

RotorSport UK Ltd

Aircraft serial no. RSUK/MT03/ RSUK/MTOS/	<b>Aircraft Long Term Storage and Return to Service Worksheet</b>	Aircraft registration no: G-  Worksheet date: Worksheet type: LTSRS		
Unique worksheet no. (if required/used):				
Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
<p><b>Purpose of this worksheet: To be applied when preparing for storage, when in storage, or when returning the aircraft to service from a long period of storage/disuse, normally longer than one year. Also to be used when the storage of an aircraft under Form F146 exceeds one year. 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.</b></p>				
<b>Preparing for storage task list</b>				
<b>NB: It is assumed that the aircraft will be stored in a clean, dry, well-ventilated (but not necessarily heated) building with a sealed floor. Should this not be the case (e.g wet floor, condensation, significant dust) then RSUK should be consulted to consider whether additional actions are required.</b>				
P1	Drain fuel	Do not store for subsequent replacement. Mogas should not be used after 3months		
P2	Disconnect battery	Transfer to a bench for float-charging.		
P3	Prepare engine in accordance with Rotax recommendations	Ref: Rotax Maintenance Manual 71-00-00 para 5.2.		
P4	Protect aircraft enclosure/engine with RSUK aircraft cover			
P5	Remove rotors from aircraft and store in a suitable crate with soft liner and interleaving	Available from RSUK		
P6	Wrap rotor head in a dust-sheet			
P7	Fit cover to pitot-tube (with vent for breathing)	Must have flight-safety lanyard or be attached to tie-down cord		
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RotorSport UK Ltd

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Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
<b>In-storage task list – the 3month interval</b>				
S1	Jack aircraft, spin wheels. Check tyre pressures and tyres for cracks	Spinning avoids flats and brake binding No cracks will be acceptable for Return to Service	Record each action, its date and initial on a separate sheet attached to this worksheet	
S2	Check engine for corrosion (propeller shaft/flange, connectors)	Clean and protect with WD40 or if required	Record each action, its date and initial on a separate sheet attached to this worksheet	
S3	Check for oil or coolant leaks	Arrange rectification if found.	Record each action, its date and initial on a separate sheet attached to this worksheet	
S4	Check for bird or rodent nests, wash-off any droppings	Air filters, exhaust, instrument panel, enclosure foot-wells	Record each action, its date and initial on a separate sheet attached to this worksheet	
S5	Clean aircraft Inspect rotors for corrosion, if found consult RSUK	Do not use washing-up liquid	Record each action, its date and initial on a separate sheet attached to this worksheet	
S6	Annually repeat the engine preparation in accordance with Rotax recommendations	Ref: Rotax Maintenance Manual 71-00-00 para 5.2 & 5.3	Record each action, its date and initial on a separate sheet attached to this worksheet	
<b>Return to Service task list</b>				
	<b>Airframe Inspection</b>	All items – repeat inspections as shown unless stated otherwise		
1	Remove all covers and thoroughly check aircraft for evidence of missing parts or instruments.	Check against aircraft SAC that aircraft is still to the required build standard.		
2	Check - Bolt torques – mast fittings	M8 bolts to 25Nm+5/-1Nm		
3	Check - Bolt security – other			
4	Inspect - Wheel bearings smooth operation (3 places)	Wheel bearings sealed for life. Raise aircraft with jack under rear keel.		
5	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.		

RotorSport UK Ltd

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Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
6	Inspect nosewheel springs for security and signs of fretting/imminent breakage.	If in doubt, replace springs (MT-03 only).		
7	Inspect - landing gear spar and attachments to airframe for damage or fatigue (cracks & deformation).	<b>If any cracks or deformation found then ground aircraft and contact RSUK immediately</b>		
8	Inspect – tyres for wear or damage. Replace if needed.	No fabric to show through the tread area. Recommended 0.5mm min tread. Ensure to flat spots or wall cracks from storage		
9	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	
10	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)	
11	Inspect - airframe for damage, twisting, buckling, or other deformation, or cracks, especially at welded joints at bottom of the mast.	<b>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.</b>		
12	Inspect - External structure of enclosure sound and firmly fixed to airframe			
	<b>Electrical/instruments</b>			
13	Inspect - panel connections for security			
14	Inspect – gel battery for leakage	Refit battery after ensuring charged and holding charge.		
15	Op/C Check strobe function if fitted			
16	Op/C check nav light function if fitted			
17	Op/C check backup fuel pump functions			

RotorSport UK Ltd

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18	Op/C check landing light function if fitted			
19	<u>No Task</u>			
<b>Rotor head</b>				
20	Time-related 1000hr: Renew main bearing	Replace bearing at 1000hrs (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 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)		1 <sup>st</sup> inspection Name: Pilot or auth no.  Sig  2 <sup>nd</sup> 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		1 <sup>st</sup> inspection Name: Pilot or auth no.  Sig  2 <sup>nd</sup> inspection Name: Pilot or auth no.  Sig
22	Op/C - Ring gear security and bolt attachment	Note any wear patterns Bolt torque is 25Nm		

RotorSport UK Ltd

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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.		1 <sup>st</sup> inspection Name: Pilot or auth no.  Sig  2 <sup>nd</sup> 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		1 <sup>st</sup> inspection Name: Pilot or auth no.  Sig  2 <sup>nd</sup> 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)		

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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			
<b>Rotor Head Controls</b>				
32	Service/lube - clean rod ends (if appropriate)			
33	F/C - control rod ends for cracks & freedom of movement both free and at control extremes			
34	F/C- rotor head reaches pitch and roll stops			
35	Inspect - all tubes straight, all bearings free, all bearing retaining rivets secure		48 rivets	
36	Op/C - for free play in stick control eg bearings or wear			
<b>Rudder controls</b>				
37	Op/C - Check pedals for ease of movement			
38	Inspect for cable freedom of movement at tail and pedal attachment, and turnbuckle wirelocking			
39	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.			
40	Inspect - tail bearings for looseness and freedom of operation			
41	Inspect - tail for security to airframe (4 bolts, 15Nm)	Loctited – if loose, remove and refit with loctite 243. Check to 12Nm		
42	Inspect tail and rudder for signs of composite damage.	Include waggling the side fin in case of internal structural damage.		
43	Inspect - all cable pulleys for free rotation, security & wear	Check		
44	Inspect – rudder to tail fastenings	Check to 12Nm	Confirm if possible rudder offset to pedals	
45	Inspect – security of rudder trim tab			

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46	F/C rudder control cable tension	For limits and methods see manual	Gauge no.      Reading	
47	Inspect – that all rod end joints are fitted with a snubbing failsafe washer.			
48	Check that all control system bolts are correct items, properly fitted and tight			
<b>49</b>	<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. The Rotax service centre will advise additional checks subject to the method of storage used. (e.g. borescope checks)		
50	Wirelocking – ensure present on oil tank drain plug, aftermuffler (912LS), Oil banjo under engine, carb air filters, oil pump			
51	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		
52	Service/lube - Lubricate carburettor choke levers if no free movement	HSC2000 spray grease or equivalent		
53	Service/lube - Ensure choke and throttles move freely from stop to stop, and that turbo detent can be felt correctly. Ensure cables are synchronised.			
54	Inspect – engine mount rubbers for deterioration			
55	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		
<b>Fuel system</b>				

RotorSport UK Ltd

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56	Service/lube – Fuel tanks. Flush each tank with about 1 litre of fuel then fill with fresh. Ensure water drain points function correctly on refill, and confirm no tank debris	Seal drain thread with PTFE tape or equivalent, ensuring minimal overlap over the plug end. Wirelock after refitting. Note; the rubber tank exit plug may seep fuel when refilled, until the plug expands to take up any gaps.		1 <sup>st</sup> inspection Name: Pilot or auth no.  Sig  2 <sup>nd</sup> inspection Name: Pilot or auth no.  Sig
	Whilst empty, check that low fuel warning led (where fitted) lights.			
57	Service/lube - Change fuel filters (three filter on S engine, three on the Turbo) if dirty	Always change pre and post pump filters as a set.		
58	Inspect - fuel tank caps for seal deterioration & security of fit			
59	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		
60	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	
61	Inspect - breather pipe filter for blockage.			
62	Replace breather pipe filter	Recommended at 3yrs, or on condition		
63	Inspect - inside tanks for debris	Flush as required		
64	Inspect - all hoses for cracks and deterioration	Change as required		
	<b>Pre rotator</b>			

RotorSport UK Ltd

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65	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.		
66	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			
67	Inspect – security of pneumatic cylinder and mountings/safety restraint wire			
68	Inspect - pre rotator gearbox mounting bracket, esp around bolts to gearbox for cracks or fractures			
69	Inspect - universal joints for corrosion	Clean as required (use a kitchen plastic scouring pad) and spray with oil or chain wax		
70	Inspect - drive unit engagement to rotor drive gear.	Do not grease this unit! – very light oil only or it will start to jam.		
71	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.			
72	Inspect - Ensure slider shafts move freely, and are greased	Check horizontal shaft by pushing pulley wheel with hand and checking for slider free movement.		
73	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!		
<b>Trim System, Rotor Brake &amp; Pneumatics</b>				
74	Inspect – all hoses for leaks and slave cylinder for looseness			
75	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!		

RotorSport UK Ltd

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76	Change (or dry out) compressor water absorber	Normal 100hr task		
77	Inspect – compressor. Listen for undue noises in operation.			
78	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.		
79	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	
	<b>HTC Propeller (for Woodcomp refer to RSUK0076)</b>			
80	F/C - tracking to manufacturers recommendations	(none required at the time of writing)		

RotorSport UK Ltd

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Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
81	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!	
82	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	
83	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>				
84	Check rotors as per SB-034 for bend and/or cracks	See SB-034 Re-assemble rotor and fit to aircraft		
85	Inspect - blades to manufacturers recommendations for any damage, splits etc.	Repair only as manufacturer's recommendations		
86	Inspect - blade to hub bar attachment bolts for corrosion	Light corrosion should be coated in chain wax or WD40/equivalent. If bolts are significantly corroded, remove and clean or replace as appropriate. Lubricate with chain wax or equivalent on refitment		
87	Check - torques on blade to hub bar bolts/nuts	If any evidence of blade to hub looseness, disassemble blades from hub bar. Check holes for wear or fretting Bolt torque 25Nm. Refer to Sect 9 General Notes of the Maintenance Manual for nyloc re-usage.		
88	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		
<b>Other</b>				

RotorSport UK Ltd

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89	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		
90	Inspect – brake ratchet pawl for excessive wear. If found, replace.	<u>Teeth of lever must not be visibly deformed or protrude less than 1.5mm.</u>		
91	Inspect - Confirm all placards readable and in line with Operating Limitations	See Pilots handbooks for placards required – or consult CAA TADs publication.		
92	Check aircraft weight and balance	No annual check required, but confirm weighing certificate available and matches wt on placard		
93	Inspect all seat belt attachment points for tightness and security			
94	Inspect each seat belt for damage or frays, and for security of main connection			
95	F/C - ASI calibration	That front and rear ASI readings match. ASI readings checked by suitable ground process		
96	F/C – compass calibration	<u>Typically cross check to handheld compass</u>		
97	F/C – altimeter calibration	Consistent with ambient pressure		
98	Op/C - Instrument checks	Transponder - Check that mode S code matches G-INFO database. Full functional check highly recommended. Radio – confirm PTT buttons cause ‘T’ on panel. Turbo TCU data (where fitted) may be downloaded for analysis		
<b>Final ground run checks prior to release</b>				
99	Inspect - Power plant and coolant system for leaks			

RotorSport UK Ltd

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100	Inspect – security of oil-thermostat insulator pad (if fitted)			
101	Inspect – instruments for measurements consistent with ambient conditions			
102	Inspect – all access covers secure			
103	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:	
104	Complete mag drop checks at 4,000rpm	See Pilots Handbook for limits	Mag drop:	
105	Confirm ‘Gen’ light is on when engine not running, and off (or flickering gently) when running at above 2000rpm.			
106	Confirm low fuel lamp is not lit (providing the fuel covers the sensor)			
107	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 <a href="#">Pilots Handbook</a> .	Prop must stop on electrical limit switches, not the mechanical failsafe stops.		
108	Ensure all log book entries completed appropriately, and service record up to date			

RotorSport UK Ltd

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	<u>Confirm Service bulletins incorporated (from RSUK website, full list available with applicability)</u> <u>The list at the time of this document issue is stated to the right.</u>	<u>SB-001 (914Turbo only) RPM gauge green line to finish at 5,000rpm (914UL's)</u> <u>SB-002 Cable ferrule crimping (one time inspection. Completed)</u> <u>SB-003 Breather tube routing (serial 16 to 49)</u> <u>SB-004 Bendix shaft (serial 27 to 49)</u> <u>SB-006 Battery link (applies to all MT-03's)</u> <u>SB-007 Rudder cable alignment (applies to all MT-03's)</u> <u>SB-008 Fuel pickup re route (applies to all MT-03's)</u> <u>SB-009 Front seat reinforcement (applies to all MT-03's)</u> <u>SB-010 Engine bearer bolt</u> <u>SB-012 Fuel hose</u> <u>SB-013 Suspension bow change (500Kg upgrade)</u> <u>SB-014 MTOsport enclosure bracket repair</u> <u>SB-016 MT-03 enclosure bracket repair</u> <u>SB-017 Control panel blanking plugs</u> <u>SB-018 Front pedal position alteration</u> <u>SB-019 Instructor pack fitment</u> <u>SB-021 Woodcomp VP Prop and CS controller (MTOS)</u> <u>SB-022 912ULS exhaust springs</u> <u>SB-023 Landing-light shield</u> <u>SB-024 LED landing lights</u> <u>SB-027 Pre-rotator improvement kit</u> <u>SB-028 Low level fuel sensor</u> <u>SB-033 Rotax plug screw wire-locking</u> <u>SB-034 Rotor blade check (MANDATORY ALL AIRCRAFT)</u> <u>SB-036 Oil thermostat insulator</u> <u>SB-037 Relocated fuel transfer pipe (MT03)</u> <u>SB-038 Propeller protection tape</u> <u>SB-040 MT-series new rotor system</u>		
	Confirm Rotax Service Bulletins incorporated (from Rotax website)			

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	Confirm Mandatory Permit Directives incorporated (from CAA website, CAP747 and 661) Up-to-date information must be checked!	<a href="#">MPD 1998-019 R1 Clear hose on the 914UL return fuel line (check for flexibility, ongoing requirement)</a> <a href="#">MPD 2010-001 Inspection/replacement of Trelleborg Hydro K Hoses</a> <a href="#">MPD 2010-005 R1 Replacement of Honeywell low fuel warning sensor (mandatory for MTOS/024-036 inc only)</a> <a href="#">MPD 2011-006 Life limit of rotor blade assembly</a>		
	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:		
<p style="color: red; font-style: italic;">The technical content of this document is approved under the authority of the UK CAA Design Organisation Approval Ref: <b>DAI/9917/06</b></p>				

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Task No	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 style="margin-left: 150px;">(to compare to check sheet)</p> <p>Date: _____</p> <p>Inspector or licence no.: _____                      Company Approval ref _____</p> <p>Inspector Authority: CAA letter ref 9/ _____ dated _____</p>	Comments:		
Note to Engineer; remember to reference this worksheet and RSUK0012 or RSUK0044 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.				