AERO-EAST-EUROPE d.o.o.

“ SILA 450 C ”

AIRPLANE: **150812-AEE-0040**
POWER PLANT:ROTAX 912 ULS2 S/N: 6 785 213
PROPPELER: Woodcomp Propulse AES 170; S/N 15152-68-3PS
REGISTRATION SIGN: **SE – VTS**
OWNER: Borås ultralätt flygklubb, Sverige
USER: Borås ultralätt flygklubb, Sverige
APPROVED BY:_____

MAINTENANCE PROGRAM

SUPPLEMENTS:

- Maintenance program
- Check lists
- Operation manual “SILA 450 C”
- Engine maintenance Rotax 912 according to manufacturer specifications

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Title **Page**

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Statement of owner/user of ultra-light aircraft

We/I hereby confirm that all maintenance processes will be made according to “Technical Maintenance Program” which is approved by Civil Aviation Directorate of the Republic of Serbia.

We/I hereby confirm to keep track of laws and by-law regulations related to the maintenance of ultra – light aircrafts, documentation changes of manufacturer of ultra-light aircrafts and components, as service bulletins, Airworthiness approval and according all above mentioned make changes in “Technical Maintenance Program” which will be approved by Civil Aviation Directorate of the Republic of Serbia.

I/We declare that clearly understand that any exception of approved “Technical Maintenance Program” can cause suspecting of aircraft Airworthiness approval.

Date:

Name and Surname (Company name)Owner/User
of ultra-light aircraft

Borås ultralätt flygklubb, Sverige
Signature owner/user
Of ultra-light aircraft

_____

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List of valid pages

Pages	Section	Revision	Revision date
1	Maintenance program	02	October 2012
2	Table of content	02	October 2012
3	Statement of owner/user	02	October 2012
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Changes track record

Revision No.	Revision date	Contents of amendment
00	November 2011	Initial issue
01	December 2011	First revision
02	October 2012	Second revision
03	March 2013	Third revision

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MAINTENANCE PROGRAM/RELATIVE OF ENGINE

Maintenance program consists of hand-books defined as follows:

- "SILA 450 C" Aircraft Maintenance Manual
- Rotax 912 Series Maintenance Manual
- "SILA 450 C" Aircraft Operation Manual
- Rotax 912 Operation manual
- Special requirement of register for this aircraft category

Maintenance program is related with the following items consisting of:

- hours of flight,
- hours of engine work,
- calendar.

Daily check: - Before the first flight of the day, ref OM "SILA 450 C" / OM Rotax

Preflight check: -Before every flight, ref OM "SILA 450 C" / OM Rotax

25 hours check: - After every 25 hours of flight, ref MM _____

50 hours check: - After every 50 hours of flight, or 6 month, ref MM "SILA 450 C" / MM Rotax OPTIONAL

100 hours check: - After every 100 hours of flight, or 1 year, ref MM "SILA 450 C" / MM Rotax,

200 hours check: - After every 200 hours of flight, ref MM "SILA 450 C" / Rotax,

600 hours check: - After every 600 hours of flight, or 5 years, ref MM "SILA 450 C"/MM Rotax,

Estimated annual flight hours: 200-500 flight hours.

EDITION 21-11-11.

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APPROVED BY _____, DOC NO: _____.

MAINTENANCE PROGRAM CONSISTS OF TWO SHEETS:

1/ MAINTENANCE PROGRAM OF “SILA 450 C” / AIRCRAFT
2/ MAINTENANCE PROGRAM OF ROTAX 912/UL & ULS2 6 785 213 ENGINE

AIRPLANE AND ENGINE ROSOURCE:

AIRPLANE structure: OC, according to state. (150812-AEE-0040)
ENGINE: 2000 hours of work. (912 ULS2 6 785 213)
PROPELLER: 1200 hours of work, according to state.(Woodcomp Propulse AES 170; S/N 15152-68-3PS
At the expiration of this period or from assessment out of maintenance system, aircraft and engine must be reviewed by factory or by the factory authorized organization to continue with exploitation, according to the factory program approved by the local aircraft authority.
“SILA 450 C” AIRCRAFT are aircraft of specific category in accordance with JAR VLA ; JAR PART 21 & 23 , designed, manufactured, and tested according to the approved JAR standards?

MAINTENANCE PROGRAM is scheduled in compliance with:

- Aircraft manufacturer maintenance program
- Engine manufacturer maintenance program
- Maintenance standards for this aircraft type that are adopted in Republic of Serbia in accordance with EASA requirements
- Aircraft manufacturer operation manual
- Engine manufacturer operation manual

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WORKS ON AN AIRCRAFT ARE DIVIDED INTO NEXT GROUPS OF PROCEDURES:

DAILY SERVICING which may be:

- DAILY /first review of the flight day/
- PREFLIGHT CHECK /before every flight/
- AFTER FLIGHT CHECK /after every flight/

PERIODICAL after a defined amount of hours of flight or after a certain period of time /defined on page 1.

ADDITIONAL this checks are defined by special reasons. Some of them are: Airworthiness order of CAA, AD note, SB or other conditions for safety airworthiness.

SPECIAL this checks are performed when anomalous or peculiar conditions occurred, like:

- hard landing
- turbulence flight
- exceed aircraft operational limits
- exceed engine operational limits
- etc.

With reference to an approved manufacturer documentation, or maintenance work program, approved by related CAA.

DAILY CHECK LIST

ANNOTATION:
- Check is performed at the beginning of every flight day,
- Check is performed by the aircraft pilot,
- One copy of the check lists must be present on the a/c as well as kept and saved by the daily flight leader (administrator).

1. ENGINE AND PROPELLER

1.1. Open engine cover and check that installation connections are tight, and that there are no visible damages.
1.2. Check all fluid lines and connections with engine searching any possible sign indicating any liquid leaking.
1.3. Check that the engine is complete with all of the spark plugs and that they are correctly secured.
1.4. Check that alternator and transmission belt is tight and tense correctly.
1.5. Check that all parts within engine compartment are correctly tight.
1.6. Check that there is no any damage concerning the propeller blades.
1.7. Check for the correct and full stroke of the variable pitch propeller system.
1.8. Drain a small quantity of fuel to ensure that there are no traces of fuel contamination with water.
1.9. Turn the propeller several times caring that the magnets are turned off.
1.10. Check oil and refrigerant level, and refill, if necessary.

2. FUSELAGE AND WINGS

2.1. Check all the fuselage, wings and control surfaces in order to be sure that there are no damages.
2.2. Check and verify that all control surfaces work appropriately.
2.3. Check landing gear and tires.
2.4. Check Pitot Tube for damages or clogs.
2.5. Check all lids and edges and their closeness.
2.6. Check the location of seats and pedals and their position.

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2.7. Check Pitot Tube cover.
2.8. Check properly working / full stroke of shut off valve.
2.9. Check the cockpit doors / hinges, locks, glasses/ for damage and function.
2.10. Clean and dry cockpit glasses and make sure that visibility is good.
2.11. Check that aircraft lights work properly.

3. CHECK AIRCRAFT DOCUMENTATION.

4. REFUEL AIRCRAFT, IF NECESSARY.

5. CHECK AIRCRAFT DEVICES WORK AS ESPECTED.

6. CHECK THAT THE ENGINE WORKS ACCORDING TO THE ROTAX DIAGRAMS.

AIRCRAFT /registration sign/: /
Type, model: “SILA 450 C”

DATE, TIME AND LOCATION: _____

REVIEWED BY:_____
/Full name and signature/

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PREFLIGHT CHECK LIST

ANNOTATION:
- Check is performed at the beginning of every flight day,
- Check is performed by the aircraft pilot,
- One copy of the check lists must be present on the a/c as well as kept and saved by the daily flight leader (administrator).

1. ENGINE AND PROPELLER

1.1. Open the engine cowling and check that installation connections are tight, and that there are no visible damages.
1.2. Check all fluid lines and connections with engine and search any possible sign indicating any liquid leaking.
1.3. Check that all parts within engine compartment are tight correctly.
1.4. Check that there are no damages of the propeller blades.
1.5. Check oil and refrigerant level, and refill when necessary.

2. FUSELAGE AND WINGS

2.1. Check all fuselage, wings and control surfaces for damages.
2.2. Check that all the control surfaces work correctly.
2.3. Check Pitot Tube for damages or clogs.
2.4. Check all lids and edges and their closeness.
2.5. Check the location of seats and pedals and their position.
2.6. Clean and dry cockpit glasses and make sure that visibility is good.
2.7. Check that aircraft lights work properly.

3. CHECK AIRCRAFT DOCUMENTATION.

4. REFUEL AIRCRAFT, IF NECESSARY.

AIRCRAFT /registration sign/: /
Type, model: "SILA 450 C",
DATE, TIME AND LOCATION: _____

REVIEWED BY:_____
/Full name and signature/

“ SILA 450 C ”

AFTER FLIGHT CHECK LIST

ANNOTATION:
- Check is performed at the beginning of every flight day,
- Check is performed by the aircraft pilot,
- One copy of the check lists must be present on the a/c as well as kept and saved by the daily flight leader (administrator).

1. ENGINE AND PROPELLER

1.6. Open the engine cowling and check that installation connections are tight, and that there are no visible damages.
1.7. Check all fluid lines and connections with engine and search any possible sign indicating any liquid leaking.
1.8. Check that all parts within engine compartment are tight correctly.
1.9. Check that there are no damages of the propeller blades.
1.10. Check oil and refrigerant level, and refill when necessary.

2. FUSELAGE AND WINGS

2.1. Check all fuselage, wings and control surfaces for damages.
2.2. Check Pitot Tube for damages or clogs.
2.3. Check all lids and edges and their closeness
2.4. Put the protection covers in the expected places.

3. TURN OFF AIRCRAFT ELECTRIC POWER SUPPLY .

4. REFUEL AIRCRAFT, IF NECESSARY.

5. LOCK AIRCRAFT.

6. PUT THE BLOCKS UNDER THE WHEELS AND FASTEN, IF NECESSARY.

AIRCRAFT /registration sign/: / Type, model “SILA 450 C”

Conditions for changes

“Technical Maintenance Program” was developed in accordance with general aviation principles for maintenance and also with several years’ experience background in manufacturing, using and maintenance of aircraft.

Conditions for change are existing and will be carrying through in cases when the need arises. Before any change applicant is obliged to inform Civil Aviation Directorate of the Republic of Serbia and ask for approval, also if changes are no necessary applicant should to inform Civil Aviation Directorate of the Republic of Serbia by special statement, during the renewal process of Airworthiness approval.

“ SILA 450 C ”

DATE, TIME AND LOCATION: _____

REVIEWED BY:_____
/Full name and signature/

LIST OF AIRCRAFT PERIODICAL CHECK		
Owner data	Aircraft type Engine type	**“SILA 450 C”** **ROTAX 912 ULS2**
AERO EAST EUROPE, Kraljevo, Serbia	Registration sign	/
	Aircraft serial number/TSN	**150812 – AEE – 0040**
	Engine serial number/TSN/TSO	**6 785 213**
Confirmation about performed periodical check		
This is a confirmation that all the individual scheduled works required, according to LPP for any determined checks, have been performed and certified in compliance with existing instructions. Here it is also confirmed that the data, concerning the executed works and the substitution of spare parts, are inscribed and recorded into an appropriate aircraft documentation.		

Date	Kind of Check (25,50,100,200,600 FH)	Operator	Signature	Supervisor signature	Next Check
		Aero – East – Europe d.o.o			

LEGEND: X = not to be executed
blank = no task required
* = after first 25 hr. for new engines or overhauled engines
(P) = signature test pilot

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	List of Aircraft Periodical Check							
Ord./Prog. Number	Aircraft Reg. Sign	Kind of Check	Date	Op. Signature				
	/			25*	50	100	200	600
Content of individual check								
ACTIONS BEFORE CHECK								
1	The owner, pilot (or the responsible person) of the aircraft, will notify any previously recorded information as well as everyone of the noticed defects or problems, that have been showed while using the a/c.							
2	Place the a/c in a suitable place for engine work check. If there is wind, keep the a/c with the nose opposite to the wind direction.							
3	Set blocks under the wheels of the main landing gear, remove the ground safety device from the aircraft controls.							
4	Put the fire prevention device and one person for coordination in front of left wing, keeping a distance of 3mt.							
5	Take advice of the aircraft maintenance manual and log book and be sure of their accuracy. Verify that the flight time have been correctly recorded. Make sure that all periodical controls have been performed.							
6	Perform aircraft verifications according to preflight check lists and prepare what necessary to the next engine work check procedures.							
7	Start the engine according to engine operator and maintenance manual performing the previewed check operations and verifications. When the engine is turned off, noticed defects and engine work time must be indicated in the aircraft maintenance log book.							
8	Discharge oil from engine once wormed up. Make the refrigerant liquid to flow down from engine according to MM Rotax.							

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9	Dismount the accumulator battery from the aircraft and deliver it to the responsible person for checking and charging.	**X**	**X**			
10	Park the aircraft in the work place stand proper for the periodical check.					
11	Prepare work instruments, hoists, pedestals for shelving, skins and parts, tools, measure and testing equipment.					
12	Remove engine fairings and side channel (streamlined crossing) and open all access covers.					
13	Study aircraft documentation and indicate in the maintenance book which parts must be replaced and what modification must be performed.					

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	List of aircraft periodical check							
Ord number	Aircraft reg. sign	Kind of check	Date	Op. Signature				
	/			25*	50	100	200	600
Content of individual check								
AIRFRAME								
FUSELAGE, STRUCTURE, TAIL SURFACES								
1	Check fuselage skin for deformities, cracks, released or lacking rivets or removed bolts.			**X**				
2	Check fire prevention wall frame for damages and fissures, verify it is sealed correctly, and that all parts are mounted and fixed correctly and safely.			**X**				
3	Check accumulator battery support, brake fluid and refrigerant tank for fissures, deformities, leakages and that are regularly fixed.			**X**				
4	Check horizontal and vertical stabilizer skin for damages and deformities, released or removed rivets or bolts.			**X**				
5	Verify support fittings and the connections of the horizontal and vertical stabilizer with fuselage. Look for fissures, and deformities, and check that all bolts and nuts are in place properly tightened according to the parameters: Bolts ¼ diameter → 10-12 Nm, and bolts 5/32 diameter → 6-8 Nm.			**X**				
5a	Verify the horizontal stabilizer hinge points and the following: ** S450-5514-0.0.0-SH.01.00.22 S450-5514-1.0.0-SH.01.00.23L S450-5514-2.0.0-SH.01.00.23R			**X**				

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6	Verify the rudder and the elevator as well as the conditions of rudder and elevator tab skin. Check that all bolts rivets and nuts are in place and properly tightened. Make sure that the control surfaces supports are mounted and tightened correctly.	**X**				
7	Make sure there are no damages on the steel cables of the rudder. Controls must be free in their movements without scratching or rubbing with fuselage structure or any other part. Check that the rudder have free and full deflection both on the right and the left side. Check frame teflon slides for damage, and verify that they still fit properly in place. Lubricate connecting surfaces between cables and teflon slides.	**X**				
8	Make sure there are no damages on the steel cables of the elevator. Controls must be free in their movements without scratching or rubbing with fuselage structure or any other part. Check that the surface have free and full deflection up and down. Lubricate.	**X**				
9	Check that tension of all the steel cables. Verify the cables are properly operating and that they are properly insured with lock wire (kantal 0.5 - 0.8mm). Check that bolts at turnbuckle are mounted properly and correctly tightened.	**X**				
10	Check that rudder tab work properly and that it has its full deflection both on the right and on the left side. At the same time verify that the cabin indicator shows exactly that deflection.	**X**				
11	Check that the elevator tab works and that it has its full deflection up and down. Verify that the cabin indicator shows exactly the corresponding deflection.	**X**				
12	Check fuselage end for any fissure or deformity. Connections between the end cap and the fuselage must be correct, verify bolts and nuts tension..	**X**				
(13)	Check that the parachute rocket is correctly set, it must be properly installed and hold by specific connecting rivets. Check that the metal sheet covers and protections (for the connecting cables and rocked head) are	**X**				

	efficient, in place and properly prepared in their programmed breakage points.					
14	Check connection fittings between wing and fuselage search for fissures and verify the tensions of the bolts (22 Nm). Note: Perform works on every 100 FH.	**X**	**X**			
RIGHT WING						
15	Wing skin must be examined to prevent and verify any deformity, fissures, relaxed or lack of rivets and bolts. Check beams connections to the fuselage and wings for damage; bolts must be mounted properly and tightened with a moment of 22 Nm.	**X**	**X**			
16	Inspect wings edges tips (winglets) for any damage.	**X**	**X**			
17	Inspect aileron for any damage and deformity, relaxed or lack of rivets and bolts. Check that there is no clearance in the aileron bearings. Lubricate aileron bearings and bolts with grease “Aeroshell Grease 6”.	**X**	**X**			
18	Check aileron controls. Inspect from cockpit to aileron for any damage or deformity, verify that there is no scratch or any anomalous contact within the wing structure. No aileron controls clearance must be anomalous or greater than the admissible. Perform the clearance check with the stick fixed in the neutral position. Set the appropriate model and check that aileron has its full, correct and free deflection up and down.	**X**	**X**			
LEFT WING						
19	Wing skin must be examined to prevent and verify any deformity, fissures, relaxed or lack of rivets and bolts. Check beams connections to the fuselage and wings for damage; bolts must be mounted properly and tightened with a moment of 22 Nm.	**X**	**X**			
20	Inspect wings edges tips (winglets) for any damage.	**X**	**X**			

21	Inspect aileron for any damage and deformity, relaxed or lack of rivets and bolts. Check that there is no clearance in the aileron bearings. Lubricate aileron bearings and bolts with grease “Aeroshell Grease 6”.	**X**	**X**			
22	Check aileron controls. Inspect from cockpit to aileron for any damage or deformity, verify that there is no scratch or any anomalous contact within the wing structure. No aileron controls clearance must be anomalous or greater than the admissible. Perform the clearance check with the stick fixed in the neutral position. Set the appropriate model and check that aileron has its full, correct and free deflection up and down.	**X**	**X**			
FLAPS						
23	Examine flaps to prevent and verify any deformity, fissures, relaxed or lack of rivets and bolts.	**X**				
24	Check that flaps actuator support is still correctly in place, verify that the bolts are properly tightened. Make sure that the electric device is properly isolated, there must be no electric contact between the installation and the airframe.	**X**				
25	Inspect the flaps mechanism and verify that no damage is present and that there is no scratch, anomalous movement or conctact within the structure. Carefully verify that the metal sheet supports are mounted properly and that they hold safely to the fuselage structure, there mast be no obstacle to the free movement of the control rods. Fit and set accurately the appropriate model to verify and trim the flaps position.	**X**				
26	Switch the master on and check how do the flaps work, the panel flap indicator gauge must move accordingly. Once flaps efficiency has been tested retract them and turn the master off.	**X**				
COCKPIT						

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27	Examine windshield, doors, canopy, and back glasses searching for cracks, Make sure that the transparent surfaces are safe and clear.	X				
28	Check cabine doors searching for deformity, make sure once closed they fit accordingly. Check reliability of door latch lock in closed position. Check door seal rubber for damage verify that there is no friction between the door metal sheets and the correspondent part of the fuselage.	X				
29	Verify that no damages are present on the pilot seat, the pilot seat must be safely hold in every one of the possible selected positions when locked. Once locked in position verify that the seat does not move. Repair/Clean upholstery when damaged or dirty.	X				
30	Check pilot harness and passenger seat belt for damages and that are tightened properly. Make sure that the buckle mechanism work properly and reliably.	X				
31	Verify that the pilot sticks easily move in all directions, inspect full stroke as well and make sure for the proper tension of related bolts and nuts.	X				
32	Verify rudder and nose wheel control pedals they must be easily moved, check full stroke. Bolts and nuts an related elements must be tightened properly. Check that the nose gear control supports are tightened properly.	X				
33	Check that the brake pumps fit and connect properly to the pedals, and that there is no brake fluid effluence spilling out of the pumps or/and pipelines.	X				
34	Verify that the safety parachute is in place and that no damages are present. Safety parachute connections must be properly installed and fastened to the airframe. The cables for the connection of the rocket must be safely and properly fastened. At Least verify that parachute activation handle is correctly set, efficient and fastened.	X				
35	Open central console and check that the installations (electric or other) are not damaged. Check that the parachute handle supports are tightened, safe and efficient.	X				

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NOSE GEAR						
36	Check nose gear, support fittings and beam for fissures, deformity and corrosion. Check that there is no excessive clearance in leg and beam connection points, and that all nuts are tightened correctly.	**X**				
37	Remove metal sheet cover of the nose gear, inspect the shock ring absorber (Code: 1080). Check shock absorber support for damages and deformation. Test the full stroke excursion of the shock absorber.	**X**				
38	Check nose gear wheel fork for fissures, deformity, color change because of overheat (appear with turn wheel shaft at fork). Check that fork is free to turn around nose gear axis.	**X**				
39	Verify the control beams of the nose wheel making sure there are no damages and that the corresponding elements are tightened and fastened properly. Check that nose gear wheel is in neutral position when nose gear is unloaded.	**X**				
40	Remove nose wheel and check that there are no damages and fissures. Nuts of the two half connections must be tightened at 12 Nm. Check shaft and wheel bearings for damages, color change, deformations because overheat and load. Lubricate bearings with standard grease for high temperature (Aeroshell Grease 7).	**X**	**X**			
41	Verify that the wheel tire has no damages. Control that, according to the marks, there is not any displacement of the tire along the rim. (Tolerable wearing of tire is to first canvas level)	**X**				
42	Check tire pressure with manometer, and inflate, if necessary.	**X**				
43	Examine the connection between the wheel fork and the nose gear beam for fissures. If necessary, perform a penetrant liquid check.	**X**	**X**			

RIGHT MAIN LANDING GEAR						
44	Inspect leg (leaf spring) for deformities, fissures and corrosion. Verify that the connections between leg and fuselage are tightened properly, no clearance is allowed.	**X**				
45	Remove wheel and check that there is no damages and fissures on the bandage of the tire; make sure that nuts of the two half connections are tightened at 12 Nm. Verify that the edges concerning the connections between wheel and the disc aren’t damaged, make sure that there is no sign of overheat or jam. Lubricate bearings with standard grease for high temperature (Aeroshell Grease 7).	**X**	**X**			
46	Check wheel tire for damages. Control that, according to the marks, there is not any displacement of the tire along the rim. (Tolerable wearing of fire is to first canvas level)	**X**				
47	Check discs and brake lining as concerning the wheel brake elements for damage or worn-out. Make sure that the brake block is not damaged, and that there is not any brake fluid spills.	**X**				
48	Mount wheel and tighten normally and fasten wheel shaft nut. Check that the wheel rotate gently only pushing by hand.	**X**	**X**			
49	Check wheel brake hydraulic installation, and refuel with brake fluid, if necessary (Aeroshell). Test wheel brake works properly.	**X**				
LEFT MAIN LANDING GEAR						
50	Inspect leg (leaf spring) for deformities, fissures and corrosion. Verify that the connections between leg and fuselage are tightened properly, no clearance is allowed.	**X**				
51	Remove wheel and check that there is no damages and fissures on the bandage of the tire; make sure that nuts of the two half connections are tightened at 12 Nm. Verify that the edges concerning the connections between wheel and the disc aren’t damaged, make sure that there is no sign of overheat or jam. Lubricate bearings with standard grease	**X**	**X**			

	for high temperature (Aeroshell Grease 7).					
52	Check wheel tire for damages. Control that, according to the marks, there is not any displacement of the tire along the rim. (Tolerable wearing of fire is to first canvas level)	**X**				
53	Check discs and brake lining as concerning the wheel brake elements for damage or worn-out. Make sure that the brake block is not damaged, and that there is not any brake fluid spills.	**X**				
54	Mount wheel and tighten normally and fasten wheel shaft nut. Check that the wheel rotate gently only pushing by hand.	**X**	**X**			
55	Check wheel brake hydraulic installation, and refuel with brake fluid, if necessary (Aeroshell). Test wheel brake works properly.	**X**				

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	List of aircraft periodical check							
Ord. number	Aircraft reg. sign	Kind of check	Date	Op. Signature				
	/			25*	50	100	200	600
Content of individual check								
FUEL SYSTEM								
1	Inspect wing tanks making sure that there is no gasoline effluence or spilling. Make sure that the fuel fillers are not damaged, the tanks caps must seal properly once closed. Check connections for pressure equalizing. Check that the external warning cover is in place - "OKTAN 94" for engine type "Rotax" and "AVIOGASOLINE B-100/130" (100 LL) for engine type "Continental".			**X**				
2	Check gasoline pipeline from wing tanks to the reserve tank located in the fuselage than further on inspect the pipeline going to the fuel filter and to the fuel pump. Make sure that there is no damage or any anomalous bending on the pipeline, and that there is no rubbing or direct contact with structure that could impair or damage pipes by vibrations. Check that all restraints and nuts are tighten properly.			**X**				
3	Verify that the reserve tank is fastened properly and safely and that there is no catch with structure. Make sure there are no spilling or leaking of fuel. Check all the connections, verify no damages are present and that restraint are tighten properly. Inspect the drain valves tightness and verify/replace the O-rings.			**X**				
4	Check minimal fuel level indicator and its installation, test if it works properly.			**X**				
5	Check the cockpit fuel level indicators, verify they are clear tightened properly. There must not be any leaking of fuel.			**X**				
6	Check air inlet to the wing tanks and inspect and purge out air from the air draining valve under the fuselage. Drain out and examine			**X**				

	what is spilled out of the reserve tank; drain valve must seal properly when in closed position.					
7	Remove the fuel filter than check the kind and the quantity of sediment and water. Install a new filter and then make sure that there is no gasoline leaking out. Warning: Perform works every 50 FH.	**X**				
8	Check the main fuel valve on cockpit floor for damages and verify that it moves smoothly. When the fuel valve is in position “ OPEN”, gasoline must be freely flowing, and when valve is in position “CLOSED” gasoline flow must be stopped.	**X**				
9	Check the electric fuel pump (buster) inspect it for damages and gasoline leaking. Verify that connections are jointed, tightened and safely fastened. Check the pump is working properly.	**X**				

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	List of aircraft periodical check							
Ord number	Aircraft reg. sign	Kind of check	Date	Op. Signature				
	/			25*	50	100	200	600
Content of individual check								
ELECTRIC SYSTEM								
1	Inspect the electric actuator (starter motor) searching for damages and verify it is properly tightened. Make sure that the electric lines are in place and that the connections are tightened.			**X**				
2	Check alternator for damages, verify that it is properly tightened, verify that no damages are present on the belt pulley. No grease must be present on the pulley, proper tension: F=50 N~6 mm. Check electric lines for damages and make sure that they are tightened.			**X**				
3	Remove and disassemble alternator (if external), and check all parts. Check brusher spring, isolation, stator and rotor coil continuance. Remove coal dust and filthiness. Lubricate bearings, assemble alternator and replace brushes, if necessary. Install on engine. RMRKS: Perform works every 200 FH.			**X**	**X**	**X**		
4	Check alternator brushes for excessive and unequal worn-out. Verify that brushes move easily on the slides, that they are connected and tightened properly. Check commutator for damages, trace of sparking and filthiness (remove coal dust, if necessary). RMRKS: Perform works every 200 FH .			**X**	**X**	**X**		
5	Check magnet high voltage electric installation (from magnet to spark plugs and switches), verify that there is no trace of sparkling and isolation breakage, check that the isolators and the springs on the cable end are correct and that connections are jointed and tightened correctly.			**X**				
6	Check flight and landing lights – reflector, verify that everything is tightened properly, that there is no glass fissures and that electric			**X**				

	connections are jointed and fastened properly.					
7	Check that position lights are tighten properly and that the electric lines are jointed and fastened safely.	X				
8	Inspect lights fitting position, bulbs and electric cables, verify there are no damages and that they are properly tightened.	X				
9	Check that accumulator battery support is tighten properly and that the accumulator itself is fastened, make sure that there is no oxidation. Clean out electric connections, lubricate them with special grease and check their proper fastening elements. Check accumulator battery electric lines make sure of the proper tight and correct connections.	X				
10	Remove accumulator battery and perform checks and tests. Install accumulator battery in place. RMKS: Perform works every 100 FH.	X	X			
11	Check that the aircraft metallization works properly, verify that they are tightened. Check master (main) metallization from engine support to aircraft construction with special attention.	X				
12	Check that the automatic fuses and electric switches are tightened properly, verify that they aren’t damaged and that they have a normal stroke, without breakage and jam.	X				
13	Check the electric installations and connections behind the instrument panel – (panel with fuses and switches) - no isolation must be damaged. Everyone of the connections, switches and fuses must be clean and well tightened. Everyone of the contact on the firewall must be clean and isolated as well as correctly fastened.	X				
14	Check voltage regulator for damages, and verify that all connections are right, clean and tightened.	X				

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15	Check radio supports behind instr. panel for damages, also verify that everything is tightened properly and that all the connections are in place and in good conditions.	**X**				
16	Check the overrating voltage solenoid, the accumulator battery solenoid and the starter motor solenoid inspect for mechanical damage, verify they are good tightened and that the electric lines are correct. connections must be clean and tightened.	**X**				
17	Switch the master on and check: - aircraft position lights - landing reflector	**X**				
18	Check accumulator battery voltage gauge in the cockpit, it must not be under 12V. Activate any use electrical supply and check volt-ammeter precision. After all the tests, turn off all user switches and master.	**X**				
19	Check out electricity converter – inverter which change voltage from 12V to 24V, condition and correctness.					

	List of aircraft periodical check							
Ord number	Aircraft reg. sign	Kind of check	Date	Op. Signature				
	/			25*	50	100	200	600
Content of individual check								
INSTRUMENTS								
1	Check instrument installations of: P-engine oil, T-engine oil, T-cylinder head, T-refrigerant liquid, flaps and tab indicators and volt-ammeter. Search for damages, deformities and make sure that there is no acute bend. There must not be present any scratching between engine and frame, parts or devices. Also check that all the connections are tightened and fastened.	**X**						

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2	Remove the tachometer and verify that no mechanical damage is present. Also check the electric connections. RMKS: Perform works every 100 FH.	**X**	**X**			
3	Check the Pitot Tube as concerning damages verify it is well fastened and clear from obstruction. Check that the pipeline connections are jointed properly and safely.	**X**				
4	Disconnect Pitot pipeline instruments, then bleed in the pipeline with dry air under pressure in order to remove dump and dust. Connect the pipeline to the instruments and check installation line.	**X**	**X**			
5	Check all the instruments when in place on the instrument panel, search for damages, verify that scales and pointers aren't damaged (including check of colors and phosphorous tinctures). Make sure that all the instruments are tightened and clean.	**X**				
6	Make sure that engine work parameters and limits marks as well as the aircraft flight parameters and limits are indicated clearly. These are supposed to be evident on the instrument glasses and flanges or on the labels on the instrument board. If necessary, refurbish colors or replace the instrument labels.	**X**				
7	Check the electric installations and pipeline behind the instrument panel. Verify there are no damages, deformity and that the connections are tightened and fastened properly.	**X**				
8	Remove the altimeter, the airspeed indicator and the variometer (VSI) and verify the instruments precision and accuracy using proper testers according to procedures and tables. In case set the new correction tables. Mount the instruments and verify their installation. Make sure that the instrument are fastened properly in place. RMRKS: Perform works every 100 FH.	**EVERY 24 MONTHS**	**EVERY 24 MONTHS**	**EVERY 24 MONTHS**	**EVERY 24 MONTHS**	**EVERY 24 MONTHS**
9	Remove the turn coordinator (turn and slip ind. or simply the slip and skid ind.) and after performing a visual check search for damages; verify that it works properly. After the checks, install the instrument in place.	**X**	**X**			

	RMRKS: Perform works every 100 FH.					
10	Remove gyro compass (directional gyro) and the magnetic compass check that there is no mechanically damaged parts. Perform parameters checks according to the procedure. Install the instrument in place and perform the parameters checks properly on the compass compensation platform according to procedures. Update if necessary. RMRKS: Perform works every 100 FH.	**X**	**X**			
11	Perform and check all the other instruments and devices installed on aircraft according to the procedures!	**X**	**X**			

	List of aircraft periodical check							
Ord number	Aircraft reg. sign	Kind of check	Date	Op. Signature				
	/			25*	50	100	200	600
Content of individual check								
RADIO EQUIPMENT								
1	Remove the radio-set and check the presence of any mechanical damage. Check the connections make sure the cables are fixed and the fasteners in place. Install the radio device in place and properly safely fastened. RMRKS: Perform works every 100 FH.			**X**	**X**			
2	Check that switches and channel selectors are fluent and properly moving. The radio-set marks and display must be undamaged and clearly readable.			**X**				
3	Check that radio-set NAV device (radio compass). Antenna must be tightened properly, no mechanical damage must be present, verify that the isolator is correctly set			**X**				

	and that the cable connection is properly fastened.					
4	Check the distribution box and the electric installations of the radio sets. No damages must be present as well as no relaxed connections must be found. Also check that the cables fasteners are tightened.	**X**				
5	Perform a check of all the radio equipment concerning unexpected damages. No scratching points with the aircraft structure must be found. All connections must be clean and tightened.	**X**				
6	Check the headphones and the microphones, no damages must be found. Verify that the devices can turn according to the head. The cables must be efficient and the jacks must fit and plug properly.	**X**				
7	Switch the master on and check that the radio-set is working properly. All channels must be efficient. Verify to be able to establish contact for radio communication with any ATC or other aircraft (or with a slave radio station). After performing the radio check switch off the radio-com and then turn off the master switch.	**X**				
8	Perform the checks of all the other radio devices (Radio-nav, GPS, ATC Transponder, etc.) accordingly.	**X**				

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	List of aircraft periodical check							
Ord number	Aircraft reg. sign	Kind of check	Date	Op. Signature				
	/			25*	50	100	200	600
Content of individual check								
FINAL WORKS AND CHECKS								
1	Make sure to remove completely any tool, measure device and equipment that have been used for the periodical check.			X				
2	Close all portholes, access covers and engine compartment covers.			X				
3	Clean and wash all the aircraft surfaces. Clean cabin compartment with a vacuum cleaner, and clean all glasses as well using a deer skin and appropriate cleaning products.			X				
4	Record all the performed works and replaced parts in the maintenance book. Have care to update the aircraft and engine log books and the propeller and parachute log books as well. Make sure to complete and update also any other certificate or related form accordingly.			X				
5	Move the aircraft in place for engine testing. Put pads under LGL wheels, fire prevention apparatus and extinguishers must be in place. Fire prevention operators must be ready and in place. For safety reasons no vehicles or people must be allowed to have access. When engine works near or around the stand of the tests it is strictly prohibited to let anibody in a safety range.			X				
6	Refuel aircraft with gasoline and engine oil, if necessary.			X				
7	Perform aircraft checks according to the check list before any flight and record the performed checks in the maintenance book.			X				
8	Start up the engine and check that the engine is working in the right way according to the diagrams and to the engine maintenance reference.			X				

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9	Turn off/on the aircraft master switch, while engine works, and check the behavior of alternator, radio-devices, position and strobo lights and any other instrument.	X				
10	Once stopped the engine open the engine covers and check for gasoline or any other fluid spilled.	X				
11	Record any noticed defect or trouble in the maintenance book and undertake any necessary measures to solve the problem.	X				
12	Check all the documents and make sure that every one have been filled in and certified properly.	X				
13	Inform and update the test pilot about all the performed works on the aircraft. Show the t. pilot everything which must be inspected during flight with special attention.	X	X			
14	When the pilot sits in place and fasten his seat belts, check that left and right cabin door are closed and locked properly.	X	X			
15	Perform the test flight according to the aircraft flight check list and record all noticed or relevant defects or troubles. This must be reported in the log book as well as the correct conclusion of the last test flight.	X	X	(P)	(P)	(P)
16	If the aircraft has been found correct during the test flight in the log book must be reported the test pilot signature with all the notes. In the log book, anyhow, there must be evidence of the complete tests performed during the flights as well as the necessary corrections and the measures carried on.	X	X	(P)	(P)	(P)
17	Make sure to deliver the aircraft complete with all the documents to the owner, this could be an authorized person, and inform him about every one of the performed works, and repairing.	X				

FOR PROPELLER AND PARACHUTE OBSERVE THE INSTRUCTIONS SPECIFIED BY THE MANUFACTURER

" SILA 450 C "

Periodic propeller check list						
Content		**Operator signature**				
Specific checks		Propeller checks – flight HRS				
Seq.	**Propeller "WOODCOMP" – On ground adjustable propeller Propulse AES 170 S/N 15152 – 68 – 3PS**	25h	50h*	150h	1000h	1200h
1	Dismount the propeller spinner, verify there are no deformations, damages and cracks and that everyone of the bolts and nuts are properly tightened and in place.	x				x
2	Verify, on the base of the numbers marked on each of the blades, that everyone of the blades is mounted in the right place.	x				x
3	Verify that the angles of the blades are correct in accordance with the porpouse and, if necessary, adjust properly the angles.	x				x
4	Verify the head of the propeller where everyone og the parts must be in place without cracks and damages; everione of the bolts and nuts must be properly tightnened. The screws (-imbus type) at 5mm with a moment of 10Nm. The "supporting" bolts fixing the system to the reductor flange at 8mm with a moment of 22Nm	x				x
5	Verify that the prop. blades are not bended, cracks or any other mechanic damage out of the allowed limits. Carefully verify the leading edge of the prop. blades. Verify command buttons for variable pitch inclusive wires and electric brush.	x				x
6	Move the propeller, according with the correct rotation sense, by hands in order to verify any anomalous axial or radial gap (except for that due to the reductor gears). In the case you will find out any anomalous gap you will completely dismount the prop. searching for the reason with a detailed check.	x				x
7	Verify that there is no damage on the rubber protections at the root of each blade and that nothing is impairing the outgoing of any dirtiness or umidity out of the prop hub.	x				x
8	Return the spinner in his proper position, (care that every one of the marked ref. points are fitting correctly) screw replacing the teflon washers tightening accordingly.	x				x
9	In case the propeller is seriously damaged or where it is no possible to repair it, forward the propeller to the producer or to the nearest authorized service center.	x				x

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Date:	To = °C	P = mbar
Examiner:	*Battery* = V	*Propeller* °
AIRCRAFT	SILA 450 C	
AIRCRAFT SERIAL NUMBER	150812 - AEE - 0040	
ENGINE	ROTAX ULS2 912 100 HP	
ENGINE SERIAL NUMBER	6 785 213	
Engine oil:	Aero Shell Oil Sport Plus 4 10W - 40	
Refrigerant:	TOTAL Antifreeze / D.Water 2:1	
Fuel:	RON 95	

Engine starting and warming up 2000 - 2500 RPM	*Engine oil pressure*	BAR	
	Engine oil temperature	min. 50 °C	
	Water temperature	min. 60 °C	
	Fuel pressure	PSI	
"Transitional condition" 4500 RPM	*Engine oil pressure*	BAR	
	Engine oil temperature	°C	
	Water temperature	°C	
	Fuel pressure	PSI	
	Escape gas temperature	°C/°F	
Continuous condition 4800 RPM	*Engine oil pressure*	BAR	
	Engine oil temperature	°C	
	Water temperature	°C	
	Fuel pressure	PSI	
	Escape gas temperature	°C/°F	
Full throttle 5300-5500 RPM	*Perform check instantly, max. 5 sec!* _____ *RPM*		
Magnet check 3800 RPM	*Left magnet*	↓ *RPM*	
	Right magnet	↓ *RPM*	
	Magnet difference	Δ *RPM*	
Small throttle 1500-1800 RPM	*Small throttle RPM* _____		
Engine stabilize (cooling) 2000 - 2500 RPM	*Stabilize engine before turn off 2000 - 2500 RPM min. 60 sec.*		

AERO-EAST-EUROPE d.o.o.

" SILA 450 C "

	REPORT OF THE MAINTENANCE REALISE **FLIGHT REPORT**		NUMBER DATE		
REGISTRATION MARK **/**	AIRCRAFT **"SILA 450 C"**	SERIAL NUMBER **150812-AEE-0040**	ON FLIGHT	FLIGHT HOURS	FLIGHT CYCLES
WORK ORDER NO.	SUBJECT OF WORK				
AIRPORT	DATE	STARTED	STOPPED		
AIR PRESSURE	AIR TEMPERATURE	FLIGHT ALTITUDE	PREFLIGHT CHECK		

2. FLIGHT CHECK

ROOL ON RUNAWAY _____ BRAKES _____ TAKE-OFF HANDLING _____ LANDING GEAR _____

TRIMMER FEATURES _____ COMMANDS IN FLIGHT _____

FLAPS OPERATIONS _____ FLAPS INDICATION _____ WARNING LIGHTS _____

RADIO STATION _____ INSTRUMENT OPERATIONS _____

HORIZONTAL FLIGHT – OBSERVATIONS

_____

COATED FLIGHT, STALLING SPEED

_____

LEFT AND RIGHT SHARP TURN OFF _____ APPROACH AND LANDING _____

PILOT IN COMMAND GENERAL NOTES:

_____

_____

_____

_____

PILOT IN COMMAND

SIGNATURE

“ SILA 450 C ”

List of affected Airworthiness Directives(AD) and Mandatory service bulletins

1. Airworthiness approval from _____, issued by Civil Aviation Authority of _____,
2. AD Notes and CADRS NPV affected on:
   a. Airframe : No
   b. Engine : No
   c. Propeller : No
   d. Equipment : No
3. Mandatory service bulletins affected on Airframe, Engine and equipment:

- Propeller: Service Bulletin No.02/2012 EN – www.woodcomp.cz/download/Service-Bulletin-No.2_2012-EN-Rev.B.pdf
- Airframe : no any
- Engine : no any – in future please visit ROTAX official site
- Equipment : no any