Aircraft serial no. RSUK/CALS/	**Aircraft 100hr/Annual Repetitive Service Worksheet** **Take note of hours/time related actions** Unique worksheet no. (if required/used):	Aircraft registration no. G- Worksheet date:

Task	Task Description	Repetition or comments	Actions taken & comment	Cert initial
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. **This document covers the Calidus aircraft with fixed pitch propeller, refer to Maintenance Manual RSUK0061.** **Most of the checks and serviceability are 'on condition', meaning the Engineer has the responsibility to decide if it is acceptable for service.** **NOTE! Cowls and covers must be removed to undertake this service. Refer to RSUK0061 section 9 for guidance.** **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**				
	Airframe Inspection	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.	**If found ground aircraft and call RSUK for advice.**		
5	Inspect - External structure of enclosure sound and firmly fixed to airframe			
	Undercarriage			
6	Inspect - Wheel bearings smooth operation (3 wheels)	Wheel bearings are 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.		

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Task	Task Description	Repetition or comments	Actions taken & comment	Cert initial
8	Inspect - landing gear spar and attachment bolts to airframe for damage or fatigue (cracks & deformation).	Remove and inspect the four attachment bolts at least every 2 years, one at a time. Replace if corroded.		
9	Inspect – tyres for wear or damage. Replace if needed.	No fabric to show through the tread area. Recommended 0.5mm min tread 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)	
	Electrical/instruments			
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			
	Rotor head			

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Task	Task Description	Repetition or comments	Actions taken & comment	Cert initial
30	Renew main bearing	Replace bearing at 1~~5~~500hrs (no extension permitted). Bearing bolt torque 150Nm+/-20Nm (plus split pin) 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 Glue bearing temp sensor in with hot melt adhesive. Clearance of rotor speed sensor to gear is 1 to 2mm (confirm function via tacho)		1st inspection Name: Pilot or auth no. Sig 2nd inspection Name: Pilot or auth no. Sig
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		1st inspection Name: Pilot or auth no. Sig 2nd inspection Name: Pilot or auth no. Sig
32	Op/C - Ring gear security and bolt attachment	Note any wear patterns		

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Task	Task Description	Repetition or comments	Actions taken & comment	Cert initial
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 If wear or signs of distress, remove rotor assembly, inspect and replace bushes or bolt if required. Clean, regrease & refit. Excess wear is more than 0.5mm of vertical play, bolt to bushes, and will cause rotor vibration Removal, clean, inspect and refit is recommended every 100hrs.		1st inspection Name: Pilot or auth no. Sig 2nd inspection Name: Pilot or auth no. Sig
34	Check, bushes in tower sides. If worn, replace	Small sideways float between hub bar and bushes required for low vibration		
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. Strip and inspect recommended every 200hrs of operation		1st inspection Name: Pilot or auth no. Sig 2nd inspection Name: Pilot or auth no. Sig
36	Check four split pins present and secure	Main bearing, teeter bolt, pitch and roll bolts. 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		

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Task	Task Description	Repetition or comments	Actions taken & comment	Cert initial
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).		
	Rotor Head Controls			
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			
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			
	Rudder controls			
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	

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Task	Task Description	Repetition or comments	Actions taken & comment	Cert initial
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	**Engine** **NOTE! All engine checks to be in accordance with manufacturers manual!**	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'. 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			
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		
	Engine, other			
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)			

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Task	Task Description	Repetition or comments	Actions taken & comment	Cert initial
	Fuel system			
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		1st inspection Name: Pilot or auth no. Sig 2nd inspection Name: Pilot or auth no. Sig
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.		
	Pre rotator			
90	Inspect- drive shafts for bend or damage.			

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Task	Task Description	Repetition or comments	Actions taken & comment	Cert initial
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.		
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.		
	Trim System, Rotor Brake & Pneumatics			
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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Task	Task Description	Repetition or comments	Actions taken & comment	Cert initial
100	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. REPEAT TEST FOR REAR STICK, IF FITTED	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. Stick to front, release pre rotator and confirm that pressure is applied to trim and stick comes back slightly. 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. 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.		
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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Task	Task Description	Repetition or comments	Actions taken & comment	Cert initial
	HTC Propeller			
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 Blade 2 Blade 3 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		
	Rotors			
110 A	**Rotor system with orange end-cap rotor-blades** 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. 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. No bend permissible This check is carried out every 100hrs and is not required annually.		
110 B	**RotorSystemII with red end-cap rotor-blades** 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. 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. This check is carried out every 500hrs to 1500hrs, then every 100hrs to 2,500hrs. No cracks permissible. No bend permissible. Carefully inspect the blade and hub bar bolt hole areas, refer to SIL-028. If any evidence of fretting is noted, contact RSUK for advice/action required. Replace bolts/nuts as required		

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Task	Task Description	Repetition or comments	Actions taken & comment	Cert initial
110 C	Check and inspect the blade to hub bar, and hub bar assembly bolts for corrosion	Every 2yrs or 100hrs. Remove and replace the bolts sequentially. Full disassembly may adversely affect the rotor balance. Lubricate bolts with HHS2000 or equiv. Replace bolts/nuts as required		
111	Refitment of rotors Check - torques on blade to hub bar bolts/nuts (20+/-5Nm). 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 Refer to Section 9 General Notes of the Maintenance Manual for nyloc re-usage. Use new split pin in teeter-bolt.		
112	Inspect - blades for any damage, splits etc.	Repair only as RSUK0061		
	Canopy			
115	Inspect - hinges for security, cracks or fractures			
116	Inspect - surface for cleanliness and obscurity – 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			
	Other			
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. Alternatively, clean brake pad bushes & lubricate calipers around seal		

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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		
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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Task	Task Description	Repetition or comments	Actions taken & comment	Cert initial
134	F/C Engine instruments			
	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 10ºC		
	Engine Oil temperature	Warm-up engine then stop. Using hand-held digital temperature indicator compare surface temperature adjacent to sensor. Readings to be within 10ºC		
	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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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) 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 bi-annual 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. 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: Actual code transmitted transponder code: 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		
	Final ground run checks prior to release			
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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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			
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	Confirm Service bulletins incorporated (from RSUK website, full list available with applicability)	SB-038 Propeller protection tape SB-039 Calidus Vne increase to 120mph and new rotor system 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 R1 – check for flexibility, ongoing requirement. 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): Signature: Initial: Date: (to compare to check sheet)	Engine hours logged: Airframe hours logged: Aircraft hourmeter hrs logged:		

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

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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.

Signature: Initial:

Date: (to compare to check sheet)

Inspector or licence no.:
Company Approval ref

Inspector Authority: CAA/LAA/other ref dated

Comments:

Note to Engineer; remember to reference this worksheet and RSUK0061 within the logbooks, together with your Authority 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.