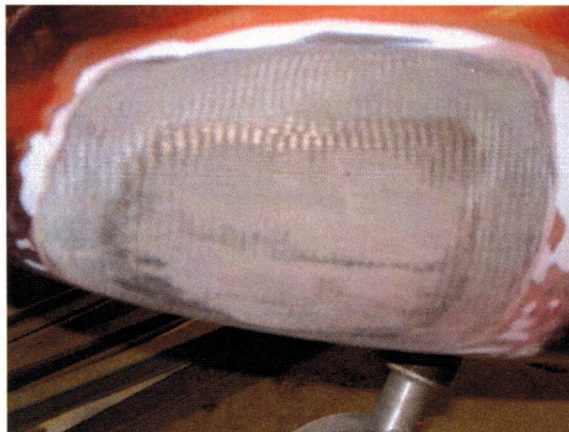
- 1.1. Only Larit L-135 Resin and L-137 hardener may be used for laminating the repair, thoroughly mixed in the ratio 100:35.
- 1.2. Locally abrade the outer surface of the enclosure thru to the inner layer so that the body of the enclosure may be built-up with the correct sequence of materials defined in Auto-Gyro process sheet C.KU01.04 Body Laminiert Iss 002.
- 1.3. Reinststate the wall of the enclosure using the materials defined for layers 4,5,6. The cut pieces should progressively reduce in size.
- 1.4. Cure the repair for 6 hours at room temperature using infra-red lamps to assist.
- 1.5. Rub-down and apply polyester gel-coat followed by surfacer-primer to achieve a satisfactory cosmetic finish.
- 1.6. Post-cure in a temperature-controlled chamber mounted around the repaired area for 12 hours at 60°C
- 1.7. Apply further surfacer-primer and hand-finish to remove blemishes.



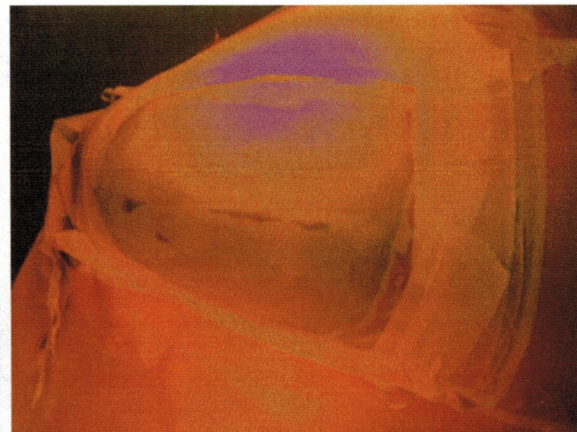
1.2.



1.3.



1.3.

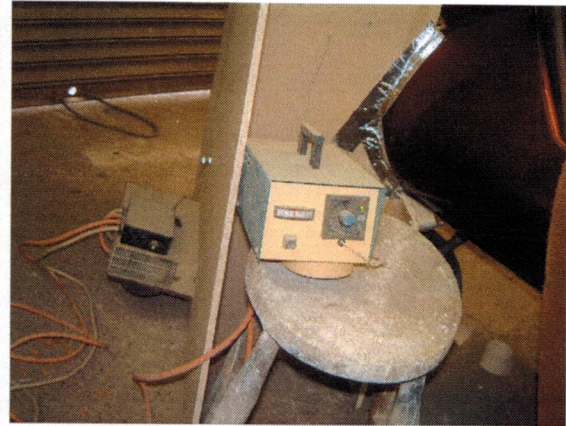


1.4.

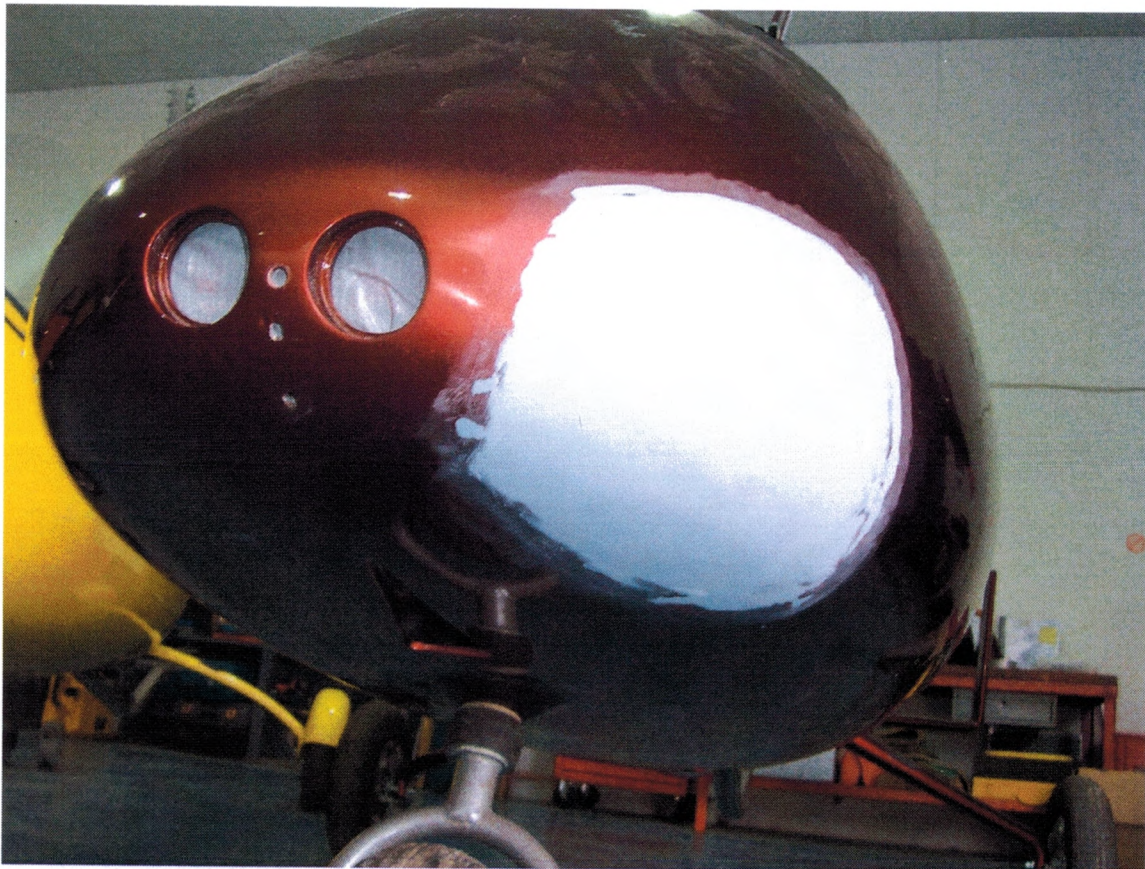
RotorSport UK Ltd  
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1.5





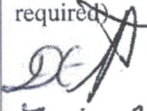
1.6



1.7. Finished Stage 1 repair ready for re-spray

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<p><u>2) Cosmetic repair of enclosure and left wheel spat</u></p> <p>2.1. Mask, degrease and de-dust the areas to be painted.                  2.2. Using 2-pack polyurethane primer, free-issue water-based colour coat "Rocket Red Flip-Flop", then 2-pack acrylic lacquer, spray the minimum amount of paint to give a satisfactory finish.                  2.3. Air-dry the paint system at room temperature.</p>				
<p>Special tools &amp; Health and Safety requirements, and/or components required for repair:                  None at RSUK, sub-contractors have own specialist equipment.</p>				
<p>Quality Inspection requirements after repair:                  - Visual inspection after painting to meet paint standards                  - Verification of new a/c weight/placard amendment if needed</p>				
<p><i>The technical content of this document is approved under the authority of the UK CAA Design Organisation Approval Ref: DAI/9917/06</i></p>				
<p>Service repair authorised by: (name, signature, and date of signature)</p>				
Quality Conformance  8.6.11 Manager	Engineering Manager  8.6.11	Chief Test Pilot (where an effect on flight performance or safety) N/R.	Structures (where required)  7-6-2011 STAARKE-1	Civil Aviation Authority (if a major repair) N/R
Document completion date:	Issued to:	When	Issuer name	Signature
	Internal			
	CAA			
	Owners			
	PFA/BMAA Inspectorate			

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