Aircraft serial no. RSUK/MT03/ RSUK/MTOS/	**Aircraft Short Term Storage and Return to Service Worksheet** Unique worksheet no. (if required/used):	Aircraft registration no: G- Worksheet date: Worksheet type: STSRTS

Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
Purpose of this worksheet: To be applied when preparing for storage, when in storage, or when returning the aircraft to service from a short-term period of storage/disuse, normally between 6 months and one year after last flight. Should the 1-year period be exceeded then form F141 supercedes this document. 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. These checks are designed for owner operators and do not require an authorised engineer, unless rectification work is required.				
Preparing for storage task list				
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.				
P1	Drain fuel	Do not store for subsequent replacement. Mogas should not be used after 3months		
P2	Disconnect battery	Ideally remove battery and 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	Ideally protect aircraft enclosure/engine with RSUK aircraft cover			
P5	Ensure rotors in line with aircraft and tie-down fitted. Wrap rotor head in a dust-sheet	Alternatively remove rotors and store on a wall rack (support under blade CG) or break-down and store in suitable container		
P6	Fit cover to pitot-tube (with small vent for breathing)	Must have flight-safety lanyard or be attached to tie-down cord		
	Intentionally blank	Intentionally blank	Intentionally blank	Intentionally blank

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Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
In-storage task list – the 3month interval				
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	Interval 1 Interval 2 Interval 3 Interval 4	
S2	Check engine for corrosion (propeller shaft/flange, connectors)	Clean and protect with WD40 if required	Interval 1 Interval 2 Interval 3 Interval 4	
S3	Check for oil or coolant leaks	Arrange rectification if found.	Interval 1 Interval 2 Interval 3 Interval 4	
S4	Check for bird or rodent nests, wash-off droppings	Air filters, exhaust, instrument panel, enclosure foot-wells	Interval 1 Interval 2 Interval 3 Interval 4	
S5	Periodically clean aircraft including rotors	Do not use washing-up liquid		

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Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
Return to Service task list				
	Airframe Inspection	All items – repeat inspections as shown unless stated otherwise		
1	Remove any 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	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.		
3	Inspect – tyres for wear or damage. Replace if needed.	No fabric to show through the tread area. Recommended 0.5mm min tread. Ensure no flat spots or wall cracks from storage		
4	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	
	Electrical/instruments			
5	Inspect – gel battery for leakage	Refit battery if previously removed. Otherwise ensure battery is charged and holding charge.		
6	Op/C Check strobe function if fitted			
7	Op/C check nav light function if fitted			
8	Op/C check backup fuel pump functions			
9	Op/C check landing light function if fitted			
	Rotor head			

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Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
10	Check, Service/lube - teeter bolt & bearings	Regrease via nipple on top of rotor (where fitted). Grease with Castrol LM or equivalent . Nut must not be more than finger tight, about 1 to 2Nm, and the bolt able to turn by hand.		
11	Check four split pins present and secure	Main bearing, teeter bolt, pitch and roll bolts. Required even if no disassembly actions.		
12	Op/C - Check Trim cylinder for free function and slider damage or excess seal leakage.			
	Rotor Head Controls			
13	Service/lube - clean rod ends (if appropriate)			
14	F/C- rotor head reaches pitch and roll stops			
15	Inspect - all tubes straight, all bearings free, all bearing retaining rivets secure			
16	Op/C - for free play in stick control eg bearings or wear			
	Rudder controls			
17	Op/C - Check pedals for ease of movement			
18	Inspect for cable freedom of movement at tail and pedal attachment, and turnbuckle wirelocking			
19	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.			
20	Inspect - tail bearings for looseness and freedom of operation			
21	Inspect tail and rudder for signs of composite damage.	Include waggling the side fin in case of internal structural damage.		
22	Inspect - all cable pulleys for free rotation, security & wear			

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Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
23	Inspect – security of rudder trim tab			
24	Check that all control system bolts are correct items, properly fitted and tight			
25	**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. The Rotax service centre will advise additional checks subject to the method of storage used. (e.g. borescope checks).		
26	Wirelocking – ensure present on oil tank drain plug, aftermuffler (912LS), Oil banjo under engine, carb air filters, oil pump			
27	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		
28	Service/lube - Lubricate carburettor choke levers if no free movement	HSC2000 spray grease or equivalent		
29	Service/lube - Ensure choke and throttles move freely from stop to stop, and that turbo detent can be felt correctly. Ensure cables are synchronised.			
30	Inspect engine bearer bolts for paint stripe.	See SB-10. If the stripe is broken the bolt must be reloctited, torqued, and re-paint marked by an authorised person.		
	Fuel system			

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Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
31	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.	There may be a small amount of leakage until the rubber seals swell due to the effect of the fuel. If the fuel drain wirelock is removed, it MUST be replaced, with a dual inspection signature.		1st inspection Name: Pilot or auth no. Sig 2nd inspection Name: Pilot or auth no. Sig
	Whilst empty, check that low fuel warning led (where fitted) lights.			
32	Inspect - fuel tank caps for seal deterioration & security of fit			
33	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	
34	Inspect - breather pipe filter for blockage – ensure clear.			
35	Inspect - all hoses for cracks and deterioration	Change as required		
	Pre rotator			
36	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.		
37	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			
38	Inspect – security of pneumatic cylinder and mountings/safety restraint wire			

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Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
39	Inspect - pre rotator gearbox mounting bracket, esp around bolts to gearbox for cracks or fractures			
40	Op/C – Pre rotator brake for function – if wheel rotates freely when applied, turn brake rubber thru 90 degrees to correct function..			
41	Inspect - Ensure slider shafts move freely, and are greased	Check horizontal shaft by pushing pulley wheel with hand and checking for slider free movement.		
42	Inspect – pre rotator 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			
43	Inspect – all hoses for leaks and slave cylinder for looseness			
44	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!		
45	Inspect – compressor. Listen for undue noises in operation.			

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Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
46	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.		
47	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)			
48	Check - prop bolt 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.	If torque stripe broken, remove bolts, inspect, and refit with loctite 243 – and re-apply torque stripe (Engineer task!)	Does NOT apply to Woodcomp propeller!	

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Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
49	Inspect - blades to manufacturers recommendations for any damage, splits etc. Repair only as manufactures recommendations			
	Rotors			
50	Inspect - blades to manufacturers recommendations for any damage, splits etc.	Repair only as manufacturer's recommendations		
51	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		
	Other			
52	Inspect - Confirm all placards readable and in line with Operating Limitations	See Pilots Handbooks for placards required – or consult CAA TADs publication.		
53	Inspect all seat belt attachment points for tightness and security			
54	Inspect each seat belt for damage or frays, and for security of main connection			
55	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.		
	Final ground run checks prior to release			
56	Inspect - Power plant and coolant system for leaks			
57	Inspect – security of oil-thermostat insulator pad (if fitted)			
58	Inspect – instruments for measurements consistent with ambient conditions			
59	Inspect – all access covers secure			

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Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
60	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:	
61	Complete mag drop checks at 4,000rpm	See Pilots Handbook for limits	Mag drop:	
62	Confirm 'Gen' light is on when engine not running, and off (or flickering gently) when running at above 2000rpm.			
63	Confirm low fuel lamp is not lit (providing the fuel covers the sensor)			
64	If a VP propeller is fitted, cycle the propeller manually from pitch stop 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.		
65	Ensure all log book entries completed appropriately, and service record up to date			

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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	
	Confirm Rotax Service bulletins incorporated (from Rotax website)			

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Task No	Task Description	Repetition or comments	Actions taken & comment	Cert initial
	Confirm Mandatory Permit Directives incorporated (from CAA website, CAP747 and 661). 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***

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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 pilot licence no.:
Company Approval ref

Inspector Authority: CAA letter ref 9/ dated

Comments:

Note to Engineer or inspector; remember to reference this worksheet and RSUK0012 or RSUK0044 within the logbooks, together with your CAA authorisation code or pilots licence no. 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.