Aircraft serial no. RSUK/MT03/ RSUK/MTOS/	**Aircraft 100hr/Annual Repetitive Service Worksheet** **NB: Take note of hours/time related actions** Unique worksheet no. (if required/used):	Aircraft registration no: G- Worksheet date: Worksheet type: 100HR / ANNUAL **(delete as appropriate)**

Task No	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, or Annually whichever is appropriate. Refer to Maintenance Manuals RSUK0012 and RSUK0044. For aircraft fitted with the in flight variable pitch Woodcomp SR3000/3 prop, additionally refer to Propeller Manual RSUK0076 and Propeller Service Sheet F117. Most of the checks and serviceability are 'on condition', meaning the Engineer has the responsibility to decide if it is acceptable for service. The task numbers listed in the left-most column are rationalised i.e. identical on all MT-series 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+5/-1Nm		
2	Check - Bolt security – other			
3	Inspect - Wheel bearings smooth operation (3 places)	Wheel bearings sealed for life. Raise aircraft with jack under rear keel.		
4	Op/C - nosewheel fork for straightness and free operation.	MT-03 - Nosewheel fork must rotate freely to the limit stops with respect to the steering link plate. There must be 2-4Nm friction to limit shimmy. MTOsport – nose wheel must pivot freely.		
5	Inspect nosewheel springs for security and signs of fretting/imminent breakage.	If in doubt, replace springs (MT-03 only).		
6	Inspect - landing gear spar and attachments to airframe for damage or fatigue (cracks & deformation).	**If any cracks or deformation found then ground aircraft and contact RSUK immediately** Remove and inspect the four attachment bolts at least every 2 years, one at a time. Replace if corroded.		
7	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		
8	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	
9	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)	

Aircraft serial no. RSUK/MT03/ RSUK/MTOS/	**Aircraft 100hr/Annual Repetitive Service Worksheet** **NB: Take note of hours/time related actions** Unique worksheet no. (if required/used):	Aircraft registration no: G- Worksheet date: Worksheet type: 100HR / ANNUAL **(delete as appropriate)**

Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
10	Inspect - airframe for damage, twisting, buckling, or other deformation, or cracks, especially at welded joints at bottom of the mast.	**If found ground aircraft and call RSUK for advice. Use of crack detection fluid at base of mast is appropriate to ensure a thorough check is done.**		
11	Inspect - External structure of enclosure sound and firmly fixed to airframe			
12	Inspect – security of landing light shield (if fitted)	Accessible through luggage hatch		
	Electrical/instruments			
14	Inspect - panel connections for security			
15	Inspect – gel battery for leakage	Replace battery after 10 years operation		
16	Op/C Check strobe function if fitted			
17	Op/C check nav light function if fitted			
18	Op/C check backup fuel pump functions			
19	Op/C check landing light function if fitted			
	Rotor head			

Aircraft serial no. RSUK/MT03/ RSUK/MTOS/	**Aircraft 100hr/Annual Repetitive Service Worksheet NB: Take note of hours/time related actions**	Aircraft registration no: G- Worksheet date: Worksheet type: 100HR / ANNUAL **(delete as appropriate)**
	Unique worksheet no. (if required/used):	

Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
20	Time-related 1~~5~~500hr: Renew main bearing	Replace bearing at 1~~5~~500hrs (no extension permitted). Bearing bolt torque 150Nm+/-10Nm (plus split pin) NOTE: when tightening hub onto backing plate ensure that the clearance between the main gear and bendix gear is minimised to between 0.05 and 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
21	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
22	Op/C - Ring gear security and bolt attachment	Note any wear patterns Bolt torque is 25Nm		

Aircraft serial no. RSUK/MT03/ RSUK/MTOS/	**Aircraft 100hr/Annual Repetitive Service Worksheet** **NB: Take note of hours/time related actions** Unique worksheet no. (if required/used):	Aircraft registration no: G- Worksheet date: Worksheet type: 100HR / ANNUAL **(delete as appropriate)**

Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
23	Check, Service/lube - teeter bolt & bearings for damage & wear.	Regrease via nipple on top of rotor (where fitted). Grease with Castrol LM or equivalent . Removal, clean, inspect and refit is recommended every 100hrs. If wear or signs of distress, remove rotor assembly, inspect and replace bushes or bolt if required. Clean, regrease & refit. NB: Excess wear is more than 0.5mm of vertical play, bolt to bushes, and will cause rotor vibration. Nut must not be more than finger tight, about 1 to 2Nm, and the bolt able to turn by hand.		1st inspection Name: Pilot or auth no. Sig 2nd inspection Name: Pilot or auth no. Sig
24	Check, bushes in tower sides. If worn, replace	Small sideways float between hub bar and bushes required for low vibration		
25	Time related 100hr: 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
26	Check four split pins present and secure	Main bearing, teeter bolt, pitch and roll bolts. Required even if no disassembly actions.		
27	Lubricate Bendix gear & spiral gear	WD40 or similar		
28	Lubricate rotor brake pivot.	WD40 or similar		
29	Inspect - brake pad for function & wear	Change pad and backplate as one unit (service item)		

Aircraft serial no. RSUK/MT03/ RSUK/MTOS/	**Aircraft 100hr/Annual Repetitive Service Worksheet NB: Take note of hours/time related actions**	Aircraft registration no: G- Worksheet date: Worksheet type: 100HR / ANNUAL **(delete as appropriate)**
	Unique worksheet no. (if required/used):	

Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
30	Op/C - Check Trim cylinder for free function and slider damage or excess seal leakage.	Seal service kit is available from RSUK		
31	Protect bare metal with Motor Plus, WD40, chain wax or equivalent			
	Rotor Head Controls			
35	Service/lube - clean rod ends (if appropriate)			
36	F/C - control rod ends for cracks & freedom of movement both free and at control extremes			
37	F/C- rotor head reaches pitch and roll stops			
38	Inspect - all tubes straight, all bearings free, all bearing retaining rivets secure		48 rivets	
39	Op/C - for free play in stick control eg bearings or wear			
	Rudder controls			
40	Op/C - Check pedals for ease of movement			
41	Inspect for cable freedom of movement at tail and pedal attachment, and turnbuckle wirelocking			
42	Inspect - rudder cables for frays, corrosion, wear or chaffing (particularly between the fuel cross over tube and the cables), and nico sleeves for signs of movement.			
43	Inspect - tail bearings for looseness and freedom of operation			
44	Inspect - tail for security to airframe (4 bolts, 15Nm)	Loctited – if loose, remove and refit with loctite 243. Check to 12Nm		
45	Inspect tail and rudder for signs of composite damage.	Include waggling the side fin in case of internal structural damage.		
46	Inspect - all cable pulleys for free rotation, security & wear	Check		
47	Inspect – rudder to tail fastenings	Check to 12Nm	Confirm if possible rudder offset to pedals	

Aircraft serial no. RSUK/MT03/ RSUK/MTOS/	**Aircraft 100hr/Annual Repetitive Service Worksheet** **NB: Take note of hours/time related actions** Unique worksheet no. (if required/used):	Aircraft registration no: G- Worksheet date: Worksheet type: 100HR / ANNUAL **(delete as appropriate)**

Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
48	Inspect – security of rudder trim tab			
49	F/C rudder control cable tension	For limits and methods see manual	Gauge no. Reading	
	Inspect – that all rod end joints are fitted with a snubbing failsafe washer.			
51	Check that all control system bolts are correct items, properly fitted and tight			
	Intentionally blank	Intentionally blank		Intentionally blank
55	**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.		
56	Wirelocking – ensure present on oil tank drain plug, aftermuffler, Oil banjo under engine, carb air filters, oil pump			
57	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		
	Service/lube - Lubricate carburettor choke levers if no free movement	HSC2000 spray grease or equivalent		
59	Service/lube - Ensure choke and throttles move freely from stop to stop, and that turbo detent can be felt correctly. Ensure cables are synchronised.			
60	Inspect – engine mount rubbers for deterioration			

Aircraft serial no. RSUK/MT03/ RSUK/MTOS/	**Aircraft 100hr/Annual Repetitive Service Worksheet NB: Take note of hours/time related actions**	Aircraft registration no: G- Worksheet date: Worksheet type: 100HR / ANNUAL **(delete as appropriate)**
	Unique worksheet no. (if required/used):	

Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
61	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.	See SB-10		
	Intentionally blank	Intentionally blank	Intentionally blank	Intentionally blank
	Fuel system			
65	Service/lube – Drain any water in the fuel tanks via the water drain valves, confirming correct function and closure. Drain crossover tube via drain plug only if water found in main tanks.	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
66	Op/C functionality of low-fuel warning light (if fitted)	Using a siphon tube or fuel-grade pump drain tanks to near empty (less than 5 litres). Change fuel level over sensor by tipping a/c on to its tail. Low fuel warning when sensor not covered, no warning when sensor is covered. Replenish fuel after test.		

Aircraft serial no. RSUK/MT03/ RSUK/MTOS/	**Aircraft 100hr/Annual Repetitive Service Worksheet NB: Take note of hours/time related actions**	Aircraft registration no: G- Worksheet date: Worksheet type: 100HR / ANNUAL **(delete as appropriate)**
	Unique worksheet no. (if required/used):	

Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
67	Service/lube - Change or clean fuel filter (gauze filter before mechanical and electrical fuel pumps, KL145 paper filter only after electrical pumps) if dirty	Filter change only required if obviously dirty. Always change pre and post pump filters as a set. Recommended at 500hrs/3yrs.		
68	Inspect - fuel tank caps for seal deterioration & security of fit			
69	Inspect – security of fuel tanks and tightness of tank straps	Fuel tanks must not be deformed by straps. Adjust to suit – it should be just possible for the tank to move under hand loading		
70	Op/C - functionality of fuel gauge	ie that the reading matches that shown on the tank sight gauge.	Early types are push-before reading, later types electrically driven continuous display	
71	Inspect - breather pipe filter for blockage.			
72	Replace breather pipe filter	Recommended at 3yrs, or on condition		
73	Inspect - inside tanks for debris cracks and deterioration	Flush as required		
74	Inspect - all hoses for cracks and deterioration			
	Pre rotator			
80	Inspect- drive shafts for bend or damage and belt for splits or damage	Lubricate belt with silicon spray, PTFE spray or talcum powder if stick slip found. Replace belt when insufficient tension under pressure to operate pre rotator.		
81	Op/C – Cycle by hand thru full range – check drive shaft joints for free movement and bearings for play etc, and that return spring is undamaged			
82	Inspect – security of pneumatic cylinder and mountings/safety restraint wire			
83	Inspect - pre rotator gearbox mounting bracket, esp around bolts to gearbox for cracks or fractures			
84	Inspect - universal joints for corrosion	Clean as required (use a kitchen plastic scouring pad) and spray with oil or chain wax		

Aircraft serial no. RSUK/MT03/ RSUK/MTOS/	**Aircraft 100hr/Annual Repetitive Service Worksheet NB: Take note of hours/time related actions**	Aircraft registration no: G- Worksheet date: Worksheet type: 100HR / ANNUAL **(delete as appropriate)**
	Unique worksheet no. (if required/used):	

Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
85	Inspect - drive unit engagement to rotor drive gear.	Do not grease this unit! – very light oil only or it will start to jam.		
86	Op/C - Wheel brake for function – if wheel rotates freely, turn brake rubber thru 90 degrees to correct function. Replace when worn with service part.			
87	Inspect - Ensure slider shafts move freely, and are greased	Check horizontal shaft by pushing pulley wheel with hand and checking for slider free movement.		
88	Inspect - Pull back slider gaiter and ensure shaft is well lubricated and no corrosion. Check gaiter for splits and replace if needed.	If gaiter is split, it must be replaced. Jamming of the vertical slider would have catastrophic consequences in flight!		
	Trim System, Rotor Brake & Pneumatics			
90	Inspect – all hoses for leaks and slave cylinder for looseness			
91	Op/C – Roll trim. Operate roll trim (where fitted) fully left. Force to hold stick central ~0.5 to 1Kg. Ensure panel indicator shows fully left. Then operate trim fully right. Ensure indicator shows fully right	Trim load may be adjusted by shortening or lengthening bungy cord under right side of pilots seat – do not adjust without consulting pilot, as the loads required are small!		
92	Time-related 100hr: Change (or dry out) compressor water absorber			
93	Inspect – compressor. Listen for undue noises in operation.			

Aircraft serial no. RSUK/MT03/ RSUK/MTOS/	**Aircraft 100hr/Annual Repetitive Service Worksheet NB: Take note of hours/time related actions**	Aircraft registration no: G- Worksheet date: Worksheet type: 100HR / ANNUAL **(delete as appropriate)**
	Unique worksheet no. (if required/used):	

Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
94	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.	With selector set to 'Brake' position, engage brake by pressing button, 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 check that trim goes on and off in same direction as button (inc rear switch if fitted). In 'Flight' position, stick forward. Start pre rotator. Ensure cylinders (2) engage, and when the stick is pulled back they disengage. Note that the head cylinder must engage prior to the engine cylinder. Stick to front, release pre rotator and confirm that pressure is applied to trim and stick comes back slightly. 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.		
95	Op/C – check compressor can give full pressure of 7bar (~8bar with new compressor). If under 5.5bar, either find leak or replace.		Note pressure obtained	
	HTC Propeller (for Woodcomp refer to RSUK0076)			
96	F/C - tracking to manufacturers recommendations	(none required at the time of writing)		

Aircraft serial no. RSUK/MT03/ RSUK/MTOS/	**Aircraft 100hr/Annual Repetitive Service Worksheet** **NB: Take note of hours/time related actions** Unique worksheet no. (if required/used):	Aircraft registration no: G- Worksheet date: Worksheet type: 100HR / ANNUAL **(delete as appropriate)**

Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
97	Check - prop bolt torques, and that torque stripe between bolt head and propeller hub 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	Does NOT apply to Woodcomp propeller!	
98	Measure prop blade pitch angle relative to hub	Recommend pitch to be within 0.5deg of each other	Blade 1 Blade 2 Blade 3 Hub	
99	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		
100	Inspect – prop tape (if fitted) for air-bubbles, lifted edges or deterioration	Replace as needed - refer to Maintenance Manual		
	Rotors			
105 A	**Rotor system with black end-cap (8.4m) or grey end-cap (8.0m) 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		
105 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		

Aircraft serial no. RSUK/MT03/ RSUK/MTOS/	**Aircraft 100hr/Annual Repetitive Service Worksheet** **NB: Take note of hours/time related actions** Unique worksheet no. (if required/used):	Aircraft registration no: G- Worksheet date: Worksheet type: 100HR / ANNUAL **(delete as appropriate)**

Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
106	Inspect - blades to manufacturers recommendations for any damage, splits etc.	Repair only as manufacturer's recommendations		
107	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		
108	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.		
109	If no teeter bolt grease nipple fitted: Service/lube –disassemble rotor from rotor head , check for wear, regrease by hand and reassemble.	Grease nipple (approved mod) may be fitted. Grease Castrol LM or equivalent		
	Other			
110	Inspect - for wheel-brake pad wear. Replace as necessary, and if less than 2mm pad remaining (later pads have witness groove).	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		
111	Inspect – brake ratchet/pawl for excessive wear. If found, replace lever and pawl.	Teeth of lever must not be visibly deformed or protrude less than 1.5mm.		
112	Inspect - Confirm all placards readable and in line with Operating Limitations	See Pilots handbooks for placards required – or TADs		
113	Check aircraft weight and balance	No annual check required, but confirm weighing certificate available and matches weight on placard		
114	Inspect all seat belt attachment points for tightness and security			
115	Inspect each seat belt for damage or frays, and for security of main connection			

Aircraft serial no. RSUK/MT03/ RSUK/MTOS/	**Aircraft 100hr/Annual Repetitive Service Worksheet NB: Take note of hours/time related actions**	Aircraft registration no: G- Worksheet date: Worksheet type: 100HR / ANNUAL **(delete as appropriate)**
	Unique worksheet no. (if required/used):	

Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
116	F/C - ASI calibration	That front and rear ASI readings match. ASI reading checked on flight test or alternative method		
117	F/C – compass calibration	Typically cross check to handheld compass		
118	F/C – altimeter calibration	Consistent with ambient pressure		
119	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) Turbo TCU data (where fitted) may be downloaded for analysis	Transponder code required to be transmitted: Actual code transmitted transponder code: Where possible, print out transponder test report and attach to service docs	
	Final ground run checks prior to release			
130	Inspect - Power plant and coolant system for leaks			
131	Inspect – security of oil-thermostat insulator pad (if fitted)			
132	Inspect – instruments for measurements consistent with ambient conditions			
133	Inspect – all access covers secure			
134	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:	
135	Complete mag drop checks at 4,000rpm	See Pilots Handbook for limits	Mag drop:	

Aircraft serial no. RSUK/MT03/ RSUK/MTOS/	**Aircraft 100hr/Annual Repetitive Service Worksheet** **NB: Take note of hours/time related actions** Unique worksheet no. (if required/used):	Aircraft registration no: G- Worksheet date: Worksheet type: 100HR / ANNUAL **(delete as appropriate)**

Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
136	Confirm 'Gen' light is on when engine not running, and off (or flickering gently) when running at above 2000rpm.			
137	Confirm low fuel lamp is not lit (providing the fuel covers the sensor)			
138	If a VP propeller is fitted, cycle the propeller manually from pitch stops to pitch stop. Ensure warning led lights when operating, and function is as per Pilots Handbook.	Prop must stop on electrical limit switches, not the mechanical failsafe stops.		
139	Ensure all log book entries completed appropriately, and service record up to date			

Aircraft serial no. RSUK/MT03/ RSUK/MTOS/	**Aircraft 100hr/Annual Repetitive Service Worksheet** **NB: Take note of hours/time related actions** Unique worksheet no. (if required/used):	Aircraft registration no: G- Worksheet date: Worksheet type: 100HR / ANNUAL **(delete as appropriate)**

Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
	Confirm Service bulletins incorporated (from RSUK website, full list available with applicability) The list at the time of this document issue is stated to the right.	SB-001 (914Turbo only) RPM gauge green line to finish at 5,000rpm (914UL's) SB-002 Cable ferrule crimping (one time inspection. Completed) SB-003 Breather tube routing (serial 16 to 49) SB-004 Bendix shaft (serial 27 to 49) SB-006 Battery link (applies to all MT-03's) SB-007 Rudder cable alignment (applies to all MT-03's) SB-008 Fuel pickup re route (applies to all MT-03's) SB-009 Front seat reinforcement (applies to all MT-03's) SB-010 Engine bearer bolt SB-012 Fuel hose SB-013 Suspension bow change (500Kg upgrade) SB-014 MTOsport enclosure bracket repair SB-016 MT-03 enclosure bracket repair SB-017 Control panel blanking plugs SB-018 Front pedal position alteration SB-019 Instructor pack fitment SB-021 Woodcomp VP Prop and CS controller (MTOS) SB-022 912ULS exhaust springs SB-023 Landing-light shield SB-024 LED landing lights SB-027 Pre-rotator improvement kit SB-028 Low level fuel sensor SB-033 Rotax plug screw wire-locking SB-034 Rotor blade check (MANDATORY ALL AIRCRAFT) SB-036 Oil thermostat insulator SB-037 Relocated fuel transfer pipe (MT03) SB-038 Propeller protection tape SB-040 MT-series new rotor system		

Aircraft serial no. RSUK/MT03/ RSUK/MTOS/	**Aircraft 100hr/Annual Repetitive Service Worksheet** **NB: Take note of hours/time related actions** Unique worksheet no. (if required/used):	Aircraft registration no: G- Worksheet date: Worksheet type: 100HR / ANNUAL **(delete as appropriate)**

Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
	Confirm Mandatory Permit Directives incorporated (from CAA website, CAP747 and 661) The list at the time of this document issue is stated to right. Up-to-date information must be checked!	MPD 1998-019 R1 Clear hose on the 914UL return fuel line (check for flexibility, ongoing requirement) MPD 2010-001Inspection/replacement of Trelleborg Hydro K Hoses MPD 2010-005 R1 Replacement of Honeywell low fuel warning sensor (mandatory for MTOS/024-036 inc only) 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 BG01 Type Approval Data Sheet (TADS) for the MT-03, or BG02 Type Approval Data Sheet (TADS) for the MTOsport. 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***

Aircraft serial no. RSUK/MT03/ RSUK/MTOS/	**Aircraft 100hr/Annual Repetitive Service Worksheet** **NB: Take note of hours/time related actions** Unique worksheet no. (if required/used):	Aircraft registration no: G- Worksheet date: Worksheet type: 100HR / ANNUAL **(delete as appropriate)**

Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial

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 RSUK0012 or RSUK0044 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.