

| Aircraft serial no.<br>RSUK/CALS/   |   | <b>Aircraft 100hr/Annual Repetitive Service Worksheet</b>  |                         | Aircraft registration no.<br><b>G-</b> |              |
|---|---|--|-------------------------|--|--------------|
|   |   | <b>Take note of hours/time related actions</b>   |                         | Worksheet date:                        |              |
|   |   | Unique worksheet no. (if required/used):   |                         |  |              |
| Task  | Task Description  | Repetition or comments   | Actions taken & comment |  | Cert initial |
| <p><b>Purpose of this worksheet: To be applied after the first 100hrs of operation, and every subsequent 100hrs. Alternatively this form may be used for an Annual service/Inspection.</b></p> <p><b>This document covers the Calidus aircraft with fixed pitch propeller, refer to Maintenance Manual RSUK0061.</b></p> <p><b>Most of the checks and serviceability are 'on condition', meaning the Engineer has the responsibility to decide if it is acceptable for service.</b></p> <p><b>NOTE! Cowls and covers must be removed to undertake this service. Refer to RSUK0061 section 9 for guidance.</b></p> <p><b>The task numbers listed in the left-most column are rationalised i.e. identical on all Calidus Service Worksheets. The task numbers may not be sequential</b></p> |   |  |                         |  |              |
|   | <b>Airframe Inspection</b>  | All items – repeat inspections as shown unless stated otherwise                                  |                         |  |              |
| 1   | Check - Bolt torques – mast fittings  | M8 bolts to 25Nm+/-3Nm   |                         |  |              |
| 2   | Check - Bolt security – other   |  |                         |  |              |
| 3   | Inspect – mast rubber bushings for failure or free play, fastenings for security, and any sign of wear or damage between the upper mast side plates and lower mast. Check bush integrity by pulling the rotor head forwards with a 10Kg load. Movement is 10mm maximum, measured at the pre rotator disc. | Note that bush fastenings are secured with Loctite 638, which will require heat to remove!       |                         |  |              |
| 4   | Inspect - airframe for damage, twisting, buckling, or other deformation, or cracks, especially at welded joints.  | <b>If found ground aircraft and call RSUK for advice.</b>  |                         |  |              |
| 5   | Inspect - External structure of enclosure sound and firmly fixed to airframe  |  |                         |  |              |
|   | <b>Undercarriage</b>  |  |                         |  |              |
| 6   | Inspect - Wheel bearings smooth operation (3 wheels)  | Wheel bearings sealed for life. Raise aircraft with padded jack under the knee of the rear keel. |                         |  |              |
| 7   | Op/C - nosewheel fork for straightness and free operation.  | Nose wheel must pivot freely.  |                         |  |              |
| 8   | Inspect - landing gear spar and attachments to airframe for damage or fatigue (cracks & deformation).   |  |                         |  |              |

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| 9                                 | Inspect – tyres for wear or damage. Replace if needed.   | No fabric to show through the tread area.<br>Recommended 0.5mm min tread<br>No cracks in side-walls   |  |  |
| 10                                | Check - tyre pressures & tyre creep (mainwheels 1,5 to 2,2bar if heavily loaded, nose 1,5 to 1,8bar) |   | Pressures OK    Nose    Main LH    Main RH |  |
| 11                                | Change brake fluid   | Recommended at 3years, or when brakes become spongy. Refill from master cylinder with callipers immersed in fluid. If system is spongy after bleeding, check discs for flatness and wheel bolts for straightness.   | (on condition)                             |  |
|                                   | <b>Electrical/instruments</b>  |   |  |  |
| 20                                | Inspect - panel connections for security   |   |  |  |
| 21                                | Inspect – gel battery for leakage  |   |  |  |
| 22                                | Op/C Check strobe function if fitted   |   |  |  |
| 23                                | Op/C check nav light function if fitted  |   |  |  |
| 24                                | Op/C check backup fuel pump functions  |   |  |  |
| 25                                | Op/C check landing light function if fitted  |   |  |  |
|                                   | <b>Rotor head</b>  |   |  |  |
| 30                                | Renew main bearing   | Replace bearing at 1000hrs (no extension permitted).<br>Bearing bolt torque 150Nm+/-20Nm (plus split pin)<br>NOTE: when tightening hub onto backing plate ensure that the clearance between the main gear and bendix gear is minimised from 0.05 to 0.15mm<br>Glue bearing temp sensor in with hot melt adhesive.<br>Clearance of rotor speed sensor to gear is 1 to 2mm (confirm function via tacho) |  | 1 <sup>st</sup> inspection<br>Name:<br>Pilot or auth no.<br><br>Sig<br><br>2 <sup>nd</sup> inspection<br>Name:<br>Pilot or auth no.<br><br>Sig |

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| Task                              | Task Description   | Repetition or comments   | Actions taken & comment | Cert initial   |
| 31                                | Check split pin present and no sign of chaffing or looseness. If present, check nut torque and replace split pin.                                  | Second signature required if pin replaced  |                         | 1 <sup>st</sup> inspection<br>Name:<br>Pilot or auth no.<br><br>Sig<br><br>2 <sup>nd</sup> inspection<br>Name:<br>Pilot or auth no.<br><br>Sig |
| 32                                | Op/C - Ring gear security and bolt attachment  | Note any wear patterns   |                         |  |
| 33                                | Check, Service/lube - teeter bolt & bearings for damage & wear.  | Regrease via nipple on top of rotor (where fitted). Grease with Castrol LM or equivalent<br>If wear or signs of distress, remove rotor assembly, inspect and replace bushes or bolt if required. Clean, regrease & refit.<br>Excess wear is more than 0.5mm of vertical play, bolt to bushes, and will cause rotor vibration<br>Removal, clean, inspect and refit is recommended every 100hrs. |                         | 1 <sup>st</sup> inspection<br>Name:<br>Pilot or auth no.<br><br>Sig<br><br>2 <sup>nd</sup> inspection<br>Name:<br>Pilot or auth no.<br><br>Sig |
| 34                                | Check, bushes in tower sides. If worn, replace   | Small sideways float between hub bar and bushes required for low vibration   |                         |  |

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| 35                                | Service/lube –gimbal joints, check for wear & regrease.   | Grease with Castrol LM or equivalent. If wear evident or noticeable looseness, disassemble gimbal joints, check for wear, regrease and reassemble. Torque up bolts to clamp side plates to gimbal block. Back off bolts by 1/4 turn. & fit split pin.<br>Strip and inspect recommended every 200hrs of operation |                         | 1 <sup>st</sup> inspection<br>Name:<br>Pilot or auth no.<br><br>Sig<br><br>2 <sup>nd</sup> inspection<br>Name:<br>Pilot or auth no.<br><br>Sig |
| 36                                | Check four split pins present and secure  | Main bearing, teeter bolt, pitch and roll bolts.<br>Required if no disassembly actions.  |                         |  |
| 37                                | Lubricate Bendix gear & spiral gear   | WD40 or similar  |                         |  |
| 38                                | Lubricate rotor brake pivot.  | WD40 or similar  |                         |  |
| 39                                | Inspect - brake pad for function & wear   | Pad replaceable as a service item  |                         |  |
| 40                                | Op/C - Check roll and pitch trim cylinder for free function and slider damage or excess seal leakage.               | Seal service kit is available from RSUK  |                         |  |
| 41                                | Protect bare metal with Motor Plus, WD40, chain wax or equivalent   |  |                         |  |
| 42                                | Inspect – rotor head damper C.RK30 (BG1314) securely mounted (where fitted), and no sign of excess wear or jamming. | Damper C.RK30 (BG1314) must always be fitted to aircraft operating with orange end cap rotors. It is optional fit ONLY when the aircraft embodies SB-039, Rotorsystem II (red end caps).   |                         |  |
|                                   | <b>Rotor Head Controls</b>  |  |                         |  |
| 45                                | Service/lube - clean rod ends (if appropriate)  |  |                         |  |
| 46                                | F/C - rod ends for cracks & freedom of movement both free and at control extremes                                   |  |                         |  |
| 47                                | F/C- rotor head reaches pitch and roll stops  |  |                         |  |

| Task | Task Description  | Repetition or comments  | Actions taken & comment                     | Cert initial |
|------|---|---|---|--------------|
| 48   | Inspect - all tubes straight, all bearings free, all bearing retaining rivets secure, cable attachments secures |   |   |              |
| 49   | Op/C - for free play in stick control eg bearings or cable wear   |   |   |              |
|      | <b>Rudder controls</b>  |   |   |              |
| 55   | Op/C - Check pedals for ease of movement  |   |   |              |
| 56   | Inspect for cable freedom of movement at tail and pedal attachment, and turnbuckle wirelocking                  |   |   |              |
| 57   | Inspect - visible rudder cables for frays, corrosion, wear or chaffing, and nico sleeves for signs of movement. |   |   |              |
| 58   | Inspect - tail bearings for looseness and freedom of operation  |   |   |              |
| 59   | Inspect - tail for security to airframe (4 bolts, 15Nm)   | Loctited – if loose, remove and refit with loctite 243. Check to 12Nm   |   |              |
| 60   | Lubricate – rudder cable with Ballistol oil   |   |   |              |
| 61   | Inspect – rudder to tail fastenings. Inspect tail and rudder for signs of composite damage                      | Check to 12Nm   | Confirm if possible rudder offset to pedals |              |
| 62   | F/C rudder control cable tension (pedal load chk)   | For limits and methods see manual   | Gauge no.          Reading                  |              |
| 63   | Inspect – that all rod end joints are fitted with a snubbing failsafe washer.                                   |   |   |              |
| 64   | Check that all control system bolts are correct items, properly fitted and tight                                |   |   |              |
| 70   | <b>Engine</b><br><b>NOTE! All engine checks to be in accordance with manufacturers manual!</b>                  | For engine servicing refer to the engine manual issued with the aircraft (Rotax 912ULS or 914UL). The full annual engine service is required only when no engine servicing has been carried out in the last 12 months. Otherwise apply ‘on condition’.<br>Servicing must be carried out in line with, and recorded on, the Rotax service schedule contained within the ‘Line Maintenance’ manual for the engine fitted. |   |              |
| 71   | Wirelocking – ensure present on oil tank drain plug, Oil banjo under engine, carb air filters, oil pump         |   |   |              |

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| 72                                | Engine service fasteners  | If the magnetic inspection plug or the crankshaft locking screw plug are disturbed then any wire-locking present must be properly reinstated |                         |  |
|                                   | <b>Engine, other</b>  |  |                         |  |
| 73                                | Service/lube - Lubricate carburettor choke levers if no free movement   | HSC2000 spray grease or equivalent   |                         |  |
| 74                                | Service/lube - Ensure choke and throttles move freely from stop to stop, and that turbo detent can be felt correctly. Ensure cables are synchronised.   |  |                         |  |
| 75                                | Inspect – engine mount rubbers for deterioration  |  |                         |  |
| 76                                | Inspect engine bearer bolts for paint stripe, and if moved, re loctite and tighten to 35Nm. Otherwise check bolt torque. Re-apply paint stripe as required.   |  |                         |  |
| 77                                | Inspect - oil cooler rubber mountings for failure   |  |                         |  |
| 78                                | Inspect – aftermuffler clamp rubber strips for deterioration and secure fitment and that wire-locking in place(2-plcs)  |  |                         |  |
|                                   | <b>Fuel system</b>  |  |                         |  |
| 80                                | Service/lube – Drain any water in the fuel tanks via the water drain valve, confirming correct function and closure. Drain crossover tube by removing drain valve only if required to remove significant water or debris from main tanks. | If removed, seal thread with PTFE tape or equivalent, ensuring minimal overlap over the plug end. Wirelock after refitting                   |                         | 1 <sup>st</sup> inspection<br>Name:<br>Pilot or auth no.<br><br>Sig<br><br>2 <sup>nd</sup> inspection<br>Name:<br>Pilot or auth no.<br><br>Sig |

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| 81                                | Service/lube - Change fuel filter (two filters on each engine version).                                      | Filter change only required if dirty – but this is impossible to tell, except via tank cleanliness. Therefore recommended every 200hrs or more frequently. |                         |  |
| 82                                | Inspect - fuel tank cap for seal deterioration & security of fit   |  |                         |  |
| 83                                | Inspect – security of fuel tanks and tightness of tank straps  |  |                         |  |
| 84                                | Op/C - functionality of fuel gauges  | ie that the reading matches that shown on the tank sight gauge.  |                         |  |
| 85                                | Op/C – functionality of low-fuel warning lamp  | Drain fuel (by siphon or by electrical pump) until level below sensor in LH tank (nom 5 litres).   |                         |  |
| 86                                | Inspect - breather pipe for blockage.  |  |                         |  |
| 87                                | Inspect - all hoses for cracks and deterioration   | Check ends of hoses where expanded over fittings.  |                         |  |
|                                   | <b>Pre rotator</b>   |  |                         |  |
| 90                                | Inspect- drive shafts for bend or damage.  |  |                         |  |
| 91                                | Op/C – Cycle by hand thru full range – check drive shaft joints for free movement and bearings for play etc. |  |                         |  |
| 92                                | Inspect – security of pneumatic cylinder (on rotor head and of the clutch assembly (on engine).              |  |                         |  |
| 93                                | Inspect - pre rotator gearbox mounting mtgs for cracks or fractures  |  |                         |  |
| 94                                | Inspect - universal joints for corrosion   | Clean as required (use a kitchen plastic scouring pad) and spray with oil or chain wax   |                         |  |
| 95                                | Inspect - drive unit engagement to rotor drive gear.   | Do not grease this unit! – very light oil only or it will start to jam.  |                         |  |

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| 96                                | Inspect - Ensure slider shafts move freely, and are greased                         | Check horizontal shaft by pushing pulley wheel with hand and checking for slider free movement. |                         |                           |
|                                   | <b>Trim System, Rotor Brake &amp; Pneumatics</b>                                    |   |                         |                           |
| 97                                | Inspect – all hoses for leaks and slave cylinders for looseness                     |   |                         |                           |
| 98                                | Change (or dry out) compressor water absorber. Recommended to be changed at 500hrs. |   |                         |                           |
| 99                                | Inspect – compressor. Listen for undue noises in operation.                         |   |                         |                           |



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|------|---|--|-------------------------|--------------|
| 100  | <p>Op/C - Full functional check, pneumatic system – refer as required to the maintenance manual for fault finding and rectification, and a more comprehensive understanding of the test background.</p> <p><b>REPEAT TEST FOR REAR STICK, IF FITTED</b></p> | <p>In the 'Brake' position, engage brake, confirm operation, and that function is acceptable. Pressurise to maximum. Change to flight – check for 2 to 3 sec max to release air from brake system). In 'Flight' position (and with the canopy locked shut), stick forward. Depress pre rotator button. Ensure the rotor head cylinder engages, and pump runs - and when the stick is pulled back the pump stops. Return the stick to the front and unlock canopy ('unlocked' warning lamp lights). Depress the pre rotate button. The pump must operate, but the cylinder that pushes the bendix up must not move. Re-lock canopy.</p> <p>Stick to front, release pre rotator and confirm that pressure is applied to trim and stick comes back slightly.</p> <p>Where fitted, press right roll and ensure stick then moves right and bar indicator does the same. Repeat to left, then centralise indicator – and check for stick return to mid position.</p> <p>In 'Brake' position, put 3 bar pressure on and ensure pre rotator does not function Press the 'Interlock release button' and ensure that pre rotator functions (both cylinders, head and engine) with brake engaged.</p> |                         |              |
| 101  | Op/C – check compressor can give full pressure of 8bar. If under 7bar, either find leak or replace  |  | Note pressure obtained  |              |

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| <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:15%; vertical-align: top;">Aircraft serial no.<br/>RSUK/CALS/</td> <td style="text-align: center; vertical-align: middle;"><b>Aircraft 100hr/Annual Repetitive Service Worksheet</b><br/><b>Take note of hours/time related actions</b></td> <td style="width:15%; vertical-align: top;">Aircraft registration no.<br/><b>G-</b></td> </tr> <tr> <td colspan="2">Unique worksheet no. (if required/used):</td> <td>Worksheet date:</td> </tr> </table> |  |  |                                      |              | Aircraft serial no.<br>RSUK/CALS/ | <b>Aircraft 100hr/Annual Repetitive Service Worksheet</b><br><b>Take note of hours/time related actions</b> | Aircraft registration no.<br><b>G-</b> | Unique worksheet no. (if required/used): |  | Worksheet date: |
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| <b>HTC Propeller</b>   |  |  |                                      |              |                                   |   |  |  |  |                 |
| 102  | F/C - tracking to manufacturers recommendations  | (none required at the time of writing)   |                                      |              |                                   |   |  |  |  |                 |
| 103  | Check - prop bolt torques, and that torque stripe between bolt thread and gearbox flange has not been broken (indicating that the bolt has slackened). If missing, apply stripe to each of the six bolts holding the prop to the engine.   | 15Nm, loctite centre 6 bolts. If loose, remove, inspect, and refit with loctite 243. . If removed, refit spinner using loctite 243 on the spinner screws.  |                                      |              |                                   |   |  |  |  |                 |
| 104  | Measure prop blade pitch angle   | Recommend pitch to be within 0.5deg of each other  | Blade 1<br>Blade 2<br>Blade 3<br>Hub |              |                                   |   |  |  |  |                 |
| 105  | Inspect - blades to manufacturers recommendations for any damage, splits etc. Repair only as manufactures recommendations  | Take care with water ingress into propeller blades. If necessary rotate slowly to drain water  |                                      |              |                                   |   |  |  |  |                 |
| <b>Rotors</b>  |  |  |                                      |              |                                   |   |  |  |  |                 |
| 110<br>A   | <b>Rotor system with orange end-cap rotor-blades</b><br>Remove rotor from aircraft and place on suitable trestles on the rotor side, such that the blade is under negligible bending load. Remove rotor blades from hub bar if required.<br>Check blades for straightness axially in the area of the outboard bolt hole with a 1m straight edge  | These blades are life limited to 700hrs.<br>No bend permissible<br>This check is carried out every 100hrs and is not required annually.  |                                      |              |                                   |   |  |  |  |                 |
| 110<br>B   | <b>RotorSystemII with red end-cap rotor-blades</b><br>Remove rotor from aircraft. Remove rotor blades from hub bar Clean carefully and degrease the inspection area, noting any evidence of fretting (a black dust or residue). Then check blade underside around outboard bolt hole area (to +/-60mm axially along the blade) for cracks with a x5 magnifier.<br>Check blades for straightness axially in the area of the outboard bolt hole with a 1m straight edge. | These blades are life limited to 2,500hrs.<br>This check is carried out every 500hrs and is not required annually.<br>No cracks permissible. No bend permissible. If any evidence of fretting is noted, contact RSUK for advice/action required. |                                      |              |                                   |   |  |  |  |                 |

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| 111                               | Refitment of rotors<br>Check - torques on blade to hub bar bolts/nuts (25Nm).<br>Check Teeter bolt finger tight at 1-2Nm, free to rotate by hand. Grease via the grease nipple                               | If any evidence of blade to hub looseness, disassemble blades from hub bar. Check holes for wear or fretting<br>Refer to Section 9 General Notes of the Maintenance Manual for nyloc re-usage.<br>Use new split pin in teeter-bolt. |                         |  |
| 112                               | Inspect - blades for any damage, splits etc.   | Repair only as RSUK0061   |                         |  |
| <b>Canopy</b>                     |  |   |                         |  |
| 115                               | Inspect - hinges for security, cracks or fractures   |   |                         |  |
| 116                               | Inspect - surface for cleanliness and obscenity – if acceptable for flight   |   |                         |  |
| 117                               | F/C – opening and closing operation, and effectiveness of canopy lock  | Must lock effectively on over-centre cam.   |                         |  |
| 118                               | F/C – free and correct operation of side window and vents  |   |                         |  |
| <b>Other</b>                      |  |   |                         |  |
| 120                               | Inspect - Cabin ventilation – ensure port under body is free from obstruction  |   |                         |  |
| 121                               | F/C - Cabin heat (if fitted) – ensure butterfly valve opens and closes on cockpit demand, and that cabin supply hose is free of splits or cracks.  |   |                         |  |
| 122                               | Inspect - for brake pad wear. Replace as necessary, and if less than 2mm pad remaining. There is a wear indicator slot in the centre of the pad. If the slot is not visible, then the pad should be replaced | If calipers are sticking or uneven wear is found, loosen/turn wheel bolts and check for straightness – if OK retighten.<br>Alternatively, clean brake pad bushes & lubricate calipers around seal                                   |                         |  |
| 123                               | Inspect – brake ratchet pawl for excessive wear. If found, replace.  | Teeth of lever must not be visibly deformed or protrude less than 1.5mm.  |                         |  |
| 124                               | Inspect - Confirm all placards readable and in line with Operating Limitations   | See Pilots handbooks for placards required – or TADs  |                         |  |

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| 125                               | Check aircraft weight and balance   | No annual check required, but confirm weighing certificate available and matches wt on placard |                         |  |
| 126                               | Check that fabric hinges on pilot and passenger locker doors are secure (replace as required, 4 locker doors))  |  |                         |  |
| 127                               | Inspect all seat belt attachment points for tightness and security  |  |                         |  |
| 128                               | Inspect each seat belt for damage or frays, and for security of main connection   |  |                         |  |
| 129                               | Inspect - If rear stick fitted, ensure front seat back position stops are fitted to limit rearwards travel, and prevent the rear stick from hitting the front seat back |  |                         |  |
| 130                               | F/C - ASI calibration   | Check pitot and static systems as per RSUK0061 system checks sect 9                            |                         |  |
| 131                               | F/C – compass calibration   | Cross check to handheld compass  |                         |  |
| 132                               | F/C – altimeter calibration   | Check pitot and static systems as per RSUK0061 system checks sect 9                            |                         |  |
| 133                               | Op/C – slip indicator   | Confirm slip-string undamaged and free-moving  |                         |  |

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| 134                               | F/C Engine instruments<br>Engine RPM | At tick-over compare with hand-held digital tachometer. Readings to be within 100rpm.   |                         |  |
|                                   | Engine CHT                           | Warm-up engine then stop. Using hand-held digital temperature indicator compare surface temperature adjacent to sensor. Readings to be within 10°C  |                         |  |
|                                   | Engine Oil temperature               | Warm-up engine then stop. Using hand-held digital temperature indicator compare surface temperature adjacent to sensor. Readings to be within 10°C  |                         |  |
|                                   | Engine oil pressure                  | Check zero with engine stationary then rising to a minimum of 2 bar at 4000rpm. Alternatively, temporarily disconnect the cable from the pressure sensor and using a suitable resistor (600-690ohms) apply 12VDC @ 20mA to the signal lead (A6 Yellow/green). The gauge should read FSD. Reconnect the cable. |                         |  |
|                                   | Engine datalogger (914UL only)       | Optionally, Turbo TCU data (where fitted) may be downloaded for analysis  |                         |  |

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|-----------------------------------|--|---|---|--|
|                                   |  | <b>Take note of hours/time related actions</b>  |   | Worksheet date:                        |
|                                   |  | Unique worksheet no. (if required/used):  |   |  |
| Task                              | Task Description   | Repetition or comments  | Actions taken & comment   | Cert initial                           |
| 135                               | F/C Rotor rpm gauge (annual)   | On flight test confirm usual indications at pre-rotate and cruise conditions in the actual take-off configuration – see Pilots Handbook RSUK0060 section 5.1)<br>Alternatively, in a safe area, activate the pre rotator. Use a hand held tachometer aimed at the rotor/head & compare readings of rotor rpm to the tacho. Readings to be within 25rpm  |   |  |
| 136                               | Op/C - Avionics checks   | Transponder - Check that mode S code matches G-INFO database. At each biennial inspection a full functional check is required, using an Aeroflex IFR6000 test-set or equivalent to confirm correct transponder function including correlation with a/c altimeter.<br>Radio – confirm PTT buttons cause ‘T’ on panel. (NB: Further checked for transmit and receive quality on Annual flight-test) | Transponder code required to be transmitted:<br><br>Actual code transmitted transponder code:<br><br>Where possible, print out transponder test report and attach to service docs |  |
| 137                               | Inspect: Radio antenna, check for damage and security  |   |   |  |
| 138                               | Inspect; bearing temp indicator for clear display  | Change battery if an annual   |   |  |
|                                   | <b>Final ground run checks prior to release</b>  |   |   |  |
| 140                               | Inspect - Power plant and coolant system for leaks   |   |   |  |
| 141                               | Inspect – instruments for measurements consistent with ambient conditions  |   |   |  |
| 142                               | Inspect – all access covers secure   |   |   |  |
| 143                               | Securely tie aircraft down and run to full power. Ensure engine rpm achieves at least 5,400 on one fuel pump only, and with both pumps running.. |   | RPM achieved:   |  |

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|                                   |  | <b>Take note of hours/time related actions</b>            |                         | Worksheet date:                        |
|                                   |  | Unique worksheet no. (if required/used):                  |                         |  |
| Task                              | Task Description   | Repetition or comments                                    | Actions taken & comment | Cert initial                           |
| 144                               | Complete mag drop checks at 4,000rpm   | See Pilots Handbook for limits                            | Mag drop:               |  |
| 145                               | Confirm 'Gen' light is on when engine not running, and off (or flickering gently) when running at above 2000rpm. |   |                         |  |
| 146                               | Confirm low fuel lamp is not lit (providing the fuel covers the sensor)  |   |                         |  |
| 147                               | Ensure all log book entries completed appropriately and service record up-to-date                                |   |                         |  |
|                                   | Intentionally blank  | Intentionally blank                                       | Intentionally blank     | Intentionally blank                    |

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| Aircraft serial no.<br>RSUK/CALS/   | <b>Aircraft 100hr/Annual Repetitive Service Worksheet</b>  |  |                                    | Aircraft registration no.<br><b>G-</b> |
|   | <b>Take note of hours/time related actions</b>   |  |                                    | Worksheet date:                        |
|   | Unique worksheet no. (if required/used):   |  |                                    |  |
| <b>Task</b>   | <b>Task Description</b>  | <b>Repetition or comments</b>  | <b>Actions taken &amp; comment</b> | <b>Cert initial</b>                    |
|   | Confirm Service bulletins incorporated (from RSUK website, full list available with applicability)                       | SB-038 Propeller protection tape<br>SB-039 Calidus Vne increase to 120mph and new rotor system<br>SB-043 After-muffler clamps  |                                    |  |
|   | Confirm Mandatory Permit Directives incorporated (from CAA website, CAP747 and 661)                                      | Clear hose on the 914UL return fuel line required to comply with MPD 1998-019<br>R1 – check for flexibility, ongoing requirement.<br>MPD 2011-006 Life limit of rotor blade assembly |                                    |  |
|   | CAP 747 Document date or issue checked, plus notes:  |  |                                    |  |
|   | CAP 661 Document date or issue checked, plus notes:  |  |                                    |  |
|   | EASA MPD or AD check (EASA website): note date checked and any actions required  |  |                                    |  |
|   | Confirm compliance to BG04, Type Approval Data Sheet (TADS) for the Calidus. Note any non compliances and actions taken. |  |                                    |  |
| Tasks completed by (name):  |  | Engine hours logged:   |                                    |  |
| Signature:  | Initial:   | Airframe hours logged:   |                                    |  |
| Date:   | (to compare to check sheet)  | Aircraft hourmeter hrs logged:   |                                    |  |
| <i>The technical content of this document is approved under the authority of the UK CAA Design Organisation Approval Ref: DAI/9917/06</i> |  |  |                                    |  |
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| Aircraft serial no.<br>RSUK/CALS/  | <h2 style="margin: 0;">Aircraft 100hr/Annual Repetitive Service Worksheet</h2> <h3 style="margin: 0;">Take note of hours/time related actions</h3>   |                        |                         | Aircraft registration no.<br><b>G-</b><br>Worksheet date: |
|--|--|------------------------|-------------------------|---|
| Unique worksheet no. (if required/used):   |  |                        |                         |   |
| Task   | Task Description   | Repetition or comments | Actions taken & comment | Cert initial  |
|  | <p><b>Permit Maintenance Release: The work recorded above (all pages) has been completed to my satisfaction and in that respect the aircraft is considered fit for flight.</b></p> <p>Signature: _____ Initial: _____</p> <p>Date: _____ (to compare to check sheet)</p> <p>Inspector or licence no.: _____<br/>Company Approval ref _____</p> <p>Inspector Authority: CAA letter ref 9/ _____ dated _____</p> | Comments:              |                         |   |
| Note to Engineer; remember to reference this worksheet and RSUK0061 within the logbooks, together with your CAA authorisation code. Work undertaken may be noted on this worksheet, or if required on another sheet (such as F093) also referenced in the logbook. Modifications undertaken must be noted with their MC approval no. Check the back pages to complete these too for modifications, service bulletins, MPDs, etc. |  |                        |                         |   |