

ROYAL CANADIAN AIR FORCE



**AIRCRAFT MAINTENANCE
RECORD SET**

**REVISION
NOTICE**

**LATEST REVISED PAGES SUPERSEDE
THE SAME PAGES OF PREVIOUS DATE**

Insert revised pages into basic publication.
Destroy superseded pages.

ISSUED ON AUTHORITY OF THE CHIEF OF THE DEFENCE STAFF

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PART 1**AIRCRAFT MAINTENANCE RECORD SET - L14****INTRODUCTION**

1 As the following instructions are read, it will be noticed that although certain basic maintenance data must be recorded and retained units may adopt any local routine maintenance recording procedure to suit their requirements. Some of the forms provide for data which is not applicable to certain aircraft or functions. Such provision is made in order that the forms may apply to all aircraft. Where such columns or spaces are encountered, no entries are required, and they are left blank. It may be necessary for some Command HQs to direct their units with regard to the requirement for certain data or procedures. Briefly, the intent throughout the development of this set was to provide a compact and simple record of essen-

tial maintenance operations on aircraft; to eliminate transcription wherever feasible; to reduce the accumulation of seldom, if ever, used records. Throughout this EO, reference made to Periodic Inspections includes numbered checks where such have been approved for certain aircraft.

DESCRIPTION**GENERAL**

2 The forms comprising the set, and their full title, are listed below:

FORM	DESCRIPTION (TITLE)
L14S	Binder, Aircraft Maintenance Record Set (Servicing)
L14L	Binder, Aircraft Maintenance Record Set (Log Set)
L14-1	Daily Maintenance Form
L14-1A	Minor Defect Record
L14-1B	Change of Serviceability and Rectification Record
L14-1B(C)*	Repair Card
L14-1C	Aircraft Data Sheet
L14-2	Aircraft Transfer Log
L14-3	Flying Time Record
L14-4	Airframe Component Replacement Record
L14-4X	Explosive Cartridge Record
L14-5	Airframe Special Inspection Record
L14-6	Airframe Field Modification Record
L14-6B	Manufacturers and Overhaul Modifications
L14-7	Engine Maintenance Form
L14-8	Component History Form
L14-8A	Power Plant Skeleton Log

* Where a Planned Inspection Card System is in use, Form L14-1B(C) shall be substituted for Form L14-1B in this EO.

NOTE

The completion of the various forms described in this EO will be the responsibility of the RCAF and contractors as applicable. In the case of contractors, the local TSD will ensure that the contractors complete the required forms and will stamp such forms as confirming that they have been reviewed by the RCAF Quality Control Inspector.

3 The L14 Maintenance Record Set is applicable to all aircraft types. In order to ensure that these forms are accurately and properly compiled, NCOs are to brief all maintenance personnel on the conditions and procedures governing their use.

FORM L14-1 - DAILY MAINTENANCE FORM APPENDIX "A"

4 This form is divided into six sections of which Sections 1, 1A, 2, 4 and 5, each contains eight lines; a separate entry is required after each flight or following refuelling or replenishing (e.g., after run-up). By checking the validity of the Primary Inspection, and noting the condition of the aircraft with regard to servicing, armament, etc., entered in the applicable flight spaces, the pilot can determine the state of his aircraft prior to each flight, refer to para. 41 under Instructions for Use - General.

SECTIONS 1 AND 1A

(a) Servicing Certificates, provide for recording, by flights, the state of the fuel, oil, coolant, anti-de-icer fluid, hydraulic fluid and oxygen. Such state is to be certified by signature of the airman responsible who is to enter quantities added, and totals where applicable to the aircraft being serviced. All personnel are warned that the greatest care must be taken to ensure that the aircraft is correctly refueled, refer to EOs 00-80-4/6 and 05-1-2D. Fuel contents gauges are not to be relied upon for accuracy unless verified against the amount of fuel put into the tanks, or checked against calculated consumption, based on the time flown since the tanks were last filled. If for any reason, the aircraft is not refuelled before a flight, the contents of the tanks are to be determined and the exact state of the fuel and oil is to be entered in the relevant columns. Where possible, dipstick readings should be used.

SECTION 2

(b) Armament State Certificate - is for use WHEN REQUIRED to ensure that the pilot is aware of the armament state of his aircraft prior to each flight. A qualified technician is to complete this section as follows:

(1) When ammunition and/or bombs and/or rockets are carried on the aircraft, a brief statement regarding load or number of rounds carried is to be entered in the applicable column in the section, e.g.

3000 rds	1000 rds
6 x SCAR	6 x HVAR
2 x 500	8 x 11 1/2 PB

(2) A nil entry is to be made in the appropriate column(s) where bombs and/or rocket and/or ammunition are not carried.

(3) Other essential details regarding armament loading are to be entered in the applicable "state" column using the following code:-

a. Loaded State

Guns - Ammunition has been placed in the ammunition tanks and fed into the ammunition chutes but not connected to tensioned belt feed mechanisms or other feed devices.

or

Ammunition has been placed in the ammunition tanks, connected to the feed mechanisms and forward travel of the breechblock is stopped by the insertion of an authorized stoppage inducing tool.

Bombs - Bombs have been placed on carriers and crutched down, fuzing wires connected, safety pins NOT removed.

Rockets - Rockets have been placed on the launchers, fuzing wires connected, safety pins NOT removed, electrical firing leads NOT connected to the firing circuit of the aircraft.

b. Armed State

Guns - Ammunition has been placed in a gun and the release of the bolt (breech block) or the firing pin by any means will cause the gun to fire.

Bombs - Safety pins have been removed from the bombs and bombs can be dropped live by use of the bombing and fuzing switches on the jettison mechanism.

- (4) The armament technician responsible will certify this state by signature in the appropriate column.

SECTION 3

(c) Primary Inspection Certificate - This section will satisfy the recording requirements of the Primary Inspection. Following such Primary Inspections, only the validity block will be completed on subsequent sheets, in lieu of repeating or transcribing the various technicians' signatures on the daily sheets used during the period for which that inspection is valid. The validity block should normally be completed by the same person who completes the "Primary Inspection Completed" block.

(1) The appropriate space is to be signed, not initialed by the technician responsible, which includes technical crewmembers as designated in EO 00-50-7, on satisfactory completion of the Primary Inspection. Such a signature will be a certificate that he has satisfactorily completed that portion of the inspection indicated in the "item" heading above the space in which he signs. Where more than one technician is employed on the equipment to which the signature refers, the senior technician is to sign, and that signature will be a certificate that he has supervised and accepts responsibility for the work of the other technicians concerned. Refer to EO 00-50-7 for the required qualifications of the relevant technicians. Prior to the commencement of a Primary Inspection the Forms L14-1A and L14-1B will be checked so that the technician concerned will be aware of any unserviceability or complaints entered against the aircraft. The NCO i/c will sign in the "Primary Inspection Completed" block when he is satisfied that Form L14-1 has been fully and correctly completed and that all unrectified unserviceabilities have been entered in Form L14-1B and that no Periodic Inspections are due.

SECTION 4

(d) POST/BEFORE Flight Inspection Certificate - This section will be used only as directed by respective Command HQs i. e. where

such Commands have imposed a BEFORE or Post Flight Inspection for which the various technicians of each applicable trade must sign, see NOTE following para. 1 in EO 00-15-10.

SECTION 5

(e) Pilot's Acceptance and Hand-Over Certificate - In the second main column "Certified Forms L14-1, -1A, -1B and -1C checked", the pilot will enter the time at which he checks the forms as to the state of the aircraft prior to each flight. His signature certifies that he is satisfied that the aircraft is serviceable and that there is adequate fuel, oil, armament, etc. for the intended flight. On landing, the pilot is to enter the time and duration of his flight and is to certify under "State on Landing" that the aircraft was airworthy (S) or alternatively, that it has a minor defect (MD), or a major unserviceability (U/S); this signature also certifies that he has entered the minor defect or unserviceability in forms L14-1A or L14-1B as appropriate. IT IS ESSENTIAL THAT PILOTS COMPLY WITH THESE INSTRUCTIONS. The "Oil Dilution" certificate will be signed by the person responsible for this operation in accordance with local instructions. Oil dilution carried out after the last flight of the day is to be transcribed to the new L14-1 opened for the next day of flying.

(f) The "Certified Aircraft Serviceable" column is to be used only at the express direction of Command Headquarters.

NOTE

This column is provided for emergency operations only, under which circumstances it would be signed by an AE Officer or AM Supt. Use of this column will provide a quick reference to the pilot concerned so as to confirm aircraft serviceability prior to emergency (scramble) take-off.

FORM L14-1A MINOR DEFECT RECORD APPENDIX "B"

5 This form provides for entries by all aircrew and ground personnel (regardless of employment) of defects which if left unrectified do not effect flight safety or render the aircraft unserviceable, e. g., "aircraft flying slightly left wing low". The trade of the person

entering the defect is to be indicated in the column specified on the form. Providing that the rectification required does not involve putting the aircraft unserviceable, the defects involved may be rectified and signed for by any tradesman provided it is within his trade qualifications as per CAP 471. When all such defects have been rectified, presumably not later than the next Periodic Inspection form L14-1A may be processed through the maintenance control room to check for recurring minor defects, and then destroyed. A permanent record of minor defects is not required. If major repairs or replacements are required in correcting the defect, the entry is to be transcribed to form L14-1B with necessary entries as applicable to be made in the L14-4, -7, -8 and -8A.

NOTE

Entries made in error are not to be erased. "Rectification" Column to be annotated "Entered in Error" and signed for by person making correction.

FORM L14-1B CHANGE OF SERVICEABILITY AND RECTIFICATION RECORD APPENDIX 'C'

PLACING AIRCRAFT UNSERVICEABLE

6 An entry is to be made in this form prior to work commencing when:-

- (a) An aircraft becomes due for a Periodic Inspection or an acceptance check.
- (b) A Modification or Special Inspection, which must be done before the next flight, is received.
- (c) Any defect is discovered which renders the aircraft unfit for flight or for its intended operational role.
- (d) An independent check is required in accordance with EO 05-1-2J.
- (e) Any maintenance or fitment of special operational equipment is required to render the aircraft serviceable for flight or for the intended operational role.

NOTE

It is the responsibility of any officer or airman regardless of his employment or trade, who sees or knows of any reason which may cause an aircraft to be unserviceable, to personally make the appropriate entries in form L14-1B, "CHANGE OF SERVICEABILITY AND RECTIFICATION RECORD" of the L14, Aircraft Maintenance Record Set of the aircraft concerned, declaring it unserviceable. The term "GROUNDED" commonly used in the RCAF to describe the act of restricting an aircraft to the ground for some technical reason, whether known or unknown, is NOT to be used.

7 The person placing an aircraft unserviceable will complete columns 1 to 3 of this form and ensure wherever practicable that maintenance personnel directly concerned with the serviceability of the aircraft are aware of the defect. The trade of the person placing the aircraft unserviceable is to be indicated in the second column as shown.

8 It is the pilot's responsibility to enter defects found in flight, however, all defects regardless of their nature or when or by whom found are to be recorded in the appropriate form L14-1A or L14-1B. Technicians should check entries by pilot's to ensure that the defect is entered in the correct form according to the nature of the defect or unserviceability, and the circumstances involved.

9 In addition to changes of serviceability, this record is to show details of:-

- (a) Repairs - Adequate description of part or assembly and details of repairs.
- (b) Replacements - Nomenclature and serial numbers of part or assembly (if any) and reason for replacement.
- (c) Modifications and Special Inspections - The AFEO number is to be entered without further description. These are also entered in forms L14-5, -6, -6B, -7, -8 or -8A as

applicable. Authorized Modifications and Special Inspections other than those issued via AFEO -6 and -5 series, are to be clearly identified in this form.

10 If a repair is effected by replacement of a component which is listed in Appendix "A" of the applicable -7A EO previous flying hours and/or calendar time must be entered, nil time shall be stated if the component is new or overhauled. (Item of telecom/radar equipment applicable under this order are to be found under Part 2 of the Appendix "A" of the -7A EO), such replacement must be transferred to form L14-4, Airframe Component Replacement Record and L14-4X, Explosive Cartridge Record, or in the case of an engine or power plant component, into Sections 9 and 4 of forms L14-7 and L14-8A as applicable. In addition, all major engine repairs, see sub-para. 34(k), must be transcribed to section 10 of form L14-7. Similarly, major power plant repairs are to be transcribed to section 9 of form L14-8A. The date of completion of Modifications and Special Inspections, entered and completed on this form, must be entered in forms L14-5 -6, -6B, -7, -8 or -8A as applicable. No additional transcription, i.e., repairs and adjustments, replacement of parts or components not listed in the above noted replacement schedule, etc., is required SINCE WHEN CORRECTLY COMPLETED AND FULL, THIS FORM L14-1B IS TO BE FORWARDED TO THE LOG ROOM AND INCLUDED IN THE LOG BINDER (L14L).

11 In addition to progressively recording "daily" major defects, this form may be used as a "job sheet" prepared by the maintenance control room to accompany the Maintenance Schedule (EO -7A) during Periodic Inspections. Modifications, Special Inspections, repairs, adjustments, replacements, etc., to be done simultaneously with the inspection, could be listed, and when completed, the form could be inserted into the log binder after necessary transcription (as mentioned in para. 10 above) has taken place. No additional record of such work is required.

12 All transcription from form L14-1B should be carried out by Log Room personnel on receipt of this form from servicing or repair organizations.

13 When a Travelling Log is in use, column 3 of the Servicing L14-1B is to be annotated

Travelling Copy of the L14 in use. The Aircraft is not to be flown without reference to the Travelling Log. If the aircraft returns to its home base without an entry in the Travelling L14-1B, column 4 of the Servicing L14-1B is to be annotated "Travelling copy no longer in use". Certified no entries in the Travelling L14-1B, the servicing L14-1B will continue in use and the unused Travelling Copy will remain in the Travelling Log. If the aircraft returns to its home base and the Travelling L14-1B has been used to report work away from base, column 4 of the Servicing L14-1B is to be annotated as above and the remainder of the sheet zeded off. The L14-1B of the Travelling Log is to be given a consecutive number and used in the Service Log.

PLACING AIRCRAFT SERVICEABLE

L14-1B COLUMNS 4, 5 AND 6
(RCAF PERSONNEL)

14 Columns 4 and 5 are to be completed by the technician detailed for the work. The signature "Rectified By" must be that of a technician having group 4, 3 or 2 qualifications in the applicable trade. The signature "Inspected and Passed" must be that of the NCO i/c of the trade concerned, on the completion of his inspection of the work detailed under "Rectification". In addition, signatures in the "Rectified By" and "Inspected and Passed" columns of the L14-1B will be certification that the work area and that area adjacent to it are clear of foreign objects. "Rectified By" and "Inspected and Passed By" columns will include signatures, time and date, e.g. J.Doe 10:15/24.

NOTE

Where circumstances so dictate NCOs of Telecommunications (AIR) or Radar (AIR) may be authorized to sign the "Inspected and Passed" columns of L14-1Bs for the opposite trade, providing that the rectification has been carried out by a qualified tradesman of the applicable trade, and the NCO is considered qualified by the Unit Specialist Officer. (Qualification by Method 4, CAP 471, Vol. 3).

L14-1B COLUMNS 4, 5 AND 6
(CIVILIAN PERSONNEL)

15 MRP tradesman will on completion of

assigned work as detailed in EO 00-50-1 APPENDIX 2 or 5 sign the "Rectified By" column. In so doing he is signifying that the work has been carried out. The foreman or senior mechanic in charge of the Civilian MRP may if he is qualified, sign column 6, "Inspected and Passed NCO i/c" after he has inspected

and satisfied himself that the specified work has been satisfactorily carried out. This authority is limited to those instances when the respective CTSO has indicated his acceptance of the civilian's signature in column 6. Signatures in the "Rectified By" and "Inspected and Passed: NCO i/c" column will also be cer-

tification that the work area and that area adjacent to it are clear of foreign objects.

L14-1B COLUMN 7 CERTIFIED SERVICEABLE

16 When an aircraft has been placed unserviceable for any reason, column "Certified Serviceable and Date/Time" must be signed by an AE Officer, or an Aircraft Maintenance Superintendent before the aircraft can be considered serviceable. A S/NCO of the Aero-Engine or airframe trade may be delegated this responsibility by the CTSO or his equivalent where circumstances dictate. The CTSO may, where circumstances dictate, also delegate this responsibility to Technical Officers of Branches other than Tech/AE and to Senior NCOs of Trades other than Aero-Engine or Airframe, if he considers them to be qualified to assume this responsibility. On completion of a test flight the test pilot is authorized to sign out the L14-1B, as detailed in EO 00-50-20, Part 4. Where aircraft are on detached duty away from base EO 00-50-7 outlines the procedure to be used to qualify crew men in this regard.

17 The signature of the senior technician concerned in each separate rectification is to be entered in the form L14-1B, Change of Serviceability and Rectification Record. In the case of Periodic Inspections, L14-1B will be completed as detailed in AFEO 00-50-7.

18 Signatures of individuals, (as specified in para. 16) in the "Certified Serviceable" column, with respect to serviceability of the individual item following rectification, are to be interpreted as certification that the following requirements have been met:

NOTE

L14 signing authority for the Auxiliary Air Force is detailed in Part 5 of this Engineering Order.

(a) That signatures in the "Rectified By" and "Inspected and Passed" columns, are those of technically qualified personnel.

(b) That serviceability has been assured, either by personal inspection of the area

affected and work done or by any other reference or means, such as percentage or spot checks, considered necessary to obtain such assurance.

(c) That all applicable form entries are complete

NOTE

Entries made in error are not to be erased; "Rectification" column to be annotated "Entered in Error" and signed for in column 6, by person making correction. Responsible NCO will sign column 7.

(d) That the past history of the aircraft, engine or component has been checked in the appropriate L14 Form to ensure that the unserviceability is not a recurrence of some previous unserviceability and that the proper rectification action has been carried out.

FORM L14-1C AIRCRAFT DATA SHEET APPENDIX 'D'

19 This form provides servicing and operating data for the information of pilot's and ground personnel. All data applicable to the aircraft type in operation is to be entered as indicated. Form L14-1C is to be destroyed when a new L14-1C is opened.

20 Operational Restrictions will list any restrictions on the flying of the aircraft in circumstances when it may be considered serviceable, but due to a lack of a certain modification, or extra equipment, etc., it is not safe under all flying conditions (e.g., an unmodified canopy might restrict flying above a definite altitude; an unserviceable instrument in the rear cockpit may restrict the aircraft to solo flight; a requirement for a Metal Contamination Check, this would restrict flying to the hours as detailed in EO 10A-1-2AF). Only restrictions which are of a temporary or local nature should be entered. Information found in the pilot's notes for the particular aircraft should normally not be included.

FORM L14-2 AIRCRAFT TRANSFER LOG APPENDIX "E"

21 In this form, only one line per transfer is to be used. There will be no entries by supply personnel. The signature, that of the officer responsible for the custody of the Record Set, is a certificate that on receipt and transfer of the aircraft, the Set is complete and all form entries are up to date. No periodic check certification by the CTSO, etc., is required. The column "Authority for Transfer" requires only the QTO "Number" and "Date" EG 1883-2 Jun 61.

FORM L14-3 FLYING TIME RECORD APPENDIX "F"

22 This form is the only permanent record of progressive flying time on the aircraft. Since the running times of engines, and the operating time on numerous components and accessories is related to the total flying time as posted in this form it is essential that the utmost care is taken to maintain this record accurately. Flying times as recorded in Section 5 of form L14-1 should be entered at FREQUENT intervals, not less than at each Periodic Inspection.

23 When an airframe is completely reconditioned or overhauled, to the extent that it begins a new life after such work, the total time at overhaul must be recorded in this form, specified as the first, second, third, etc., (e.g., first airframe overhaul at 1200 hours, second overhaul at 600 hours). The accumulated total of the overhaul times plus the current total, will give the total flying hours since new.

24 A brief separate entry is to be made in the "Remarks" column of this form opposite the relevant flying time and date entry, as appropriate for: -

- (a) Any flight in which a forced landing or flying accident occurs.
- (b) A FLIGHT TEST: after repairs, replacements, adjustments, modifications likely to affect the safety or flying characteristics of the aircraft.
- (c) Engine changes.

- (d) Periodic Inspections.
- (e) Action taken regarding maintenance of the engines and airframe during storage.
- (f) Use of EMERGENCY fuel, see EO 45-1-2, Part 1, para. 2.
- (g) The completion of a CAIR inspection.

FORM L14-4 AIRFRAME COMPONENT REPLACEMENT RECORD APPENDIX "G"

25 This form is intended primarily to ensure that components which have been allotted a "life" do not continue in use beyond that period. A list of such items is found in Appendix "A" of the applicable -7A EO.

NOTE

"Lifed" items of telecom/radio equipment listed under Part 1 of Appendix "A" are not the responsibility for replacement and maintenance under the instructions the telecom airframes are not applicable under and therefore not subject to entry.

In addition to these items, which are considered components for the purposes of this record, this form should list engines, propellers, etc. Provision is made in forms L14-7 and L14-8A for the recording of "lifed" components which normally accompany the Engine and Power Plant respectively on transfer, "lifed" components other than these are to be recorded in form L14-4, and a separate sheet is to be used for each trade (i.e., Instruments, Electrical, Telecom., Airframe, M and W, etc.), and a maximum of four entries per page. A Component Replacement Index is to be placed in the front of L14-4s in the L14L, listing all components for which an L14-4 entry has been raised and the page number on which it will be found. The Component Replacement Index will be in the same sequence as the Appendix "A" of the applicable -7A EO, and trade titles are to be inserted at the head of each component group. The Component Replacement Index is to be reproduced by units as per Appendix "P". The Serial No. of the L14-4s should be entered

in pencil to allow for additions or deletions required by amendments to the Appendix "A" of the applicable -7A EO. Completed forms (L14-4) are to be destroyed. When form L14-8 is used, it will be necessary to transcribe replacement data from form L14-4. When components are installed which have been in use for a number of hours on previous installations, the time entered in column "To be Replaced" must be advanced by an equal number of hours. In order to maintain conformity the time entered in the "life" column is to be the "life" REMAINING on the component at time of installation. If properly used, this form should consolidate all the information concerning the replacement of parts and components which have an established "life". When an aircraft becomes due for a Periodic Inspection, comparison of the entries in column "To be Replaced" with the current total flying time on the aircraft should enable Maintenance Control Room to list all such items in the inspection "job sheet" as mentioned in para. 11 of this EO. In addition, this form should simplify the recording of partially used but serviceable components, and provide time data for TFR or UCR action.

NOTE

When an item is INTRODUCED to the Appendix "A" of a -7A EO, the new entry is to be registered immediately on form L14-4. If methods of instructions for computing the remaining life of installed items are not provided, units will search existing maintenance records and:-

Where installation information is available units will compute running time and enter the remaining life in L14-4.

Where installation information is unavailable or inconclusive units will assume one-half of the life of the item remains and this time will be entered in the L14-4.

When the flying time of the airframe is less than one-half of the life of the item, the item will be assumed to be the original installation and will have its remaining life computed accordingly.

Times entered in "Installed At", "To be Replaced At", and "Actual Flying Hours

on Removal" columns are to be total aircraft flying times. Any extensions to lifed components are to be in accordance with EO 00-50-7.

FORM L14-4X (FORMERLY FORM L14-1X) AIRCRAFT EXPLOSIVE CARTRIDGE RECORD APPENDIX "H"

26 The L14-4X provides a record of all explosive cartridges and cartridge actuated devices having an allotted "life" installed or carried on, or in the aircraft. This will include cartridges or devices for the aircrew ejection system, jettisonable stores radio destructors, engine fire extinguishers and signal cartridges.

27 Separate L14-4Xs will be maintained for each applicable trade (M&W and SE).

NOTE

The information on the L14-4X must be accurate and current for reference to expiry dates and actioning of explosive sentence lists.

28 Entries such as the airframe type and registration number are to be placed in the positions allotted at the top of the form. Columns 1 to 13 are to contain the following information.

(a) Column 1 - Device - This column is to list the device in which the cartridge is installed or the cartridge name.

(b) Column 2 - Serial Number - The manufacturer's serial number as listed on the data plate or on the body of the device.

(c) Column 3 - Loader's Lot Number - As listed on the data plate. This number is not to be confused with the cartridge lot number.

(d) Column 4 - Cartridge Type - As listed on the data plate or as stencilled on the cartridge.

(e) Column 5 - Cartridge Lot Number - As listed on the data plate or as stencilled on the cartridge.

(f) Column 6 - Cartridge Loaded Data - As listed on the data plate or as stencilled on the cartridge.

(g) Column 7 - Manufacture or O/H Date - As indicated on the data plate. If no O/H date is apparent then this date would likely be the same as the cartridge loaded date.

(h) Column 8 - Manufacturer's Initials - The initials of the manufacturer as listed on the data plate or container.

(j) Column 9 - Position Installed - This is to indicate the position in which device is installed: e.g. front seat, front CP floor, or Headrest, etc.

(k) Column 10 - Life - This is to indicate the life remaining on the item at the time of installation.

(m) Column 11 - Date Installed - The date the item is installed in the aircraft.

(n) Column 12 - TX Date - The date by which the cartridge is to be replaced.

(p) Column 13 - Date Removed - The date on which the cartridge or device is removed.

29 Columns which do not apply to certain types of cartridges or devices are to be marked N/A. When a form has been completed on both sides, a new form is to be inserted with the data on the currently installed explosive charges entered and the old form L14-4X is to be destroyed.

30 DELETED

FORM L14-5 AIRFRAME SPECIAL INSPECTION RECORD APPENDIX "J"

FORM L14-6 AIRFRAME FIELD MODIFICATION RECORD APPENDIX "K"

31 These forms provide for the recording in numerical order of all applicable airframe Special Inspections and Field Modifications as authorized by AFEOs (-5 and -6A). A record set must include separate forms L14-5 or -6; for AFEO -5 or -6A orders. Entries are to be made as soon as the SI or modification authority is received. The following procedures shall be used in completing the form:-

(a) Date of completion of SI's and modifications is to be entered as transcribed from form L14-1B.

(1) SI's and modifications which do not apply to the particular airframe concerned shall be marked "NA" in date of completion block.

(b) Where modifications are entered and on inspection are found to be already embodied, the date of completion column is to be annotated "Found Embodied".

(c) Where a modification is shown as having been completed and on inspection is found not embodied, the date in error shall be ruled out and initialed. Where the modification is embodied, the date is to be entered above the date that has been ruled out.

(d) When modifications have been authorized and are subsequently rescinded prior to being embodied, the "Date Embodied" column shall be annotated "Rescinded" and the rescinded date recorded.

(1) When modifications have been authorized and are subsequently rescinded after having been embodied the form shall be annotated accordingly, see (a).

(e) When a corrective modification is issued referring to an earlier modification which has been rescinded the following action will be taken:

(1) Where the original modification has not been embodied the form will have been annotated as per (d) above and the new corrective modification will be given the normal entry as per (a).

(2) Where the original modification has been embodied, the form will continue to reflect this condition. The corrective modification will be given a separate normal entry.

32 Occasionally a Special Inspection or Modification is issued on an item of equipment on an aircraft which will entail variations in the recording procedure in the Forms L14-5 or L14-6 as outlined in para.31 preceding:

(a) When an SI or modification is issued under a separate EO section from that of the airframe they are to be recorded in:

(1) Form L14-8, L14-8A or an "Accessory" Log Book, whichever form is in use for the item of equipment concerned, or

(2) A separate form L14-5 or L14-6, appropriately identified as "Miscellaneous

Special Inspections" or "Miscellaneous Modifications".

(b) When an SI or Modification is issued under the same EO section as the airframe but on an item for which an L14-8 or L14-8A is in use the "Date Carried Out" column of the L14-5 or the "Date Embodied" column of

the L14-6 will be annotated: "see applicable L14-8 or L14-8A". In this way, the listing of SI's and Modifications will be complete in the L14-5, -6 or -6B. It will then be necessary to refer to the L14-8 or L14-8A of the equipment currently installed in the aircraft to determine the SI or Modification status.

**FORM L14-6B MANUFACTURERS AND
OVERHAUL MODIFICATION
APPENDIX "L"**

33 This form, applicable to airframes and engines, is to be used to record those manufacturers' and overhaul modifications authorized by RCAF EO -6B leaflets or indices. On manufacture or complete overhaul of the airframe or aero-engine, the TSU or RD is to ensure that all applicable manufacturers or overhaul modifications authorized by AFEO -6B leaflets or indices ARE RECORDED BY INCLUDING THE -6B LEAFLET OR INDEX NUMBERS IN NUMERICAL ORDER AND ALL OTHER DATA COMPLETED UNDER APPLICABLE HEADINGS.

NOTE

It is strongly emphasized that the RCAF 6B AFEO leaflet or index number is to be the sole medium for recording 6B modifications. The use of manufacturers' modification number is to be used as additional information only.

Following embodiment, EACH ENTRY IS TO BE CERTIFIED by the Contractor's Chief Inspector and the RCAF Technical Services Representative, or other specifically delegated persons. Certifications are not to be made under the modification but in the appropriate column in line with the modification entry. When manufacturers' or overhaul modifications are embodied by Mobile Repair Parties (contractor or service) the person in charge of such parties will ensure that the modification is entered and certified in this form in the relevant Aircraft Maintenance Record Set. Unless advised to the contrary TSUs are to ensure that one copy of the completed L14-6B and/or L14-8 forms are forwarded to the consignee and one copy to AMCHQ/SAMO not later than seven days after completion of the overhaul of any AIRFRAME,

aero-engine or major turbine engine components. When modifications are incorporated on manufacture, they will be entered and annotated "Found Incorporated" under "Embodied by" column.

NOTE

Such certification may be made by Authorized Inspectors rubber stamp.

34 Forms L14-6B applicable to installed engines are to be retained adjacent to the relevant forms L14-7 and the Aircraft Maintenance Record Set. They will be removed to accompany forms L14-7 when the latter are removed from the set for any reason.

**FORM L14-7 ENGINE MAINTENANCE FORM
APPENDIX "M"**

35 Form L14-7 will be replaced as a unit when any one section becomes full, however, it is expected that each form will suffice between engine overhauls and a new form will be opened following each overhaul. Completed forms are to be retained between engine overhaul and dispatched with engine on transfer. This form is designed to satisfy both piston and turbine type engine maintenance recording requirements. It will be included with the Aircraft Maintenance Record Set while the engine is installed, but will be removed to accompany the engine when the engine is removed for any reason.

NOTE

Certain turbine engines may be repaired by the replacement of major engine components. These components may be one or more of the following:

Reduction Gear Assembly
Turbine Assembly
Torquemeter Assembly

In addition to the L14-7, an L14-8 Component History Form is to be raised for each of the above replaceable components as applicable. For engines in this category the L14-7 and L14-8 (s) are to accompany the engine when shipped.

SECTION 1

(a) Overhaul Certificate - to be completed by the applicable Technical Services Detachment or Repair Depot on each new form opened following a complete overhaul of the engine. The first two columns will show the contractor or RD, and the date at which the overhaul was completed. The column "Total Hours Since New" records the accumulated total of overhaul times. The signature in column 4 must be that of an inspector authorized to certify the satisfactory completion of the overhaul. Where required, an official stamp or counter-signature by an authorized inspector representing the RCAF at the contractor's establishment, will be included in this space.

SECTION 2

(b) Transfer Log - see para. 21; this section is to be completed in addition to form L14-2, Aircraft Transfer Log, on transfer of the airframe complete with engines.

SECTION 3

(c) Periodic Inspection Record - In certain circumstances, particularly with jet aircraft during a Periodic Inspection, the engine (or power plant) is removed from an airframe and replaced with another pre-inspected engine. The original engine is subsequently given the required inspection and held as a replacement. (Refer also to para. 4 of EO 00-15-10). All periodic inspections carried out on the engine are to be recorded in this section. Engine running hours (ground running excluded) are to be used.

SECTION 4

(d) Installation and Running Time Record - The running time of an engine is transcribed from the flying time of the airframe as recorded in the L14-3. If an engine with a previous record of running time is installed in an airframe, the previous running time is recorded in the space "Time Since Overhaul in Initial Installation". On removal of the engine from the airframe, the column "Hours this Installation" is to be filled in. This entry will be equivalent to the difference between the Installation aircraft hours and the Removal Aircraft hours of columns 3 and 5 respectively. On installation of an engine in an airframe an

entry should be made in form L14-4 Airframe Component Replacement Record indicating the aircraft hours at which another engine overhaul is due. This serves as a double check on replacement. The progressive running time of an engine between overhauls is the sum of the "Hours this Installation" column. TSDs or RDs are to ensure that on complete overhaul of the engine, the total of the times "Hours this Installation" column is added to column 3, Section 1 of the old L14-7 and entered in column 3, Section 1 of the new form. A brief entry MUST be made under "Reason for Removal", e.g., "Time Expired, for Overhaul" or "On Periodic Inspection" or "Engine Failure" (specific reason to be stated if known).

SECTION 5

(e) Hot Starts Record - For recording "hot starts" in accordance with existing instructions which require that certain turbine engines be removed after a maximum number of hot starts, with defined limits of temperature.

SECTION 6

(f) Modifications and Special Inspections - To record all Field Modifications and Special Inspections applicable to the particular engine type. Observe the instructions contained in paras. 31 and 32 of this EO which are obviously applicable. On opening a new form L14-7 after overhaul, all Modifications and Special Inspections will be transcribed from the old form, showing dates of completion where applicable. Refer to paras. 33 and 34 concerning the handling of form L14-6B as applicable to engines.

SECTION 7

(g) Preservation and Depreservation Record - To record the preservation or depreservation treatment applied to an engine at any time and for any reason. All relevant details are to be recorded in full in the columns provided in this section. Details required are as follows:

- Column (a) - Date engine placed in storage.
- (b) - Temporary, short or long term storage, 30 day inspection.

Column (c) - Signature of qualified technician.

(d) - Date of next storage inspection.

(e) - Date container opened for any reason.

(f) - Reasons for (e) above, e.g., unsafe, condition, represervation, desiccant replaced.

(g) - Storage condition rectified, e.g., desiccant replaced.

(h) - Signature of qualified technician following rectification treatment.

(j) - Date of (h) above.

(k) - Signature and date following installation run-up.

SECTION 8

(h) Record of cylinder leakage tests is to be carried out in accordance with EO 10A-1-2Q. The following details are required.

(1) Engine type and serial number.

(2) Date of leakage test.

(3) Time since overhaul (TSO) of engine at time of test.

(4) Percentage leakage in column provided for the particular cylinder.

NOTE

When a cylinder assembly is replaced because of excessive leakage, a new set of readings are to be inserted for this cylinder in RED.

(5) Signature of qualified technician concerned.

SECTION 9

(j) Component Replacement Record - For use as described in para. 25 for engine components or accessories only, i.e., items which have an established "life" and which normally accompany the engine on transfer. The entry in the "Life" column is to be life

remaining on the component at the time of installation. Times "Installed at", "To be Replaced" and "Actual Hours on Removal" are to be engine times. Date column under "Installed at" and "Date Replaced" are actual installed and removal dates. "Date to be Replaced" applies only to components with a Calendar life. Notwithstanding the foregoing, this section may be used for recording replacement data on any engine component or accessory if such will assist maintenance in any way. In this case "running hours" are to be the engine time since new or overhaul as applicable.

SECTION 10

(k) Major Repair and Adjustment Record - During the period through which an engine is installed on a particular aircraft in use, details of repairs and adjustments are available in form L14-1B which is filed in the Aircraft Maintenance Record, Log Set (binder L14L). On removal of the engine for re-installation in another aircraft, or for overhaul, such records remain in this binder and therefore are not available to the new user or contractor, concerned with the engine. It is realized that there is very little, if any, information of use to an overhaul contractor with regard to repairs and adjustments carried out on an engine DURING ITS OPERATION BETWEEN NORMAL OVERHAUL TIMES; however, if the engine is removed serviceable or requiring relatively minor repairs, and is subsequently installed in another aircraft, there may be a need to refer to certain work done as the engine continues in service between overhauls. This Section (Section 10) is to be used to record any MAJOR repairs, adjustments or replacements of parts, components, accessories which have no established "life", such as may affect the future operation of the engine; for example, partial overhauls, cylinder replacements, replacement of "hot section" components on turbine engines, etc. If the engine is removed prior to its normal overhaul time due to failure, all available data concerning that failure must be entered in this Section for the contractor's information.

NOTE

Any extension to lifed components are to be in accordance with EO 00-50-7.

FORM L14-8 COMPONENT HISTORY FORM APPENDIX "N"

36 This form is applicable to:

(a) Propellers, ailerons, rudders, horizontal stabilizers, power recovery turbines, Del Mar Miniature assemblies, (refer to EO 30-105-5/2 for instructions for use), mainplanes or wings, centre sections, wing extensions, flaps, fins or vertical stabilizers, undercarriage, elevators, afterburners, compressor rotors, aircraft radomes (refer to EO 05-1-3/19).

(b) Helicopter components such as main rotor blades, main rotor heads, main gear box assembly, clutch assemblies, intermediate tail gear boxes, tail blades, tail rotor hub assembly, main driveshafts.

(c) Ejection seats and components as follows:

- (1) All types of ejection seats.
- (2) Martin Baker time release unit.
- (3) Martin Baker Drogue gun assembly.
- (4) Martin Baker time delayed firing mechanism assembly.

NOTE

For T33 and Sabre Automatic Release Mechanism see EO 00-15-13.

(d) External fuel tanks applicable to T33 and CF101 aircraft.

(e) Engine or aircraft components or accessories specifically detailed by AMCHQ by Log Message, letter or as detailed in Appendix "A" to the -7A of the applicable aircraft EO. (i.e. "L14-8 Req'd" column).

(f) Commands and Units may authorize the use of this form when it will satisfy a local requirement. When the "local requirement" is of a permanent nature a STAS 318 is to be raised requesting that the use of the L14-8 be made mandatory for the item concerned.

NOTE

The above instructions in no way alters the requirements for the use of RCAF forms L61, W11 and E133.

37 On opening the L14-8, all applicable and identifying data will be entered, by TSD or RD concerned, in the following blocks of the component History Form: Item, Type, Ref. No., Part No., Serial No., Operational Life. If the item is new, the remaining blocks will be marked "NA". The following blocks: Overhauled by, Date, Total Hours Since New, Signature of Authorized Inspector and Rank are to be completed by the applicable TSD or RD on each new form opened after a complete overhaul of the item concerned. Unless advised to the contrary, one copy of each L14-8 raised for major turbine engine components is to be passed to AMCHQ/SAMO. The total of the time "Hours This Installation" column is added to column "Total Hours Since New" of the previous L14-8 and entered in the "Total Hours Since New" column of the new L14-8. Enter Nil in the "Hours since last Overhaul" column if the component has just been overhauled, and N/A for components which have only been repaired and have no "overhaul life" in accordance with the applicable -7A EO Appendix "A". When repairs are carried out to a component, the nature of the repairs and adjustments made, are to be entered in the "Repairs - Adjustment - Replacement" column. Modifications and Special Inspections will be entered in the applicable blocks. All other column space headings are considered self-explanatory, "L14-8 Serial No." column is for Unit use only, if required.

NOTE

Operational or Retirement Life is defined as the maximum endurance time of component installed in an aircraft as detailed in the applicable -7A EO Appendix "A".

38 Form L14-8 will be kept up-to-date at all times and will be included in the relevant Aircraft Maintenance Record Set while the item concerned is installed. They will be removed to accompany the item when it is removed for any reason. The L14-8, in an E88 Packing Note Envelope, will be securely ATTACHED TO THE COMPONENT when the component is in transit or storage. Where protection is required against grease or leakage of fluid from the component, the L14-8 will be enclosed in an envelope or wrap fabricated from a grease resistant material conforming to Specification 43-GP-8.

NOTE

A revised L14-8 Appendix "Q" has been printed and is stocked at the Supply Depots. This revised L14-8 is four pages and will be useful for components that are repaired locally. The revised form is to be ordered under NSN 7530-21-808-6734. The old form Appendix "N" will be retained for the present and is to be ordered under NSN 7530-21-562-6824.

**FORM L14-8A POWER PLANT
SKELETON LOG APPENDIX "O"**

39 This form is to be used as a log for all power plants and will provide a record of overhauls carried out; transfer action taken; inspections; installation in and removal from the aircraft; engine installation and removal; modifications and special inspections; component replacement; major repairs and adjustments, and manufacturer's and overhaul modifications embodied.

40 Form L14-8A will be replaced as a unit when any one section becomes full; however, it is expected that each form will suffice between power plant overhauls and a new form will be opened following each overhaul. This form will be included with the Aircraft Maintenance Record Set while the power plant is installed in an aircraft, but will be removed to accompany the power plant when the power plant is removed for any reason.

SECTION 1

(a) Overhaul Certificate - To be completed by the applicable TSD or RD on each new form raised following a complete overhaul. This section is to be completed in accordance with the instructions applicable to Section 1 of form L14-7 (Ref. sub-paragraph 35(a)).

SECTION 2

(b) Transfer Log - This section is to be completed on dispatch and receipt of the power plant and in addition to form L14-2, Aircraft Transfer Log, on transfer of the airframe complete with engines. Only one line per transfer is to be used. There will be no entries by supply personnel. The signature, that of the officer responsible for the custody of the Record Set, is a certificate that the set is complete and all form entries are up to date.

SECTION 3

(c) Engine Installation Record - Records replacements of engines, the serial number of the particular engine and installation and removal dates. Reason for removal will be brief and to the point, e.g., "Time Expired". No record of engine running hours is required since this information is already available on the engine log set.

SECTION 4

(d) Component Replacement Record - For use as described in paragraph 25 for Power Plant Skeleton components and accessories only, i.e., items which have an established life and which normally accompany the Power Plant Skeleton on transfer. The entry in the "Life Remaining" column is to be the life remaining on the component at the time of installation. Times "Installed At", "To be Replaced", and "Actual Hours on Removal" are to be engine times. Date column under "In-

stalled At" and "Date Replaced" are actual installed and removal dates. "Date to be Replaced" applies only to components with a Calendar Life. Notwithstanding the foregoing, this section may be used for recording replacement data on any Power Plant Skeleton Component or Accessory if such will assist maintenance in any way. In this case "running hours" are to be Power Plant Skeleton times since new or overhaul as applicable.

SECTION 5

(e) Manufacturers' and Overhaul Modifications - The instructions laid down in paragraph 33 for completion of form L14-6B are also applicable for this section.

SECTION 6

(f) Modifications and Special Inspections - The instructions contained in paragraph 31 for completing the airframe modification and SI record are also applicable to this section.

SECTION 7

(g) Installation and Running Time Record - Records power plant installation and removals together with the recorded airframe hours and the date of each completed operation. The airframe type and registration number are to be recorded under the installation column. The difference between installation and removal times is to be recorded under "Hours this Installation" when a power plant is removed. (reason for removal is to be brief, e.g., "on engine replacement"). The sum of the entries under "Hours this Installation" will be entered in the "Total Hours" column.

SECTION 8

(h) Inspection Record - This section will indicate the inspection status of the power plant at all times. Where a power plant is removed from an aircraft for any reason, the hours remaining before next inspection may be positively established by comparing the column "Total Hours" of Section 7 with the column "Flying Hours Due" of Section 8.

SECTION 9

(j) Major Repairs and Adjustment Record - To be used to record major repairs,

and ensuing adjustments only. Although this information is normally available in form L14-1B, removal of the power plant for repairs or overhaul and installation in another aircraft would give the overhaul contractor little or no information with regard to previous repairs carried out unless it was also

recorded in the applicable L14-8A. This section is to be used to record any major repairs, adjustment or replacement of parts, components, accessories which have no established "life" such as may affect the future operation of the engine. If the power plant is removed prior to its normal overhaul time

due to failure, all available data concerning that failure must be entered in this section for the contractor's information.

INSTRUCTIONS FOR USE GENERAL

41 The L14 Aircraft Maintenance Record is a combined aircraft maintenance form and log set, but in use it is divided into two parts. A convenient number of forms L14-1, several each of forms L14-1A and L14-1B, and one each of forms L14-1C and L14-4X, comprise the "Servicing" part and are retained in binder L14S on the "line" for ready reference by the pilot and servicing personnel.

42 Forms L14-2 to L14-8A inclusive, comprise the aircraft "Log" set which is retained in binder L14L in the maintenance control office, log room or equivalent organization.

43 Each form L14-1 is to be effective between 0001 hrs to 2359 hrs on the date indicated. Where night flying is in progress over 2359 hrs, the L14-1 may continue in use until cessation of night flying and the sheet annotated accordingly. Each form is to be replaced at the end of this period, and is to be forwarded to the Maintenance Control or Log Room where transcription takes place as required. If a Primary Inspection designated as a 72 hr or weekly is authorized the same procedure will be followed and the Validity Block completed as detailed in sub-para.4(c) of this EO. Appropriate entries concerning servicing carried out after the LAST flight of the day should be entered in the new sheet opened for the next day of flying. The transcription mentioned above should normally consist of flying time (to Form L14-3) and replenishment data WHEN REQUIRED.

NOTE

The form is also to be replaced and Validity Block in Section 3 annotated if no flying has taken place on a particular day.

44 Form L14-1 is designed to provide servicing information to the pilot and servicing personnel throughout a day's flying. The only information which needs to be retained as a permanent record is the flying time. Once this time has been brought forward or recorded in Form L14-3, there is no reason to retain the completed form L14-1 other than as the record of the signature certifying the CURRENT

Primary Inspection. Therefore, rather than accumulate these sheets, it is recommended that they be destroyed approximately 48 hours after a new sheet has been opened which records the next Primary Inspection.

45 With reference to para.5 of this EO form L14-1A Minor Defect Record, should be forwarded to the Maintenance Control Room when the aircraft becomes due for a Periodic Inspection, so that where possible, all outstanding minor defects may be rectified during the inspection. When one sheet is filled on both sides, and only a few items remain unrectified, such items may be transcribed to a new sheet and the full one destroyed if no longer required.

46 Complete forms L14-1B are to be filed in the log binder (L14L) as an accumulating record of repairs, adjustments, etc., thus eliminating transcription. Completed forms L14-1B are to be retained for a period of six months after "Date Closed", the time aircraft is in storage to be excluded. After being held for six months the forms are to be destroyed. When forms L14-2, -5, -6 and 6B become full, a new form will be ADDED and the serial numbers in the heading of each sheet will follow consecutively. Accumulated forms L14-3 will be destroyed and a new series opened ONLY after a complete reconditioning or overhaul, i. e., the airframe begins a new "life". Items will be entered in form L14-4 in accordance with para.25.

OPENING, COMPILATION AND CUSTODY

47 An Aircraft Maintenance Record Set is to be assembled for each aircraft in the RCAF immediately on acceptance. The forms comprising the set will be opened, compiled and taken into use as follows:

L14-1, -1A and -1B

(a) By the unit receiving the aircraft on unit establishment immediately on placing the aircraft into regular service.

L14-1C, -2, -3, -4, -4X, -5, -6 AND -6B

(b) By the applicable Technical Services Unit or Repair Depot, for each airframe on manufacture.

L14-7

(c) By the applicable Technical Services Unit or Repair Depot.

- (1) For each aero-engine on manufacture.
- (2) On complete overhaul of the engine.

L14-8

(d) By the applicable Technical Services Unit or Repair Depot.

- (1) On manufacture of the item for which this form is required, (e.g., propellers).
- (2) On complete overhaul of that item.

L14-8A

(e) By the applicable TSU or RD.

- (1) On manufacture.
- (2) On complete overhaul.
- (3) On conversion from one Mark or Series to another.

48 When an aircraft or aero-engine is converted from one Mark or Series to another, and a COMPLETE overhaul or reconditioning is NOT done simultaneously, the applicable TSU or RD is to amend the "Type" block to show the new Mark or Series designation. Appropriate entries concerning the conversion are to be made in form L14-1B or Section 10 of form L14-7.

49 Technical Services Units concerned with the acceptance of new aircraft from a manufacturer will assemble forms L14-2 to L14-8A to comprise the Log part of the Aircraft Maintenance Record, and will complete the initial entry in form L14-2 on dispatch as detailed in para. 21 of this EO.

50 The responsible RCAF representative at contractors' establishments must comply with instructions covering log entries and certificates contained in the current issues of Specifications AIR-31-2 and AIR-31-6. In this regard, on final acceptance of a new aircraft, the RCAF representative will enter and sign a brief certificate across the first three lines in form L14-2 to the effect that: -

"Certified that all contractors and Departmental Certificates as required in Spec. AIR-31-6 have been satisfactorily completed and filed".

51 The following Officers are responsible for the custody and compilation of Aircraft Maintenance Record Sets:-

(a) Flying Units - The OC Repair and Inspection, Squadron Engineering Officer or the Aircraft Maintenance Superintendent, or as otherwise determined by Command when such personnel are not established.

(b) Repair Depots - The Aircraft or Engine Repair Officers as applicable or the MEMO in the case of stored aircraft/engines.

(c) Technical Services Units - As determined by the CO.

52 Complete Maintenance Record Sets, or forms L14-7, L14-8 and L14-8A for engines, propellers, etc., and power plants held in storage or undergoing reconditioning, overhaul, conversion or repair at an RD or Contractors are to be kept in an envelope (G78, G69 or equivalent).

53 All entries in the log forms are to be typed or written in ink. Black/Blue ink is to be used unless otherwise specified in this EO. Although ink is preferable, an indelible pencil may be used for the servicing forms. The utmost care must be taken that neat and legible entries are made, bearing in mind that some of the forms are retained throughout the life of the airframe. Entries made in error are not to be erased. The column is to be annotated "Entered in Error" and signed for by the person making the correction.

TRANSFER AND FORWARDING

54 When any airframe, aero-engine, or propeller is transferred, the applicable forms comprising the "Log" part of the Aircraft Maintenance Record Set are to be brought up to date, removed from the binder, and together with any associated log book or forms are to be forwarded with the assembly in a sealed envelope (G78, or G69 or equivalent) with a covering Form G11.

55 The Power Plant Skeleton Log is to be included in the relevant aircraft log set throughout the installation period. If the power plant is removed from an aircraft for any reason (usually for overhaul or storage), the L14-8A will be removed from the log set and in the event of transfer, will be suitably enveloped and dispatched to the consignee with the power plant. Prior to transfer, all necessary entries are to be brought up-to-date and the authorized signature made in Section 2.

56 See EO 00-15-9 for action to be taken with regards to maintenance forms and log books when an aircraft is transferred.

57 Aircraft Maintenance Record Sets forwarded to a higher formation for scrutiny are to be returned as early as possible, but not later than seven days after receipt. If the matter cannot be dealt with within that period, any necessary details are to be extracted and the records returned to the unit concerned.

IMPOUNDING

58 All forms comprising the L14, Aircraft Maintenance Record Set, including other relevant log books, sheets or cards, are to be impounded in accordance with AFAO 21.56/01 immediately on receipt of a report that a flying accident has occurred.

59 The CTSO or his representative is to take into his custody, the Aircraft Maintenance Record Set pertaining to aircraft involved in ground accidents.

60 Immediately following their impounding, the forms are to be placed and retained in the custody of the PAdO who is to produce them for any reporting procedure on investigation into the accident. Such forms are to be released at the discretion of the Commanding Officer upon the completion of a local investigation or board. When a Director of Flying Safety (DFS) representative is present, the forms are to be released on the instruction of DFS or his representative.

DISPOSAL

61 When an airframe, aero-engine, power plant, or an item of equipment for which form L14-8 is used, is:

- (a) Written or struck off charge.
- (b) Completely overhauled or reconditioned.
- (c) Converted to an instructional category.

NOTE

The Record Set (or appropriate form L14-7, L14-8A or L14-8) is to be completed by entering details of disposal and the authority. This is to be done immediately following the last entry in form L14-2, Aircraft Transfer Log; in Section 2 of forms L14-7 and L14-8A or in "Reason for Removal" in form L14-8 as applicable.

62 The various forms of the Record Set are to be removed from the binder and held within an envelope by the Unit, Repair Depot or Technical Services Unit/Detachment, whichever has taken the action in para. 61. After being held for six months after the date of completion of the action in para. 61, the forms are to be submitted to a local Board of Officers for disposal in accordance with AFAO 57.00/3.

63 On completion of an investigation into the disappearance of an aircraft which has not been located, all Record Set forms pertaining to the aircraft are to be forwarded to AFHC for the use of DFS.

64 In certain instances, Record Set forms are required for investigation purposes by the Director of Flight Safety (DFS) or his representative. Upon completion of this investigation, the forms are to be returned to the Unit, Repair Depot or Technical Services Unit/Detachment concerned.

INSTRUCTIONAL AIRFRAME AND AERO-ENGINE

65 Record Sets, or forms L14-7 are not to be kept for instructional airframes or aero-engines.

LOSSES

66 If an Aircraft Maintenance Record Set, or individual forms L14-7, L14-8 or L14-8A be lost at any RCAF Unit or Contractor, the

CTSO or CO of the applicable Unit or TSU is to authorize the opening of a duplicate set of forms. The circumstances of the loss are to be reported to the CHO or GpHQ concerned for any action considered necessary.

DUPLICATION

67 In the event of loss, destruction or mutilation of any or all of the forms comprising an L14, Aircraft Maintenance Record Set, effort must be made to reconstruct useful history of the airframe or engine. Considerable data may be available from the surviving "Servicing" set or "Log" set as applicable. Serial numbers may be obtained by visual examination of the aircraft. Retroactive entries of repairs, replacements and transfers are not required.

68 All modifications and special inspections listed in EOs on the aircraft, engine or power plant are to be entered in forms L14-5, -6, -6B, in Section 6 of forms L14-7 and -8A, or

in form L14-8 as applicable, and every effort is to be made to ascertain which of these Mods and SIs have been embodied or carried out by:

(a) Scrutiny of relevant forms or other available records.

(b) Visual examination of the airframe, engine, etc., without resort to extensive dismantling or interference with operational use.

(c) Reference to CHOs where such information may be available.

69 If dates of embodiment or completion of Mods or SIs are established, such dates are to be entered in the applicable forms. Application is to be made to AMCHQ for a list of modifications embodied during construction, reconditioning or complete overhaul for entry in form L14-6B. If the airframe, aero-engine or power plant is transferred, dispatch of both the duplicated Record Set and the equipment in question is to be delayed pending completion of this procedure.

PART 2

AIRCRAFT TRAVELLING LOG

PURPOSE

1 The aircraft Travelling Log shall be used to record all required maintenance data during the operation of an aircraft as detailed in para. 3 below. The Travelling Log shall consist of L14-1, L14-1A, L14-1B, L14-1C and the L14-3 and be kept in a L14S binder (suitably marked, "Travelling Log") or the new L14 plastic binder.

INSTRUCTIONS FOR USE

2 The L14 forms are to be actioned in accordance with regulations detailed in Part 1 of this EO with the following exceptions:

L14-1 (GREEN SHEET)

(a) Prior to departure the following action will be taken:

(1) A new L14-1 is to be raised and numbered consecutively. This Travelling L14-1 is to have the "Primary Inspection Valid Until" block completed and signed by the NCO i/c. The time brought forward on the aircraft will be entered in Section 5.

(2) The current copy of the L14-1 containing the maintenance and servicing data is to be retained by the home unit after the pilot has determined the state of the aircraft and signed Section 5.

(3) All information contained in Section 2 "Armament State" of the current copy is to be transcribed to the Travelling Copy of the L14-1.

(4) All copies of the L14-1 raised enroute are to be retained until the aircraft returns to its home base.

L14-1A (BLUE SHEET)

(b) Maintenance personnel at home base and detachments are to rectify these entries when the aircraft down time and/or spare availability warrant thereby keeping entries to a minimum.

L14-1B (PINK SHEET)

(c) Prior to departure from the home unit a new L14-1B is to be raised and placed in the Travelling Log. The L14-1B of the Servicing Log is to be annotated in accordance with the instructions contained in Part 1, para. 13 of this EO.

L14-1C (WHITE SHEET)

(d) A duplicate form is to be raised by Log Control and placed in the Travelling Log. Any authorized delays to the Periodic/Supplementary Inspections are to be annotated in the "Next Inspection - Due at" column. Changes to the "Data Sheet" while the aircraft is enroute shall be brought to the attention of Log Control on return to unit.

L14-3 (FLYING TIME RECORD)

(e) A duplicate form is to be raised by Log Control and placed in the Travelling Log and maintained enroute.

3 The aircraft Travelling Log is to accompany the aircraft:

(a) On initial acceptance from a contractor and ferry to the assigned unit.

(b) When ferried between units.

(c) During periods of detachment from the unit.

(d) On flights which include or may result in landings at a base or bases other than that from which the flight commenced.

4 When an aircraft is continually committed to transport, communication or Maritime patrol flights, the Command concerned may make minor amendments to forms or procedures for the recording of maintenance applicable to their aircraft or function. (When an aircraft is being transferred, the regulations in AFEO 00-15-9 shall be adhered to).

PART 3

USE OF COMPONENT HISTORY FORM (L14-8) FOR ARMAMENT SYSTEMS EQUIPMENT

ARMAMENT SYSTEMS GENERAL

1 The following procedures apply to Armament Systems equipment in general. Special instructions or deviations as they apply to specific equipments are dealt with individually.

2 To record data on the Fire Control System (FCS), Armament Systems Shops are to raise a Form L14-8 on all test equipment, and on black boxes used as spares and installed in aircraft or test installations.

3 Each FCS installed in an aircraft will have its L14-8 sheets filed in an L14S cover bearing the serial number of the particular aircraft.

4 For spare black boxes and test equipment, an "Armament Systems Shop" L14S cover is to be raised. All test equipment and black boxes not installed in aircraft will have their L14-8 sheets filed in this cover to indicate the location of these boxes in the Armament Systems Shop i. e. ;

- (a) Installed in test benches.
- (b) Spares.
- (c) Under repair.
- (d) Ready for return to the R&O Contractor.

5 The minimum information required on forms L14-8 is:

- (a) Nomenclature.
- (b) Section/reference and type.

(c) Serial number.

(d) Modification status.

(e) Special inspections.

(f) Calibration of the box where applicable.

6 Upon transfer of an aircraft, log control is to be given the L14-8 sheets for inclusion in the aircraft L14 records. This will allow the receiving unit or contractor to immediately ascertain the modification status and latest calibration date thus facilitating the incorporation of deficient modifications and scheduling of the next calibration.

7 When black boxes and test equipment are returned to the R&O Contractor, the L14-8 is to be forwarded with the component indicating the last fault or reason for returning the item. When UCR action has been taken on items in this category, reference to the UCR serial number is to be entered on the L14-8

8 On completion of repair or overhaul contractors are to ensure that an L14-8 accompanies all FCS black boxes and test equipment leaving their plant.

9 When the installation and repair sections of the component history form have been completed, a new L14-8 is to be drawn up entering the information listed in paragraph 5 above and the latest installation and calibration data. After this information has been transcribed the old sheets may be destroyed.

10 Armament Systems Equipment Logs (E133M) will not be required once Forms L14-8 have been raised.

PROCEDURES PECULIAR TO AN/APG502 AND R24B RADAR

1 The modular construction of this equipment permits ready removal of the modules from their black boxes; consequently, modules are frequently interchanged between black boxes during normal maintenance and repair. To properly control and record the modifications and life history of this equipment, Forms L14-8 must be raised on all black boxes and

their modules.

2 Black boxes and modules for which L14-8s are to be raised are listed below. For simplicity of association, modules are indented and placed directly beneath the major black box to which they belong.

(a) AN/APG502 and R24B Radar

NOMENCLATURE	AN NUMBER	BOX NO
Antenna - Group	OA5050APG502	1
Antenna	AS5032APG502	81
Amplifier, Intermediate Frequency Pre Amp	AM5107APG502	82
Generator, Impulse Noise	05069APG502	83
Filter-Radio Frequency	F5052APG502	84
Control - Electrical Frequency	C5098APG502	2
Synchronizer Electrical	SN5006APG502	3
Gate Electronic	TD5027APG502	30
Amplifier - Electronic Control	AM5108APG502	31
Amplifier - Integrator	AM5109APG502	32
Generator - Pulse	05070APG502	33
Control - Receiver	C5099APG502	34
Amplifier - Detector	AM5110APG502	35
Amplifier - Video	AM5111APG502	36
Generator Reference Signal	05071APG502	37
Multiplexer	TD5028APG502	38
Multiplexer	TD5029APG502	39
Moulation - Eliminator	MX5022APG502	40
Amplifier - Electronic Control	AM5129APG502	41
Generator - Sweep	05072APG502	42
Discriminator - Pulse	CV5042APG502	43
Generator - Reference Signal	05073APG502	44
Generator - Reference Signal	05074APG502	45
Generator Sweep	05075APG502	46
Amplifier Video	AM5112APG502	47
Amplifier Video	AM5113APG502	48
Generator - Pulse	05076APG502	49
Mount - Electronic Equipment	MT5063APG502	4
Indicator - Group	OA5051APG502	5
Indicator Azimuth - Range	1D5026APG502	51
Amplifier Electronic Control	AM5114APG502	52
Power Supply 10KV	PP5100APG502	53
Power Supply 2KV	PP5101APG502	54
Electron Tube Direct View Storage		55
Isolator - Radio Frequency Reflection	CN5015APG502	6
Power Supply	PP5102APG502	7
Power Supply Sub-Assembly ($\pm 150V$ DC)	MX5034APG502	57
Power Supply Sub-Assembly ($-300 +600V$ DC)	MX5035APG502	58
Power Supply Sub-Assembly ($+300, +450V$ DC)	MX5036APG502	59
Chassis Power Supply		98

NOMENCLATURE	AN NUMBER	BOX NO.
Transmitter - Radar	T5032APG502	9
Drive - Tuning	MX5023APG502	63
Amplifier Control Group	OA5052APG502	10
Amplifier Electronic Control	AM5115APG502	65
Amplifier DC	AM5116APG502	66
Amplifier Audio Frequency	AM5117APG502	67
Amplifier AF	AM5118APG502	68
Control Antenna	C5100APG502	69
Amplifier Audio Frequency	AM5119APG502	70
Amplifier Direct Current	AM5120APG502	71
Amplifier - Magnetic	AM5121APG502	72
Detector - Noise	CV5043APG502	73
Control - Monitor	C5101APG502	75
Coupler - Waveguide	CU5041APG502	11
Waveguide Assembly	CG5034APG502	12
Indicator Clearance Plane	ID5027APG502	13
Control - Radar Set	C5102APG502	14
Switch - Waveguide	SA5018APG502	15
Dummy Load - Electrical	DA5009APG502	16
Amplifier Assembly	AM5122APG502	17
Amplifier - Intermediate Frequency	AM5123APG502	77
Generator Pulse	05077APG502	78
Amplifier Intermediate Frequency	AM5124APG502	79
Visor - Cathode Ray Tube Day		18
Filter Assembly - Light Radar Indicator		19
Follower, Clearance Plane and Antenna Tilt		

(b) Ground Support Equipment:

Analyzer Radar	AN/APM502	T1
Test Set Radar Module	AN/APM503	V1
Test Set Radar Receiver		W1
Power Unit		W2
Control Unit		W3
Test Unit		W4
Test Bench System 60 cycles	AN/APM505	Y1A
Test Bench System 50 cycles	AN/APM504	Y1B

3 Forms L14-8 for each aircraft installation are to be placed in a cover (L14S) and grouped so that a black box and its associated modules are together i.e. Box 7, 57, 58 and

59. This will facilitate L14-8 handling when a complete black box is being moved from one area to another by ensuring that all the applicable L14-8s accompany the unit.

PART 4

USE OF COMPONENT HISTORY FORM FOR 2.75" WING TIP ROCKET POD AND SEVEN ROUND TRAINING POD

1 In accordance with the provisions of Part 1, Para 36, the component History Form, L14-8 is to be used to record data on 2.75" Wing Tip Rocket Pods.

2 This record is to be raised on all pods in use including those undergoing inspection or repair, those in ready use storage and pods undergoing acceptance checks after receipt from the supply section.

3 The minimum information required on each Component History Form is as follows:

- (a) Nomenclature
- (b) Type (operational or training)
- (c) Section and reference number
- (d) Serial No.
- (e) Modification
- (f) Special Inspections
- (g) Repairs, adjustments, replacements, acceptance checks and periodic inspections.

4 Columns are to be used as follows:

- (a) Installation
- (1) "Aircraft Type" column is to be used to indicate location of the pod e.g. CF100.

or
Ready Use
or
Stores

- (2) "Aircraft Reg. No." column is to be used for the aircraft number.

(3) "Date Installed" is to indicate the date the pod was placed on an aircraft or into ready use stores.

(4) "Aircraft Hrs on Installation" is to be changed to read "Date Next Inspection" and the applicable date entered.

(b) Removal

(1) Date of removal is to indicate the date the pod was removed from an aircraft or from ready use stores (see "Note" below).

(2) "Reasons for Removal" column is to indicate why the pod was removed e.g. Special Inspection, pod periodic check, or repair, (see "Note" below).

NOTE

No entry is necessary in the removal columns when the removal is carried out for reasons other than for work on the pod.

5 The following additional information is to be recorded in the repairs, adjustments and replacement column:

- (a) Date Rocket Pod filled.
- (b) Lot number and MK of rocket Motor.
- (c) Lot number and MK of Head.
- (d) Lot number and date of tail cone detonator.
- (e) Approximately outside storage time and air time during 6 months pods are loaded.

NOTE

When rockets are inspected and reloaded, time is cumulative for the rocket motors, and previous exposure time should be shown when pods are reloaded with the same rocket.

(f) A 1" column is to be drawn at the right side of the "Details" column for signature by the NCO i/c crew after completion of the required work.

6 Upon transfer of a rocket pod from a unit, the L14-8 is to be brought up to date and is to accompany the rocket pod. When returning a rocket pod to the R & O contractor, complete details of the unserviceability are to be recorded on the L14-8.

7 On completion of repair or overhaul, contractors are to ensure a completed L14-8 accompanies all rocket pods leaving the plant.

8 When any of the columns of the L14-8 is filled, the used copy may be destroyed after the following information has been transcribed to a new form:

- (a) Last inspection data
- (b) Date of next inspection
- (c) Modification status
- (d) Special Inspections carried out
- (e) Data on 2.75 FFARS contained in the pod as outlined in para 5(a).

9 When a rocket pod is fired, jettisoned, or scrapped, the details are to be entered on form L14-8 pertaining to that pod and the form is to be forwarded to AMCHQ.

PART 5
AUXILIARY AIR FORCE
WORK CERTIFICATION AND L14 SIGNING AUTHORITY

1 Tradesmen who have been certified in the Practical Trade Record Card as being capable of performing servicing turn around tasks shall be considered qualified to sign Daily Maintenance Form L14-1 for those tasks.

2 Tradesmen with a minimum of 30 days paid experience following the effective group 1 date and those tradesmen qualified to group 2 shall be considered capable of carrying out and signing for those primary inspections on which they have been checked and the certification recorded on the Practical Trade Record Card.

3 Group 1 and 2 tradesmen who have been certified on the Practical Trade Record as being capable of performing specific maintenance tasks shall be considered qualified to sign the "Rectified By" column of L14-1A and 1B for such tasks.

4 Group 2 tradesmen shall be considered qualified to perform and sign the "Rectified By" column for additional specific tasks, which have been authorized by CHQ through the Regular Force Engineering Support Officer providing the capability to perform these tasks is recorded and certified on the Unit Employment Record Form R412.

5 Group 2(O) NCOs shall be considered qualified to sign the "Inspected and Passed By" column of form L14-1B for all tasks which have been performed and "Rectified By" Auxiliary Mechanics Air under the terms of paras. 2 and 3 above and to sign form L14-1 as "NCO i/c". Group 2(O) Senior NCOs or Group 2(P) Senior NCOs shall be considered qualified to sign L14-1 as "NCO i/c" if such qualification is recorded and certified on the Unit Employment Record Form R412.

6 Group 2(P) Senior NCOs shall be considered qualified to sign the "Certified Serviceable" column of L14-1B for only those tasks on which they have been certified as being capable of performing under the terms of paras. 2 and 3 above. Group 2(P) NCOs shall be considered qualified to sign L14-1 as "NCO i/c" if such qualification is recorded and certified on the Unit Employment Record Form R412.

7 Signatures in the "Inspected and Passed By" column will be certification that the NCO has accepted responsibility for:-

(a) Work being "Rectified By" properly qualified tradesmen.

(b) Work being inspected to ensure that it was done in accordance with prescribed procedures and that the area is free of foreign objects, panels and other components removed to complete the task properly replaced and secured.

8 Flight Line Superintendents (Aux) shall be considered qualified to sign for "Primary Inspection Completed" on form L14-1 and "Certified Serviceable" column of L14-1B for those tasks which have been performed, "Rectified By" and "Inspected and Passed By" Auxiliary tradesmen. Signatures shall certify that the Flight Line Superintendent in the case of the L14 is satisfied that the form L14-1 has been fully and correctly completed and that all unrectified underserviceabilities have been entered in form L14-1B and that no Periodic Inspection is due. In the case of the L14-1B his signature shall indicate that the signatures in the "Rectified By" and "Passed By" columns are those of fully qualified personnel and that to the best of his knowledge, supported by personal inspection, percentage or spot checks or any other means that the aircraft is serviceable for flight.

9 Maintenance tasks not shown on the Practical Trade Record Card or included in the CHQ list for Auxiliary tradesmen shall be signed for by either an Auxiliary tradesmen who have been remustered to Gp 3 or 4 of the applicable Regular Force trade or by Regular Force tradesmen in accordance with EO 00-15-1 and EO 00-50-7.

10 The qualification to sign for aircraft Maintenance tasks as described in this Engineering Order shall expire when a tradesman has been absent from technical duties for a period of 60 consecutive calendar days. In such a case the tradesman shall be checked on his ability to perform the applicable Trade

Record Card tasks and the record of this check entered and certified on the Unit Employment Record Card form R412.

11 For the purpose of this Engineering Order aircraft inspections as defined in EO 00-50-7, are classed as Maintenance tasks and will be shown in either the Practical Trade Record Card or the CHQ list of Maintenance tasks

approved for Auxiliary tradesmen. The tradesmen Practical Trade Record Card or Unit Employment Record Card shall be used to record the fact that the tradesmen has been examined and is considered capable of performing the task described. With the exception of signing authority all other instructions described in Engineering Orders shall apply to Auxiliary tradesmen.

DAILY MAINTENANCE FORM

RCAF 114/1

A/C Type
Reg. No.
Date
Ser. No.

Sect. 1 **SERVICING—FUEL CERTIFICATE**

Tank Loc.	FUEL CERTIFICATE									
	A/C Total		Checked		Time		Date		Signature	

Sect. 1A Tank Loc.	OIL STATE										ANTI-DE-ICER FLUID		HYDRAULIC FLUID		OXYGEN	
	1		2		3		4		Signature		Phs. Ad.	Signature	Phs. Ad.	Signature	State	Signature

Sect. 2	ARMAMENT STATE									
	GUNS		ROCKETS		BOMBS		OTHER		Signature	

PRIMARY INSPECTION CERTIFICATE

Sect. 3

Primary Inspection Completed		Primary Inspection Valid Until		This information is to be transcribed to subsequent daily maintenance forms until validity expires. Sheet bearing names of inspection personnel is to be retained between primary inspections.	
Time	Date	Signature NCO i/c	Signature NCO i/c	Time	Date
Signature	Airframe 1	Airframe 2	Airframe 3	Airframe 4	Instrument
Item	Engines	Instrument	Electrical	Photo	
Signature	Engine 1	Engine 2	Engine 3	Engine 4	Comm.
Item	Arm, M & W	Arm. Systems	Rad. Systems	Comm.	Rad. Systems
Signature	Arm. M & W	Arm. Systems	Comm.	Comm.	Safety Equipment

POST FLIGHT/BEFORE FLIGHT INSPECTION CERTIFICATE

Sect. 4

Airframe	Engines	Instrument	Electrical	Photo	Safety Equipment	Telecomm.		Armament		Inspection Completed
						Comm.	Rad. Systems	M & W	Systems	

Sect. 5

PILOTS ACCEPTANCE AND HAND-OVER CERTIFICATE

Time	Rank	Signature	CERTIFIED AIRCRAFT SERVICEABLE		CERTIFIED FORMS LT4-1, -1A, -1B, -1C CHECKED	BROUGHT FORWARD	STATE ON LANDING, S, MD, U/S, (Enter defects in forms -1A or -1B)		M N U T E S	Certified Oil Dilution carried out. SIGNATURE
			Time	Signature			Duration of Flight	State		

Total Flight Time

Certified all required data transcribed to Log Set.

Date

Signature

Rank

MINOR DEFECT RECORD

A/C Type

Reg. No.

Opened
Closed

Serial No.

Enter only items which do not affect safety or render the aircraft unserviceable if left unrectified:

Date Reported	Entered by: (Signature and Trade)	Nature of Defect	Rectification	Rectified by: Signature	Date Rectified

Date Reported	Entered by: (Signature and Trade)	Nature of Defect	Rectification	Rectified by: Signature	Date Rectified

Handwritten scribble

CHANGE OF SERVICEABILITY AND RECTIFICATION RECORD

RCAF L14/18
7530-21-562-6806

Serial No.

Opened
Closed

Reg. No.

A/C Type

Date Time	Put U/S By Trade	Nature of Unserviceability	Rectification	Rectified By Time & Date	Inspected and passed: NCO I/C Time & Date	Certified Serviceable	Date Time

Date Time	Put U/S By Trade	Nature of Unserviceability	Rectification	Rectified By Time & Date	Inspected and passed: NCO I, C Time & Date	Certified Serviceable	Date Time

Certified all required data transcribed to Log Set.
 Date _____ Signature _____ Rank _____

AIRCRAFT DATA SHEET

TYPE	MK.
------	-----

REG. NO.

UNIT/SQUADRON

RCAF (SPEC)	NATO SYMBOL	RCAF (SPEC)	NATO SYMBOL
FUEL NORMAL (1)		MIXTURE	
FUEL ALTERNATE (2)		GEAR BOX OIL	
FUEL LIMITED (3)		HYD SYSTEM	
FUEL EMERGENCY (4)		HYD BRAKES	
OIL		HYD OLEO	
COOL TURBINE		ANTI-ICING	
COOLANT			

TIRE PRESSURE	MAINWHEEL	NOSE/TAIL
---------------	-----------	-----------

MISCELLANEOUS DATA

FUEL TANK CAPACITY	TANK											TOTAL
	CAPACITY											

ENGINE	TYPE			MK.	OVERHAUL CYCLE
	SERIAL NUMBERS	1		2	
		3		4	
ENDURANCE (CRUISING)	AT	AND	FUEL CONSUMPTION PER HR CRUISING		
	HRS	RPM	INS.HG	GALS	LBS
AIRFRAME	TYPE				MK.
	INSPECTION CYCLE	PRIMARY		PERIODIC	SUPPLEMENTARY
		HRS	DAYS	HRS	HRS
	NEXT INSPECTION				
	NUMBER/TYPE		DUE AT	NUMBER/TYPE	
		HRS			
		HRS			
		HRS			
		HRS			
OPERATIONAL RESTRICTIONS					
DATE IMPOSED	DETAIL (QUOTE AUTHORITY)		IMPOSED BY (ENG OFFICER SIG)	CANCELLED BY (ENG OFFICER SIG)	

RCAF L14-2
9M-11-92

EO 00-15-1
AIRCRAFT TRANSFER LOG

SERIAL No. _____

(Signature in this log certifies that the log set is complete, that all form entries have been checked, and all mods. and spec. insp. entered)

A/C Type

Reg. No.

Opened
Closed

ON DISPATCH			Authority for Transfer	ON RECEIPT		
Date	Unit	Signature		Date	Unit	Signature

EXPLOSIVE CARTRIDGE AND CARTRIDGE ACTUATED DEVICE RECORDS

A/C TYPE

REG NO.

1	2	3	4	5		6	7	8	9	10	11	12	13
				CARTRIDGE LOT NO.	LOADED DATE								
ITEM	SERIAL NO.	LOADERS LOT NO.	TYPE	MFR OR O/H DATE	INITIALS	POSITION INSTALLED	DATE INSTAL.	TX DATE	DATE REPLACED				

EO 00-15-1

Appendix "H"

ENGINE MAINTENANCE FORM

Type

Ser. No.

Opened Closed

SECT. 1 OVERHAUL CERTIFICATE

Overhauled By	Date	Total Hrs. Since New	Signature of authorized Inspector	Rank or Appointment

SECT. 2 TRANSFER LOG

Signature in this section certifies that all form entries have been checked and all Mods. and Spec. Insp. entered.

On Dispatch			Authority For Transfer	On Receipt		
Date	Unit	Signature		Date	Unit	Signature

SECT. 3 PERIODIC INSPECTION RECORD

Type of Inspection	Flying Hours Due	Flying Hours Done	Date Completed	Type of Inspection	Flying Hours Due	Flying Hours Done	Date Completed

SECT. 4 INSTALLATION AND RUNNING TIME RECORD

Installation				Removal			Reason for Removal
A/F Type	A/F Reg. No.	A/C Hrs.	Date	A/C Hrs.	Date	Hrs. this Installation	
(Time since overhaul on initial installation)-							

SECT. 5 OVER TEMP RECORD

No.	Date	Temp.	Remarks	No.	Date	Temp.	Remarks

SECT. 6 MODIFICATION AND SPECIAL INSPECTIONS

MODIFICATIONS		
Date of Issue	Reference Number	Date embodied

SPECIAL INSPECTIONS		
Date of Issue	Reference number	Date completed

RCAF L14/8A

POWER PLANT SKELETON LOG

OVERHAUL LIFE	ENGINE MOUNT SERIAL No.	OPENED	CLOSED
---------------	-------------------------	--------	--------

SECT. 1 OVERHAUL CERTIFICATE

OVERHAULED BY	DATE	Total Hrs Since New	SIGNATURE OF AUTHORIZED INSPECTOR	RANK OR APPOINTMENT

SECT. 2 TRANSFER LOG

Signature in this section certifies that all form entries have been checked and all Mods. and Spec. Insp. entered.

ON DISPATCH			AUTHORITY FOR TRANSFER	ON RECEIPT		
DATE	UNIT	SIGNATURE		DATE	UNIT	SIGNATURE

SECT. 3 ENGINE INSTALLATION RECORD

ENGINE TYPE AND MARK	SERIAL No.	DATE INSTALLED	DATE REMOVED	REASON FOR REMOVAL

SECT. 4 COMPONENT REPLACEMENT RECORD

COMPONENT (TYPE, MARK, SERIAL No.)	Life Remaining	INSTALLED AT		SIGNATURE	TO BE REPLACED		ACTUAL HOURS ON REMOVAL	DATE REPLACED
		DATE	RUN HRS.		DATE	RUN HRS.		

COMPONENT REPLACEMENT RECORD

COMPONENT (TYPE, MARK, SERIAL No.)	Life Remaining	INSTALLED AT		SIGNATURE	TO BE REPLACED		ACTUAL HOURS ON REMOVAL	DATE REPLACED
		DATE	RUN HRS.		DATE	RUN HRS.		

SECT. 5 MANUFACTURERS AND OVERHAUL MODIFICATIONS

AFEO REF. NO.	MFRS REF. NO.	CLASS	EMBODIED BY (MFR. CONTRACTOR OR UNIT)	DATE EMBODIED	CERTIFIED THIS MOD. EMBODIED (SIG. OF AUTH. INSPECTOR)

SECT. 6

MODIFICATIONS AND SPECIAL INSPECTIONS

MODIFICATIONS			SPECIAL INSPECTIONS		
Date of Issue	Reference Number	Date Embodied	Date of Issue	Reference Number	Date Completed

SECT. 7

INSTALLATION AND RUNNING TIME RECORD

INSTALLATION				REMOVAL				REASON FOR REMOVAL
A/F TYPE	A/F REG. No.	A/F HOURS	DATE	A/F HOURS	DATE	Hrs. This Installation	TOTAL HOURS	

SECT. 8

INSPECTION RECORD

TYPE OF INSPECTION	FLYING HOURS DUE	FLYING HOURS DONE	DATE COMPLETED	TYPE OF INSPECTION	FLYING HOURS DUE	FLYING HOURS DONE	DATE COMPLETED

COMPONENT REPLACEMENT - INDEX
FOR _____
(AIRCRAFT TYPE)

ITEM	PAGE NO	ITEM	PAGE NO

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COMPONENT HISTORY FORM

ITEM	TYPE	REF. NO.	PART NO.	SERIAL NO.
OPERATIONAL LIFE	OVERHAUL LIFE	DATE	Total Hours since overhaul	Sig. of auth. inspector
			Hours since last overhaul	Rank

INSTALLATION AND OPERATING TIME RECORD

INSTALLATION						REMOVAL				
A/C Type	A/C Reg. No.	Position	Date Installed	A/C Hrs. on Installation	Date Removed	A/C Hrs. on Removal	Hours this Installation	UCR/TFR Action	Reason For Removal	

MODIFICATIONS

DATE OF ISSUE	MOD. REFERENCE NUMBER	DATE EMBODIED	DATE OF ISSUE	MOD. REFERENCE NUMBER	DATE EMBODIED

SPECIAL INSPECTIONS

DATE OF ISSUE	S.I. REFERENCE NUMBER	DATE COMPLETED	DATE OF ISSUE	S.I. REFERENCE NUMBER	DATE COMPLETED

OVERTEMPERATURE RECORD

Nº	DATE	TEMP/TIME	REMARKS	Nº	DATE	TEMP/TIME	REMARKS