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.: 015 Issue 1, 13.12.12	CCAR No.: None Mod approval No. MC-226	Repair classification: ~~**MAJOR**~~ or **MINOR**
Aircraft type: MT-03 (all aftermarket only)	Aircraft serial No.: OPEN (first application G-CFBJ RSUK/MT03/042)	

Repair problem description & cause of problem if known:
Aircraft G-CFBJ suffered a bent top pivot plate during a tail strike. This is to provide a field repair, to be undertaken at RotorSport UK Ltd.

Approval statement.

The technical content of this document is approved under the authority of the UK CAA Design Organisation Approval Ref: DAI/9917/06.

Tooling required. None.

Weight and balance. There is no effect on the issued AWC for the aircraft.

Manuals affected. There is no effect on the aircraft POH or AMM.

Previous modifications affecting this SRA. None.

Accomplishment instructions.

1. Disassemble the tail.
2. Cut back the underside of the tail to expose the bent plate, and remove the plate.
3. Fit a new plate RSD1055 (surface scoured) with a covering of resin into the slot left by the removed plate. Laminate over with 2 x layers 92125 twill glass. Add single layer behind removed layer of wood reinforcement, replace the wood, and then 1 x layer over. Then 2 x more layers over the pivot plate and replaced wood.
4. Use Schufler resin L285 with hardner H286
5. Add blacking to final layer of resin.
6. Cure for 24hrs at room temp before flight.
7. Drill through and insert new safety fastening.
8. Reassemble with new rudder as current processes and AMM RSUK0012

The following photos clearly demonstrate the steps followed.
Note that the plate RSD1055 is stainless steel, so corrosion protection is not required. Cosmetic refinishing is permissible.

Inspection

Using a magnifying glass at least 10x and good illumination inspect the tail prior to laminating in the new plate to ensure no other damage exists.

Material requirements. Resin Schulfer L285 and hardner H286. Glass mat 92125.

List of components require to complete this SRA. 1 x RSD1055.

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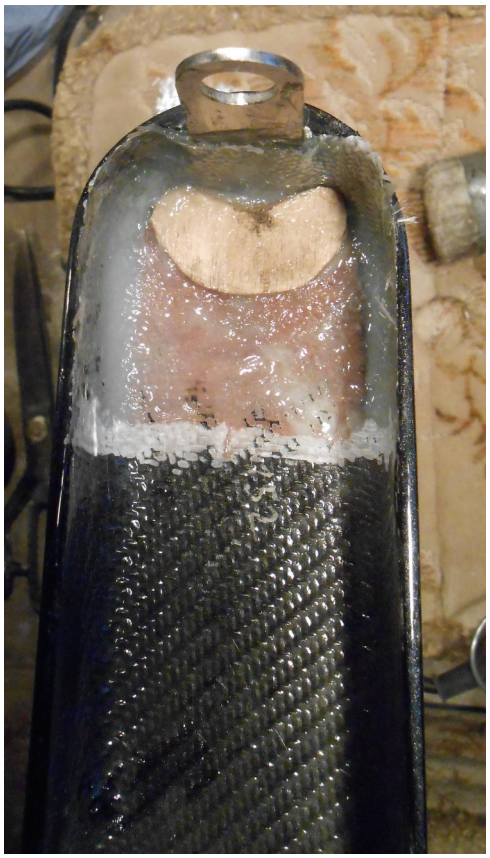
Photos of repair stages.



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Completed repair ready for final trim and fitment to the aircraft.

Special tools & Health and Safety requirements, and/or components required for repair:
No special tools. Observe usual composite operational requirements.

Quality Inspection requirements after repair:
None
CAA BCAR A3-7 Authorised Person to certify that the work is completed by writing 'SRA-015 Tail upper pivot plate replaced incorporated' 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.

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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)	CVE	Head of Airworthiness
Gerry Speich Dec 13 2012 11:29 AM	Graham Shaw Jan 28 2013 12:56 PM	Not required.	David Starkey Dec 15 2012 12:13 PM	Andrew Lyons Dec 17 2012 6:56 PM

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

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