

Aircraft serial no.	<b>Aircraft 25hr Service Worksheet - Cavalon</b>	Aircraft reg: <b>G-</b>			
RSUK/CVLN/00		Worksheet date:			
Tsk No.	Task Description	Repetition or comments	Actions taken & comment	Eng'r initial	A3-7 certifier

**Purpose of this worksheet: To be applied for the first 25hr (+/-5hrs) service of Cavalon Gyroplanes with fixed pitch propeller. If prior to Permit renewal, the owner is also referred to the Permit renewal requirement list on the RSUK website. Refer to Maintenance Manual RSUK0288.**

**Some of the checks and serviceability are 'on condition', meaning the Engineer has the responsibility to decide if an item is acceptable for service.**

**NOTE! Cowls and covers must be removed to undertake this service. Refer to Cavalon Pilots Handbook RSUK00287 for guidance.**

**The task numbers listed in the left-most column are rationalised i.e. identical on all Cavalon Service Worksheets. The task numbers may not be sequential**

	Preparatory work				
1	Review the aircraft documents (and the list of publications towards the end of this Worksheet) to determine any outstanding, specific or additional requirements to be conducted.				
3	Clean the aircraft, remove any dirt, dust, loose items. During cleaning inspect for any fluid leaks.				
4	Perform an external visual inspection of all cowlings and mast covers. Record any cosmetic damage on the graphic at the end of this document then remove the items. Perform a detailed inspection (no cracks, distortion, missing parts).	<b>Consult RSUK to organise any repairs or replacements required</b>			
5	Remove keel-tube cover, leaving loose on tube				
6	Remove all service covers (external), inspection hatches (internal) and the removable firewall panel. Perform a detailed inspection (no cracks, distortion, missing parts).	<b>Consult RSUK to organise any repairs or replacements required</b>			
7	Lift stick gaitor(s) away from the Velcro retention to cockpit floor				

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	Airframe Inspection				
10	Check - Bolt torques – mast fittings	Torque-check the M8 countersunk screws to 22Nm (2 pairs). If any visible movement remove screw, re-Loctite 243 and replace tightening to 25Nm +/-3Nm. Second signature required if any screw removed/replaced.	1 <sup>st</sup> inspection Name: A3-7 authorisation no:  Sig:.....  2 <sup>nd</sup> inspection Name: A3-7 authorisation no: Or, qualified pilot licence no:  Sig:.....		
11	Inspect – mast rubber bushings for failure or free play, shown by any sign of wear or damage between the upper mast (stainless-steel) and lower mast (part of body)	<b>If cracks or deformation found then ground aircraft and call RSUK for advice.</b>			
13	Inspect – upper mast for damage, twisting, buckling or other deformation, or cracks, especially at welded joints.	<b>If cracks or deformation found then ground aircraft and call RSUK for advice.</b>			
14	Inspect – Condition of keel-tube and security of attachment to composite body (Screws and band-clamp) Check tail-plane horizontal (i.e. keel-tube not twisted)	<b>If cracks or deformation found then ground aircraft and call RSUK for advice.</b>			
15	Inspect – keel-tube protection pad condition and attachment.	Replace if worn – see Cavalon AMM RSUK0288			
16	Inspect - External structure of body sound with no cracks, distortion or damage. Pay particular attention to the lower mast area around the air-intake duct.	<b>If cracks or deformation found then ground aircraft and call RSUK for advice.</b>			
	<b>Undercarriage – main gear and brakes</b>				
20	Inspect - landing gear spar and attachments to body for damage or fatigue (cracks & deformation).	<b>If cracks or deformation found then ground aircraft and call RSUK for advice.</b>			
21	Inspect – wheel spats general condition, security of mounting and tyre clearance.				

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22	Inspect – main wheels general condition, correct pressure, condition of tread, correct seating of valve and cap, secure installation, no play in wheel bearings, presence and condition of creep-mark	No fabric to show through the tread area. Recommended 0.5mm min tread No cracks in side-walls Tyre pressure 1.6 to 1.8 bar (latter if heavily loaded).	Tyres OK and pressures recorded as:  Main LH.....  Main RH.....			
23	Inspect – wheel brakes for secure installation and correct operation, no fluid leaks from caliper. Condition of pads and brake disc.					
25	Inspect – brake lines for secure installation, no leaks or chafing					
<b>Undercarriage – nose-wheel</b>						
40	Inspect – wheel spat for general condition, security of mounting and tyre clearance					
41	Inspect - nose-wheel general condition, correct pressure, condition of tread, correct seating of valve and cap, secure installation, no play in wheel bearings	No fabric to show through the tread area. Recommended 0.5mm min tread No cracks in side-walls Tyre pressure 1.6 to 1.8bar (latter if heavily loaded)	Tyre OK and pressure recorded as:  Nose.....			
42	Inspect - nose-wheel fork for general condition, secure installation, freedom of movement, no excessive play, distortion or damage					
43	Inspect - nose-wheel rubber damper general condition and correct operation					
<b>Electrical/instruments</b>						
50	Inspect – panel mounting screws secure					
51	Inspect - panel connections for security					
52	F/C – slip indicator	Confirm slip-string undamaged and free-moving				
55	Inspect – gel battery for security of mounting, casing leakage and state of charge	If required connect ground-power to fully charge battery in anticipation of tests later in this Worksheet				

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<b>Rotor head</b>					
73	Inspect - brake pad for function.	Pad replaceable as a service item			
74	Op/C - Check roll and pitch Trim cylinders for free function and slider damage or excess seal leakage.	Seal service kit is available from RSUK			
75	Check all attachment hardware secure and verify 4-off split pins in place and correctly formed: (Main bearing bolt, teeter bolt, pitch bolt, roll bolt)	Second signature required if any pin replaced	1 <sup>st</sup> inspection Name: A3-7 authorisation no:  Sig:.....  2 <sup>nd</sup> inspection Name: A3-7 authorisation no: Or, qualified pilot licence no:  Sig:.....		
<b>Rotor Head Controls</b>					
81	F/C - rod ends for cracks & freedom of movement both free and at control extremes				
82	F/C- rotor head reaches pitch and roll stops Inspect – pitch and roll angles achieved				
83	Inspect – pitch and roll cable attachments to upper mast secure				
84	Inspect (inside a/c) - all bearings free, all bearing retaining rivets secure, Pushrods, attachments and pivot mountings secure with no damage or chafing. Electrical cables and connectors undamaged.				
85	Service/lube – lubricate bearings and ball joints with Ballistol oil				
86	Inspect – push/pull cable mountings secure with no chafing.				

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87	Op/C - for free play in stick control eg bearings or cable wear					
<b>Nose-wheel and Rudder controls</b>						
90	Op/C – Check pedals for ease of movement	Check from each seat				
91	Inspect – tension of cable between central control link (mixer unit) and nose-wheel link and re-tension if required. Check turnbuckles secured and no chafing of cables.	See Cavalon AMM RSUK0288.				
92	Service/lube - lubricate pedal bearing and sliding block of adjuster with Ballistol oil					
93	Inspect - visible rudder cables for frays, corrosion, wear or chafing, and any crimped fittings for signs of movement. Lubricate cables with Ballistol oil.					
94	Inspect – all clevis joints at central control link (mixer unit) secured, free to move and no chafing.					
95	Inspect – central control link (mixer unit) freedom of movement and main bolt secured.	Access main bolt through rubber plug located centrally underneath body				
96	Inspect – security of wire-locking retaining the rudder cables to the keel-tube.					
97	Inspect - tail rod-end bearings for looseness and freedom of operation. Lubricate control cables with Ballistol oil					
98	Inspect – integrity of tail attachment lugs welded to keel-tube (4-plcs)	Use 10x magnifying glass and suitable illumination to check for cracks on outside of the joint.				

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99	Inspect - tail for security to airframe (4-bolts).	Torque-check the M8 bolts to 12Nm (4-plcs). If any visible movement remove each bolt, re-Loctite 243 and replace, tightening to 15Nm Second inspection required if any bolt removed/replaced.	1 <sup>st</sup> inspection Name: A3-7 authorisation no:  Sig:..... .....  2 <sup>nd</sup> inspection Name: A3-7 authorisation no: Or, qualified pilot licence no:  Sig:..... .....		
100	Inspect – rudder to tail fastenings. Inspect tail and rudder for signs of composite damage and cleanliness of drain holes.	Torque-check the single M6 or M8 bolt at the top bearing. If any visible movement remove bolt, re-Loctite 243 and replace,; M6 test at 8Nm, fit to 10Nm M8 test at 10Nm, fit to 12Nm Second inspection required if bolt removed/replaced.	1 <sup>st</sup> inspection Name: A3-7 authorisation no:  Sig:..... .....  2 <sup>nd</sup> inspection Name: A3-7 authorisation no: Or, qualified pilot licence no:  Sig:..... .....		
101	F/C rudder control cable tension (pedal load check)	For limits and methods see Cavalon AMM RSUK0288	Gauge number.....  Reading.....		
102	Inspect – rudder control angles	For limits and methods see Cavalon AMM RSUK0288	Gauge number.....		

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103	Overall check that all control system bolts are correct items, properly fitted and tight				
	<b>Engine</b> <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'. 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.			
110	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>				
112	Service/lube - Ensure choke and throttles move freely from stop to stop, and that turbo detent can be felt correctly. Ensure cables are synchronised.				
114	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.				
115	Inspect - oil cooler general condition, security of mountings, no leaks or cracks in fittings.				
116	Inspect – all oil hoses and pipes for secure installation, no leaks, chafing, hardening of pipes or abrupt direction changes. Check condition of heat-insulating tubes under engine.				
117	Inspect – oil thermostat assembly for secure attachment, no cracks or leaks from fittings.				
118	Inspect – all coolant hoses for condition and secure installation, no leaks, chafing or porosity.				
119	Inspect – condition of heat protection on coolant hose from Cylinder #2.				
120	Inspect - coolant radiator for secure installation, cleanliness, leaks or damage				
121	Inspect – radiator fan for correct operation, no damage to cage or blades	Fan runs in reverse direction to ram airflow with engine stopped on-ground. Fan runs in direction of ram-airflow with engine running.			
122	Inspect – coolant overflow tank for correct coolant level, secure installation, no chafing	Use dipstick for coolant level. See Cavalon POH RSUK0287			

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123	Inspect – exhaust system for general condition, secure installation, no leaks, cracks or loose rivets. For 912ULS engine check security of tension springs and safety cable. For 914UL engine check security of turbocharger installation	Use tap-test to inspect for cracks			
124	Inspect – after-muffler clamp rubber strips for deterioration and secure fitment and that wire-locking in place (2-plcs)				
<b>Fuel system</b>					
130	Inspect – security of fuel tanks and fuel cross-over tube/clamps. No evidence of leakage in fuel tank compartment.				
131	Inspect – operation and sealing of fuel-drain valve				
134	Inspect – fuel cap for condition, tightness, correct function, security of restraining cable and cleanliness of vent hole.				
136	Inspect - in area protected by removable firewall and in engine compartment check all fuel lines for condition, secure installation, presence of fire-protective sleeve, no chafing or kinks.				
137	Inspect – security and function of electric fuel pump(s)	Function determined by sound on operation			
138	Op/C – correct operation and security of fuel shut-off valve, correct operation of safety-guard				
139	Op/C – functionality of fuel gauge	ie that the reading is consistent with that shown on the tank dip-stick			
<b>Pre rotator</b>					
141	Inspect – security of gearbox and pneumatic pipe to pre-rotator clutch.				
142	Inspect- drive shafts for bend or damage. No bearing play or cracks in flanges of u/j couplings				
145	Inspect – bendix to ring-gear engagement. Adjust if necessary	See Cavalon AMM RSUK0288			
147	Service/lube – clean then apply a minimal smear of light oil or WD40 to ring gear teeth	NB: Do not lubricate the bendix mechanism			
148	Service/lube – sliding shaft coupling with grease and verify free movement	Castrol LM or equivalent			



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149	Service/lube –uppermost drive shaft protected with Waxoyl	Apply with brush, do not spray.			

<b>Trim System, Rotor Brake &amp; Pneumatics</b>					
163	<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 LEFT STICK (IF FITTED TO AIRCRAFT)</b></p>	<p>In the 'Brake' position, engage brake, confirm operation, and that function is acceptable. Pressurise to maximum.                      Change to flight – check for 8 sec max to release air from brake system.                      In 'Flight' position check that trim goes on and off in same direction as button.                      In 'Flight' position move stick fully 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, release pre rotator and confirm that pressure is applied to trim and stick comes back slightly.                      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 (movement of head cylinder) with brake engaged.</p>	Max pressure obtained:		
<b>HTC Propeller</b>					
170	Check – propeller blades for cracks, delamination or impact damage.	Minor damage may be repaired as defined in Cavalon AMM RSUK0288			
171	Check – security of propeller protection tape (if fitted)				

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172	Check – the torque between mounting bolts and gearbox flange (6-plcs). If torque stripes are missing, apply stripe to each of the six bolts holding the prop to the engine (flange side) after torque testing.	Remove spinner and torque-check the M8 bolts to 15Nm (6-plcs). If any visible movement remove each bolt in turn, visually inspect, re-Loctite 243 and replace, tightening to 15Nm. Torque-check the rim bolts to 12Nm. Tighten as required. Refit spinner using Loctite 243 on the spinner screws.			
<b>Rotors</b>					
	<b>Cavalon gyroplanes have a variant of RotorSystemII in which the blades have reduced angle of incidence (RotorSystem II 8.4m RAO). Identification is by red end-caps and black clamping profile.</b>	<b>These rotor blades are lifed at 2,500hrs. The rotor must not be replaced with a different type.</b>			
181	Inspect blades to manufacturers recommendations for any damage, splits etc.	Repair only as Cavalon AMM RSUK0288			
185	Confirm teeter bolt nut is hand tight (1-2Nm max) and split-pin fitted and correctly formed.	Duplicate signature required if disturbed	1 <sup>st</sup> inspection Name: A3-7 authorisation no:  Sig:..... .....  2 <sup>nd</sup> inspection Name: A3-7 authorisation no: Or, qualified pilot licence no:  Sig:..... .....		

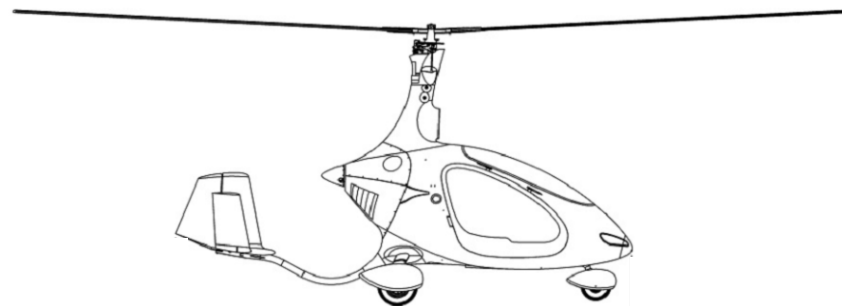
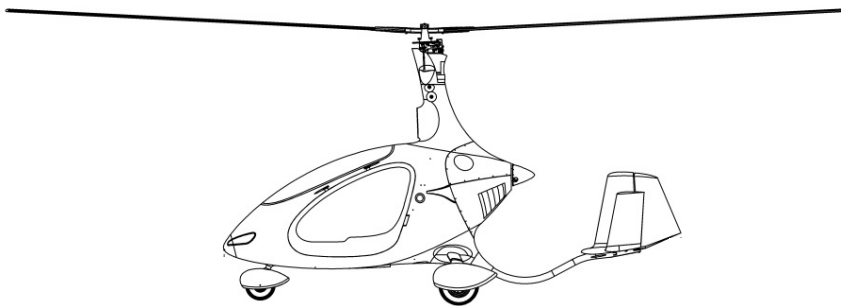
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186	Check – torques on blade to hub bar bolts/nuts in situ	If any evidence of blade to hub looseness it will be necessary to remove the rotor, disassemble blades from hub bar and check holes for wear or fretting. On re-assembly M8 Bolt torque 25Nm. Refer to Section 9 “General Notes” of the Maintenance Manual for re-usage of nyloc nuts				
<b>Body and doors</b>						
190	Inspect – doors for cracks, damage or distortion preventing easy opening and closing					
191	Inspect – door hinges for security, cracks or fractures					
192	Inspect – plexiglass surfaces (3-plcs) for cleanliness and obscurity. Determine if acceptable for flight					
193	F/C – opening and closing operation, and effectiveness of door locks	Must lock effectively in detent notch of door plate. See Cavalon AMM RSUK0288 for load values				
194	F/C – free and correct operation of sliding side windows (DV windows)					
195	F/C – security and free movement of rotary window vents					
<b>Pitot-static system</b>						
196	Inspect – pitot tube general condition, secure installation, no obstructions					
197	Inspect – static ports open, placards installed, no obstructions					
<b>Other</b>						
198	Inspect – Cabin ventilation – ensure port under body is free from obstruction					
199	F/C – Cabin heat (if fitted) – ensure water-valve opens and closes on cockpit demand and that electric fan starts on selection of “hot”.					
200	Inspect – seat mountings secure and backrest adjustment correct operation					

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201	Inspect – all seat belt attachment points for tightness and security				
202	Inspect – headset connector plate in good condition and headset hanger secure				
203	Inspect - internal radio antenna, check for damage and security.	Fitted in nose behind instrument panel. Use mirror and torch			
204	Inspect – external transponder antenna, check for damage and security	Fitted to the rhs of the underbody.			
205	Inspect; bearing temp indicator and OAT indicators for clear display	Change each battery annually			
206	Check Fire-warning LED flashes three times on power-up then off				
207	Overall check that all cockpit and panel fittings secure				
	<b>Final ground run checks prior to release</b>	Follow safe practice, aircraft tied-down and with qualified operator or pilot only.			
300	Re-install the removeable firewall panel				
301	Re-install keel-tube cover				
302	Check all service pipes and cables around engine are secured				
303	Op/C – full functional check of engine start and run up to normal operating temperature				
304	Op/C- ensure engine achieves at least 5,400rpm on one fuel pump only, and with both pumps running.		RPM achieved:.....		
305	OP/C - complete mag drop checks at 4,000rpm	See Cavalon POH RSUK0287 for limits	Mag drop L:..... Mag drop R:.....		
306	Confirm-'Gen' light is on when engine not running, and off (or flickering gently) when running at above 2000rpm.				
308	Inspect – instruments for measurements consistent with ambient conditions				
309	Observing Rotax shut-down requirements stop engine. Inspect - Power plant and coolant system for leaks				

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<b>Finalization work</b>					
320	Carry-out a tool and loose article check				
321	Inside the a/c refit the stick gaitor(s). Verify full-and-free stick movement				
323	Re-install all inspection hatches (internal) and all service covers (external)				
324	Re-install all cowlings and mast cover				
325	Ensure all log book entries completed appropriately				
Confirm Service bulletins incorporated (from RSUK website, full list available with applicability)					
Confirm Mandatory Permit Directives incorporated (from CAA website, CAP747 and 661)					
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 BG06, the Type Approval Data Sheet (TADS) for the Cavalon. 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 hour-meter reading:		
<i>The technical content of this document is approved under the authority of the UK CAA Design Organisation Approval Ref: <b>DAI/9917/06</b></i>					

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<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>  Name:  Signature: <span style="float: right;">Initial:</span>  Date <span style="float: right;">(to compare to check sheet)</span>  CAA Authorisation Ref No:			Comments:		
Note to Engineer; remember to reference this worksheet and RSUK0288 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.					

Any cosmetic damage noted on first inspecting the aircraft should be marked on this graphic and brought to the owner's attention



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**Appendix****Requirements for certifying signatures/initials on this worksheet**

With the exception of "Permitted Pilot Maintenance" (see the relevant RSUK Aircraft Maintenance Manual and CAA publication CAP 733), all maintenance work on RSUK gyroplanes must be certified by a CAA A3-7 Authorised Person.

**Case 1: for work not involving engine controls, or flying controls, or vital structural points**

The person(s) performing the work should complete the worksheet columns as below:

- If the person completing "Eng'r" does not have A3-7 authorisation there must be a second initial by an A3-7 authorised person in each adjacent "A3-7 certifier" cell, denoting acceptance of the task specified.
- If the person has A3-7 authorisation the "Eng'r" cell should be struck out and a single entry of initials made in the A3-7 certifier cell

**Case 2: for work where engine controls, or flying controls, or vital structural points are disturbed, where a duplicate inspection is required (and shown in the worksheet).**

The person(s) performing the work should complete the worksheet columns as shown above and repeated below:

- If the person completing "Eng'r" does not have A3-7 authorisation there must be a second initial by an A3-7 authorised person in each adjacent "A3-7 certifier" cell, denoting acceptance of the task specified.
- If the person has A3-7 authorisation the "Eng'r" cell should be struck out and a single entry of initials made in the A3-7 certifier cell

In addition to the above there is a requirement for inspection, then duplicate inspection (by an independent person) of the finished task:

- The A3-7 engineer certifying the task must enter his name, CAA authorisation number, and full signature under "1<sup>st</sup> inspection".
- The independent second person must enter his name, CAA authorisation number or Pilots Licence number, and full signature under "2<sup>nd</sup> inspection".

This second person must be suitably qualified and may be:

- another A3-7 authorised engineer
- a qualified gyroplane pilot. In this case the pilot must append his Pilot's Licence number to his signature.

It is the second signatory's responsibility to ensure he/she understands the task and what it is they are inspecting and signing for.

**Verification of Initials, Signature and Authorisation**

The person performing the work must complete the "Tasks completed by" statement towards the end of the worksheet.

The A3-7 authorised engineer must complete and sign the "Permit Maintenance Release" on the last page of the Worksheet.