

SECTION 5.07**PERIODIC INSPECTIONS**

The following notes and maintenance schedules are generalised for use with varying construction details.

ENGINE

1. Spark plugs must be a type recommended by the manufacturer of the engine.
2. Care must be taken when adjusting a carburettor, it is a specialised job and can have a large effect on the power being developed.
3. Altitude can also affect the power available. When moving to a field with a different elevation it may be necessary to re-tune the carburettor.
4. We suggest that the engine be tuned by a qualified person.

PROPELLERS

5. Wooden propellers are easily damaged by stones and other hard objects, and can also be affected by climatic conditions and moisture. They must be inspected before every flight for cracks, scores, nicks, de-lamination and condition of leading edge. Minor repairs may be done by the owner (touch-up varnish or paint) but where the wood is damaged it is suggested that you seek the advice of an expert in that field. It may be necessary to remove the propeller from the hub periodically to fully inspect everything including all the bolt holes and the centre hole.
6. Composite propellers are not so easily damaged but they still have to be inspected before each flight. Check for leading edge damage, stress damage, and the centre hub for cracks. Check regularly for trueness of pitch and tension on main propeller bolts and pitch change bolts.
7. When re-installing propellers check for a good fit over centering boss and check condition of the thread on all bolts. Torque all bolts to recommended tension then check 'tracking' and pitch. Blades should track within 3mm of each other and pitch should be even. Start engine and check for any abnormal vibration. It is recommended to check tension on propeller bolts the first couple of hours after re-installing. With wooden propellers it is also advisable to check propeller bolt tension when going from humid conditions to dry conditions, e.g. a change of location or going from winter to summer.

AIRFRAME

8. The airframe is mostly visually inspected externally. If closer inspection is required (e.g. for corrosion) then the component may have to be removed to be properly inspected. Surface corrosion may be removed with fine sand-paper (1200 grit) Damaged members should be replaced NOT repaired.

NOTE: ASRA Inc. requires that effective horizontal stabilisers be fitted to all new gyroplanes, as recommended by BASI and the CASA.

BOLTS

9.
 - a. Check bolts for worn shanks, bad threads or corrosion.
 - b. All tightened bolts must have at least 2 threads showing.
 - c. All self-locking nuts must not be installed more than 2 times.
 - d. If grip length is too long washers may be added. No more than 3 washers should be used.
 - e. A washer should always be installed under the nut.
 - f. Be sure not to over-torque bolts when installing.
 - g. If all bolts are installed facing the same direction, it makes it easier to do a pre-flight check.