

Regular Maintenance Logs

UIN: _____

Serial No: _____

Sl.No	Date (dd/mm/yyyy)	Name of maintenance operator	Type of Maintenance	Observations	Name of the person in- charge for maintenance	Signature

Components	Life remaining
Life of airframe	
Number of battery cycles (serial of battery: _____)	
Life of Rotor	
Number of permissible landings	

Note: After the maintenance activity, please update the remaining life of the components by referring the flight logbook.

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Life of Rotor	
Number of permissible landings	

Note: After the maintenance activity, please update the remaining life of the components by referring the flight logbook.

1 Primary structural element maintenance record

Visual Inspection of PSE due to in service wear		
UAS mode:	UIN;	Date
Items	Status	Comments/observations
Frame		
Look for stress concentrations around fastener holes or joints that may indicate potential failure points	Yes/No	
Inspect seams for signs of fatigue or cracking, particularly in high-stress areas.	Yes/No	
Check for corrosion, especially in areas exposed to chemicals or environmental factors (connector fasters)	Yes/No	
Examine for signs of wear at connection points or attachment areas, which may weaken the structure over time	Yes/No	
Investigate any areas where structural components interface with moving parts for signs of abrasion or stress-induced wear.	Yes/No	
Propellers		
- Inspect for chips, cracks, or bends	Yes/No	

- Ensure secure attachment to motors	Yes/No	
- Look for signs of erosion or wear on the edges	Yes/No	
Arm folding parts		
Inspect arms for signs of stress cracks or delamination, particularly at the junction with the main frame and motor mounts.	Yes/No	
Look for signs of wear or abrasion on the exterior surface, particularly in areas prone to contact with debris or vegetation during landing or take-off..	Yes/No	
Check internal structural components for corrosion or degradation due to exposure to chemicals or moisture, especially in agricultural environments.	Yes/No	
Landing gear		
- Inspect for structural damage or bending	Yes/No	
- Check for secure attachment to the frame	Yes/No	
- Look for wear on contact points with the ground	Yes/No	
CF arm		
- Check for cracks or splintering	Yes/No	
Inspect for secure attachment to the frame	Yes/No	
Look for signs of stress or unusual flexing	Yes/No	
Motor mount		
Check motor mounts for signs of metal fatigue or stress cracking, particularly in areas exposed to high vibration or thermal cycling.	Yes/No	
Inspect propeller shafts or bearings for signs of wear or corrosion,	Yes/No	

particularly in rotary-wing systems.		
Look for signs of chafing or fatigue in wiring and connectors, especially in areas prone to vibration or movement	Yes/No	
Investigate any areas where different materials are in contact, as galvanic corrosion may occur between dissimilar metals.	Yes/No	
Examine for signs of overheating or thermal stress in motor windings or electronic components.	Yes/No	
Consider performing regular vibration analysis to monitor for signs of impending mechanical failure in propulsion components.	Yes/No	
Payload Mounting:		
Examine payload mounting brackets and attachment points for signs of wear or deformation, particularly if frequently subjected to heavy payloads or abrupt manoeuvres during spraying operations.	Yes/No	
Inspect wiring and connectors for payload systems, including sprayers, cameras, or multispectral sensors, for signs of chafing, corrosion, or loose connections that may affect data acquisition or application accuracy.	Yes/No	
Ensure proper balancing and alignment of payloads to minimize additional stress on the airframe and optimize flight stability and efficiency.	Yes/No	
Inspected by Name Designation Date Sign;	Approved by Name Designation Date Sign;	

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Frame		
Look for stress concentrations around fastener holes or joints that may indicate potential failure points	Yes/No	
Inspect seams for signs of fatigue or cracking, particularly in high-stress areas.	Yes/No	
Check for corrosion, especially in areas exposed to chemicals or environmental factors (connector fasters)	Yes/No	
Examine for signs of wear at connection points or attachment areas, which may weaken the structure over time	Yes/No	
Investigate any areas where structural components interface with moving parts for signs of abrasion or stress-induced wear.	Yes/No	
Propellers		
- Inspect for chips, cracks, or bends	Yes/No	
- Ensure secure attachment to motors	Yes/No	
- Look for signs of erosion or wear on the edges	Yes/No	
Arm folding parts		
Inspect arms for signs of stress cracks or delamination, particularly at the junction with the main frame and motor mounts.	Yes/No	
Look for signs of wear or abrasion on the exterior surface, particularly in areas prone to contact with debris or vegetation during landing or take-	Yes/No	

off..		
Check internal structural components for corrosion or degradation due to exposure to chemicals or moisture, especially in agricultural environments.	Yes/No	
Landing gear		
- Inspect for structural damage or bending	Yes/No	
- Check for secure attachment to the frame	Yes/No	
- Look for wear on contact points with the ground	Yes/No	
CF arm		
- Check for cracks or splintering	Yes/No	
Inspect for secure attachment to the frame	Yes/No	
Look for signs of stress or unusual flexing	Yes/No	
Motor mount		
Check motor mounts for signs of metal fatigue or stress cracking, particularly in areas exposed to high vibration or thermal cycling.	Yes/No	
Inspect propeller shafts or bearings for signs of wear or corrosion, particularly in rotary-wing systems.	Yes/No	
Look for signs of chafing or fatigue in wiring and connectors, especially in areas prone to vibration or movement	Yes/No	
Investigate any areas where different materials are in contact, as galvanic corrosion may occur between dissimilar metals.	Yes/No	
Examine for signs of overheating or thermal stress in motor windings or electronic components.	Yes/No	

Consider performing regular vibration analysis to monitor for signs of impending mechanical failure in propulsion components.	Yes/No	
Payload Mounting:		
Examine payload mounting brackets and attachment points for signs of wear or deformation, particularly if frequently subjected to heavy payloads or abrupt manoeuvres during spraying operations.	Yes/No	
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CF arm		
- Check for cracks or splintering	Yes/No	
Inspect for secure attachment to the frame	Yes/No	
Look for signs of stress or unusual flexing	Yes/No	
Motor mount		
Check motor mounts for signs of metal fatigue or stress cracking, particularly in areas exposed to high vibration or thermal cycling.	Yes/No	
Inspect propeller shafts or bearings for signs of wear or corrosion, particularly in rotary-wing systems.	Yes/No	
Look for signs of chafing or fatigue in wiring and connectors, especially in areas prone to vibration or movement	Yes/No	
Investigate any areas where different materials are in contact, as galvanic corrosion may occur between dissimilar metals.	Yes/No	
Examine for signs of overheating or thermal stress in motor windings or electronic components.	Yes/No	

Consider performing regular vibration analysis to monitor for signs of impending mechanical failure in propulsion components.	Yes/No	
Payload Mounting:		
Examine payload mounting brackets and attachment points for signs of wear or deformation, particularly if frequently subjected to heavy payloads or abrupt manoeuvres during spraying operations.	Yes/No	
Inspect wiring and connectors for payload systems, including sprayers, cameras, or multispectral sensors, for signs of chafing, corrosion, or loose connections that may affect data acquisition or application accuracy.	Yes/No	
Ensure proper balancing and alignment of payloads to minimize additional stress on the airframe and optimize flight stability and efficiency.	Yes/No	
Inspected by Name Designation Date Sign;	Approved by Name Designation Date Sign;	

Visual Inspection of PSE due to in service wear		
UAS mode:	UIN;	Date
Items	Status	Comments/observations
Frame		
Look for stress concentrations around fastener holes or joints that may indicate potential failure points	Yes/No	
Inspect seams for signs of fatigue or cracking, particularly in high-stress areas.	Yes/No	
Check for corrosion, especially in areas exposed to chemicals or environmental factors (connector fasters)	Yes/No	
Examine for signs of wear at connection points or attachment areas, which may weaken the structure over time	Yes/No	
Investigate any areas where structural components interface with moving parts for signs of abrasion or stress-induced wear.	Yes/No	
Propellers		
- Inspect for chips, cracks, or bends	Yes/No	
- Ensure secure attachment to motors	Yes/No	
- Look for signs of erosion or wear on the edges	Yes/No	
Arm folding parts		
Inspect arms for signs of stress cracks or delamination, particularly at the junction with the main frame and motor mounts.	Yes/No	
Look for signs of wear or abrasion on the exterior surface, particularly in areas prone to contact with debris or vegetation during landing or take-	Yes/No	

off..		
Check internal structural components for corrosion or degradation due to exposure to chemicals or moisture, especially in agricultural environments.	Yes/No	
Landing gear		
- Inspect for structural damage or bending	Yes/No	
- Check for secure attachment to the frame	Yes/No	
- Look for wear on contact points with the ground	Yes/No	
CF arm		
- Check for cracks or splintering	Yes/No	
Inspect for secure attachment to the frame	Yes/No	
Look for signs of stress or unusual flexing	Yes/No	
Motor mount		
Check motor mounts for signs of metal fatigue or stress cracking, particularly in areas exposed to high vibration or thermal cycling.	Yes/No	
Inspect propeller shafts or bearings for signs of wear or corrosion, particularly in rotary-wing systems.	Yes/No	
Look for signs of chafing or fatigue in wiring and connectors, especially in areas prone to vibration or movement	Yes/No	
Investigate any areas where different materials are in contact, as galvanic corrosion may occur between dissimilar metals.	Yes/No	
Examine for signs of overheating or thermal stress in motor windings or electronic components.	Yes/No	

Consider performing regular vibration analysis to monitor for signs of impending mechanical failure in propulsion components.	Yes/No	
Payload Mounting:		
Examine payload mounting brackets and attachment points for signs of wear or deformation, particularly if frequently subjected to heavy payloads or abrupt manoeuvres during spraying operations.	Yes/No	
Inspect wiring and connectors for payload systems, including sprayers, cameras, or multispectral sensors, for signs of chafing, corrosion, or loose connections that may affect data acquisition or application accuracy.	Yes/No	
Ensure proper balancing and alignment of payloads to minimize additional stress on the airframe and optimize flight stability and efficiency.	Yes/No	
Inspected by Name Designation Date Sign;	Approved by Name Designation Date Sign;	

2 Performance and reliability record based on continuous monitoring

For every 50 flights , this performance record to be filled .

S.No	Component	Monitoring details	Remark on monitoring points
1.	UAS	<ol style="list-style-type: none">1. Check the Stability (position holding)2. Check Ease of control3. Check if any Visual defects on entire UAS4. Check for any loose Screws on entire UAS5. Check whether the Flight time as per specifications6. Check the visual defects/Cracks on landing gear.	
2.	Motors	<ol style="list-style-type: none">1. Check the abnormal Aural sound of the motor during operation2. Check Obstructions of motor rotation due to field dust3. Check the abnormal motors heat after flight landing.	
3.	Propellers	<ol style="list-style-type: none">1. Check the Visual defects	
4.	Batteries	<ol style="list-style-type: none">1. Check the Charging time of Battery's2. Check the Flight time as per specifications3. Check the Visual defects (Bulging)4. Check the Sparks while powering	
5.	Remote	<ol style="list-style-type: none">1. Check the Signal strength on GCS.2. Check the Antenna holders tightening	

		status. 3. Check Visual defects on the remote due to rough use. 4. Check the Battery backup whether as per specifications.	
6.	Sprayer system	1. Check the Pump flowrate (2.5 lit/min) 2. Check for the Nozzle leaks 3. Check for the Hose pipes visual defects 4. Check the Nozzle dust	

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1.	UAS	1. Check the Stability (position holding) 2. Check Ease of control 3. Check if any Visual defects on entire UAS 4. Check for any loose Screws on entire UAS 5. Check whether the Flight time as per specifications 6. Check the visual defects/Cracks on landing gear.	
2.	Motors	1. Check the abnormal Aural sound of the motor during operation 2. Check Obstructions of motor rotation due to field dust 3. Check the abnormal motors heat after flight landing.	

3.	Propellers	1. Check the Visual defects	
4.	Batteries	1. Check the Charging time of Battery's 2. Check the Flight time as per specifications 3. Check the Visual defects (Bulging) 4. Check the Sparks while powering	
5.	Remote	1. Check the Signal strength on GCS. 2. Check the Antenna holders tightening status. 3. Check Visual defects on the remote due to rough use. 4. Check the Battery backup whether as per specifications.	
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1.	UAS	1. Check the Stability (position holding) 2. Check Ease of control 3. Check if any Visual defects on entire UAS 4. Check for any loose Screws on entire UAS 5. Check whether the Flight time as per specifications 6. Check the visual defects/Cracks on landing	

		gear.	
2.	Motors	<ol style="list-style-type: none"> 1. Check the abnormal Aural sound of the motor during operation 2. Check Obstructions of motor rotation due to field dust 3. Check the abnormal motors heat after flight landing. 	
3.	Propellers	<ol style="list-style-type: none"> 1. Check the Visual defects 	
4.	Batteries	<ol style="list-style-type: none"> 1. Check the Charging time of Battery's 2. Check the Flight time as per specifications 3. Check the Visual defects (Bulging) 4. Check the Sparks while powering 	
5.	Remote	<ol style="list-style-type: none"> 1. Check the Signal strength on GCS. 2. Check the Antenna holders tightening status. 3. Check Visual defects on the remote due to rough use. 4. Check the Battery backup whether as per specifications. 	
6.	Sprayer system	<ol style="list-style-type: none"> 1. Check the Pump flowrate (2.5 lit/min) 2. Check for the Nozzle leaks 3. Check for the Hose pipes visual defects 4. Check the Nozzle dust 	

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4.	Batteries	<ol style="list-style-type: none"> 1. Check the Charging time of Battery's 2. Check the Flight time as per specifications 3. Check the Visual defects (Bulging) 4. Check the Sparks while powering 	
5.	Remote	<ol style="list-style-type: none"> 1. Check the Signal strength on GCS. 2. Check the Antenna holders tightening status. 3. Check Visual defects on the remote due to rough use. 4. Check the Battery backup whether as per specifications. 	

6.	Sprayer system	<ol style="list-style-type: none"> 1. Check the Pump flowrate (2.5 lit/min) 2. Check for the Nozzle leaks 3. Check for the Hose pipes visual defects 4. Check the Nozzle dust 	
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If this log is inefficient, please contact VED PRABHA AEROSPACE PRIVATE LIMITED, plot No. 570, 10B, Rajendra Nagar Main Rd, Mahmudi Chak, Rajendra Nagar, Patna, Bihar 800016. +91 99551 11150 contact@vaimanikaerospace.com

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