

07/10/2013 12:34





MANUFACTURED BY
BELL AIRCRAFT
CORPORATION

RUFFALO, NEW YORK

SERIAL 480-4701

DATE MFD

ENGINE AIRCOOLED MOTORS NO

ENGINE SERIAL NO 26216

W.C. 1-100

LICENSED UNDER U.S. PATENT

PATENT NO. 2,111,111

MAINTAINED BY

AIRCRAFT ASSOCIATION

MAA PLATE NO 19793

07/10/2013 12:34

IST REVIEWED - ☒ YES ☐ NO
OS REVIEWED - ☒ YES ☐ NO
MS - ☒ YES ☐ NO
CONDITION
PLACARDS - ☒ YES ☐ NO

30m Reason



CTORY

07/10/2013 12:36

REGION AND DISTRICT OFFICE

INSPECTOR'S SIGNATURE

07/10/2013 12:37

WORK ACTIVITY ATCO INSPECTION (RAMP/SPOT); ☒ BASE		2. DUTY		3. HOURS	
4. NAME AND ADDRESS OF CARRIER, OPERATOR, AIRPORT, AGENCY, OR AIRMAN LAIR of THO OZARKS.		5. CERTIFICATE NO. OR AIRCRAFT REGISTRATION MARK (No.) 11-0000		6. RESULTS	
				7. FURTHER ACTION REQ.	
				SATISFACTORY	
				NO	
				YES (Explain)	

A Subsidiary of Textron Inc.

POST OFFICE BOX 482 • FORT WORTH, TEXAS 76101

OWNER BRAD STAHL
REGISTRATION NO. N78900
MODEL 47D-1
MFG'RS SERIAL 480

25 HR. INSP. DUE

100 HR. INSP. DUE

TAKEOFF			LAND		FLIGHT TIME		NATURE OF FLIGHT AND LOCATION	HELICOPTER LOG
DATE	HR.	MIN.	HR.	MIN.	HR.	MIN.		
REPAIRS, ADJUSTMENTS, PARTS REPLACED, REMARKS, SIGNATURE & LICENSE NO.								
M/R blades S/N P2047 & P2048; grips J1-1-1294 & J1-1-1298;								
M/R yoke B1-5300; G/R B2061; scissors BC5-001 & BC5-002;								
sleeve TT82-1038; mount L16-81; fan belts 2732 & 2822; T/R								
yoke NC958; T/R blades A3-34286 & A3-34287. mast N12-2399;								
X-mast B1-6820; T/R G/B A13579; alt. 1108-029; Dual tach								
S/N X16376; CHT 1094; Replaced damaged hydraulic system								
and replaced with all new hyd. lines, fittings etc. following								
Bell S.I. 203 & S.I. 250. Improved mast control pit - stab.								
bars, dampers & swashplate - installed following Bell S.I. 333.								
TOTAL FLIGHT TIME								

[illegible]

7861-60410

07/10/2013 12:38

INSPECTION AND SURVEILLANCE RECORD

WORK ACTIVITY ATCO INSPECTION (RAMP/SPOT); ☒ BASE	2. DUTY	3. HOURS
NAME AND ADDRESS OF CARRIER, OPERATOR, AIRPORT, AGENCY, OR AIRMAN LAIR of the OZARKS.	4. RESULTS SATISFACTORY	5. FURTHER ACTION REQ. NO
6. CERTIFICATE NO. OR AIRCRAFT REGISTRATION MARK (No.) 11-0900		

Bell Helicopter **TEXTRON**
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POST OFFICE BOX 482 • FORT WORTH, TEXAS 76101

HELICOPTER LOG

OWNER Brad Stahl
REGISTRATION NO. N78900
MODEL 47D-1
MFG'S SERIAL 480

25 HR. INSP. DUE

100 HR. INSP. DUE

HELICOPTER LOG									
DATE	TAKEOFF		LAND		FLIGHT TIME		NATURE OF FLIGHT AND LOCATION	REPAIRS, ADJUSTMENTS, PARTS REPLACED, REMARKS, SIGNATURE & LICENSE NO.	
	HR.	MIN.	HR.	MIN.	BRGT. FRWD.	MIN.			
					</				

TOTAL FLIGHT TIME

DATE	GROUND TIME		AIR TIME		#1 ENGINE TIME		#2 ENGINE TIME		START CYCLES	
	HR.	MIN.	HR.	MIN.	BRGT. FRWD.	MIN.	BRGT. FRWD.	MIN.	#1	#2

ENGINE LOG

6V335-6B

#1 ENGINE SERIAL NO. AF33-600-
#2 ENGINE SERIAL NO. 32020

REPAIRS, ADJUSTMENTS, PARTS REPLACED

SIGNATURE & LICENSE NO.

07/10/2013 12:38

TOTAL ENGINE TIME

INSPECTION AND SURVEILLANCE RECORD

WORK ACTIVITY ATCO INSPECTION (RAMP/SPOT): ☒ BASE		2. DUTY	3. HOURS
4. NAME AND ADDRESS OF CARRIER, OPERATOR, AIRPORT, AGENCY, OR AIRMAN LAIR of the 02 ARKs.		5. CERTIFICATE NO. OR AIRCRAFT REGISTRATION MARK (N-#)	6. RESULTS SATISFACTORY
			7. FURTHER ACTION REQ. NO YES (Explain)

Bell Helicopter **TEXTRON**

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POST OFFICE BOX 482 • FORT WORTH, TEXAS 76101

HELICOPTER LOG

OWNER BRAD STAHL
REGISTRATION NO. N78900
MODEL 47D-1
MFG'S SERIAL 480

25 HR. INSP. DUE

100 HR. INSP. DUE

HELICOPTER LOG

DATE	TAKEOFF HR. MIN.	LAND HR. MIN.	FLIGHT TIME BRGT. FRWD. HR. MIN.	NATURE OF FLIGHT AND LOCATION	REPAIRS, ADJUSTMENTS, PARTS REPLACED, REMARKS, SIGNATURE & LICENSE NO.
				A/C OK for return to service.	[REDACTED]
2/25/2010			337	mailed to FAA on cyclic control grip STC SH1152NW. SLog APP1990405	[REDACTED]
				DATE 2/26/2010 T.T. 7640.3 MOH. 0:0 at Stab. bar O/H, C/W S.I. 267	[REDACTED]
				I CERTIFY THAT THIS A/C HAS BEEN INSPECTED (Replace frame + core brgs) and	[REDACTED]
				IN ACCORDANCE WITH A ANNUAL INSPECTION AND C/W S.B. 47-(04-02)73-1 (insp. on	[REDACTED]
				WAS DETERMINED TO BE IN AIRWORTHY CONDITION. all AD's thru 2010-3 are stab bar tubes.	[REDACTED]
				C/W or N/A. [REDACTED] IA [REDACTED]	[REDACTED]

TOTAL FLIGHT TIME

GROUND TIME		AIR TIME		#1 ENGINE TIME		#2 ENGINE TIME		START CYCLES	
HR.	MIN.	HR.	MIN.	BRGT. FWD HR.	MIN.	BRGT. FWD HR.	MIN.	#1	#2

ENGINE LOG

6V335-6B

#1 ENGINE SERIAL NO. AF33-600
#2 ENGINE SERIAL NO. 32020

SIGNATURE & LICENSE NO.

07/10/2013 12:38

1. INSPECTION ACTIVITY ATCO INSPECTION (RAMP/SPOT): ☒ BASE		5. CERTIFICATE NO. OR AIRCRAFT REGIS- TRATION MARK (No.)		6. RESULTS		7. FURTHER ACTION REQ.	
2. NAME AND ADDRESS OF CARRIER, OPERATOR, AIRPORT, AGENCY, OR AIRMAN LAIR of the 02 ARCS.				SATISFACTORY		NO	

Bell Helicopter **TEXTRON**
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HELICOPTER LOG

OWNER Brad Hall
REGISTRATION NO. N7890D
MODEL 47D-1
MFG'S SERIAL 480

POST OFFICE BOX 482 • FORT WORTH, TEXAS 76101

25 HR. INSP. DUE

100 HR. INSP. DUE

HELICOPTER LOG									
DATE	TAKEOFF		LAND		FLIGHT TIME		NATURE OF FLIGHT AND LOCATION	REPAIRS, ADJUSTMENTS, PARTS REPLACED, REMARKS, SIGNATURE & LICENSE NO.	
	HR.	MIN.	HR.	MIN.	BRGT. FRWD.	MIN.			
6/13/10	Tech	0.0			Removed loadmaster		Cropdusters. Replaced both spray		
					51N13154 (crop) + installed 51N		mount rubbers w/ 55567-12.		
					4743 0.0 TSOH. removed				
					hyd. pump 51N F-934 (Weldon)		7-11-10 Tech 0.3 hrs. Replaced F+A		
					+ installed Stratpower 673025		servo 51N 5914 (leaks at turnion		
					51N A0-1049 (0.0 TSOH).		badly) w/ 51N 2870. Test run OK.		
7-2-10	Removed				both servos (looking		OK on return to service.		
					badly) + installed 51N's 6960				
					+ 5914 0.0 TSOH @ R+S				
TOTAL FLIGHT TIME									

07/10/2013 12:38

DATE	GROUND TIME		AIR TIME		#1 ENGINE TIME BRGT. FWD		#2 ENGINE TIME BRGT. FWD		START CYCLES	
	HR.	MIN.	HR.	MIN.	HR.	MIN.	HR.	MIN.	#1	#2
DATE 2/16/11	TACH	00.5	T.T.	7640.7	SMOH	00.5				
I CERTIFY THAT THIS <u>A/C</u> HAS BEEN INSPECTED										
IN ACCORDANCE WITH A <u>100hr</u> INSPECTION AND										
WAS DETERMINED TO BE IN AIRWORTHY CONDITION.										
DATE 2/25/11	TACH	00.5	T.T.	7640.7	SMOH	00.5				
I CERTIFY THAT THIS <u>A/C</u> HAS BEEN INSPECTED										
IN ACCORDANCE WITH A <u>ANNUAL</u> INSPECTION AND										
WAS DETERMINED TO BE IN AIRWORTHY CONDITION.										
all A/D's then 201-3 the case										
applicable are C/W										
TOTAL ENGINE TIME										

ENGINE LOG		#1 ENGINE SERIAL NO.	#2 ENGINE SERIAL NO.	SIGNATURE & LICENSE NO.
REPAIRS, ADJUSTMENTS, PARTS REPLACED				
DATE 2/16/11 TACH. 00.5 T.T. 900.5 SMOH 00.5				
I CERTIFY THAT THIS <u>ENG</u> HAS BEEN INSPECTED				
IN ACCORDANCE WITH A <u>100hr</u> INSPECTION AND				
WAS DETERMINED TO BE IN AIRWORTHY CONDITION.				
Aeroshell 80 mineral oil still used.				

Bell Helicopter **TEXTRON**

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POST OFFICE BOX 482 • FORT WORTH, TEXAS 76101

HELICOPTER LOG

OWNER _____
REGISTRATION NO. _____
MODEL _____
MFG'RS SERIAL _____

25 HR. INSP. DUE

100 HR. INSP. DUE

2012

DATE	TAKEOFF		LAND		FLIGHT TIME		NATURE OF FLIGHT AND LOCATION	HELICOPTER LOG
	HR.	MIN.	HR.	MIN.	BRGT. FRWD.	MIN.		
DATE 2-1-12					BRGT. FRWD. 0.5		T.T. 7640.7 SMOH: 0.5	
I CERTIFY THAT THIS <u>A/C</u> HAS BEEN INSPECTED								
IN ACCORDANCE WITH A <u>100 hr</u> INSPECTION AND								
WAS DETERMINED TO BE IN AIRWORTHY CONDITION.								
[REDACTED] <u>Asst</u> [REDACTED]								
DATE 2-1-12					BRGT. FRWD. 0.5		T.T. 1640.5 SMOH: 0.5	
I CERTIFY THAT THIS <u>A/C</u> HAS BEEN INSPECTED								
IN ACCORDANCE WITH A <u>Annual</u> INSPECTION AND								
WAS DETERMINED TO BE IN AIRWORTHY CONDITION.								
<u>All AD's thru 2012-1 that</u>								
<u>are applicable are c/w.</u>								
TOTAL FLIGHT TIME [REDACTED] 19 [REDACTED]								

2012

DATE	GROUND TIME		AIR TIME		ENGINE TIME		ENGINE TIME		START		ENGINE LOG	REPAIRS, ADJUSTMENTS, PARTS REPLACED	SIGNATURE & LICENSE NO.
	HR.	MIN.	HR.	MIN.	BRGT. FWD	MIN.	BRGT. FWD	MIN.	#1	#2			
DATE 2-1-12					BRGT. FWD 0.5		T.T. 900.5		SMOH: 0.5				
I CERTIFY THAT THIS <u>Eng</u> HAS BEEN INSPECTED													
IN ACCORDANCE WITH A <u>100 hr</u> INSPECTION AND													
WAS DETERMINED TO BE IN AIRWORTHY CONDITION.													
<u>Rechecked 80 Mineral Oil</u>													
<u>still used.</u> [REDACTED] [REDACTED]													
TOTAL ENGINE TIME													

#1 ENGINE SERIAL NO. _____

#2 ENGINE SERIAL NO. _____

07/10/2013 12:39

Bell Helicopter **TEXTRON**

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POST OFFICE BOX 482 • FORT WORTH, TEXAS 76101

HELICOPTER LOG

OWNER _____

REGISTRATION NO. _____

MODEL _____

MFG'S SERIAL _____

25 HR. INSP. DUE

100 HR. INSP. DUE

HELICOPTER LOG

DATE	TAKEOFF		LAND		FLIGHT TIME		NATURE OF FLIGHT AND LOCATION	REPAIRS, ADJUSTMENTS, PARTS REPLACED, REMARKS, SIGNATURE & LICENSE NO.
	HR.	MIN.	HR.	MIN.	HR.	MIN.		
3-1-2013							TACH. 0.5 ACTT 7640.7 SMOH 0.5 I certify this aircraft has been inspected IAW a 100 hour inspection and was determined to be in an airworthy condition. Ground run leak check completed no defects noted. All AD's thru 2/28/2013 that are applicable are c/w. [REDACTED] ASR [REDACTED]	
3-1-2013							Tach 0.5 ACTT 7640.7 I certify this A/C has been inspected IAW an annual inspection and was determined to be in an airworthy condition. [REDACTED] I.A. [REDACTED]	

TOTAL FLIGHT TIME

ENGINE LOG

#1 ENGINE SERIAL NO. _____

#2 ENGINE SERIAL NO. _____

SIGNATURE & LICENSE NO. _____

DATE	GROUND TIME		AIR TIME		#1 ENGINE TIME		#2 ENGINE TIME		START CYCLES		REPAIRS, ADJUSTMENTS, PARTS REPLACED	SIGNATURE & LICENSE NO.
	HR.	MIN.	HR.	MIN.	HR.	MIN.	HR.	MIN.	#1	#2		
3-1-2013											Tach 0.5 Engine TT 900.5 I certify this engine has been inspected IAW 100 inspection and has been determined to be in an airworthy condition. Serviced with Aeroshell 80 mineral oil. [REDACTED] [REDACTED]	

TOTAL ENGINE TIME

07/10/2013 12:39

POST OFFICE BOX 482 • FORT WORTH, TEXAS 76101

OWNER _____
REGISTRATION NO. _____
MODEL _____
MFG'RS SERIAL _____

100 HR. INSP. DUE

25 HR. INSP. DUE

TOTAL FLIGHT TIME

#1 ENGINE SERIAL NO. _____
#2 ENGINE SERIAL NO. _____

SIGNATURE & LICENSE NO

07/10/2013 12:39

TOTAL ENGINE TIME

Bell Helicopter **TEXTRON**

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POST OFFICE BOX 482 • FORT WORTH, TEXAS 76101

HELICOPTER LOG

OWNER _____

REGISTRATION NO. _____

MODEL _____

MFG'RS SERIAL _____

25 HR. INSP. DUE

100 HR. INSP. DUE

CammAir, [REDACTED] Spencer, IA 51301 - [REDACTED]

INSTALLATIONS, MODIFICATIONS, INSPECTIONS,
REPAIRS and ADJUSTMENTS.

N78900
B47D1-480

Date 4/30/13

Hobbs 1.2

Replaced existing rotating light installation with owner supplied
Whelen assembly. Switch, wiring and mounting bracket as installed.

TOTAL FLIGHT TIME

Chris Wilken

Date Completed: 4/30/13

1

2

ENGINE TIME
BRGT. FWD

ENGINE TIME
BRGT. FWD

START
CYCLES

ENGINE LOG

#1 ENGINE SERIAL NO. _____

#2 ENGINE SERIAL NO. _____

REPAIRS, ADJUSTMENTS, PARTS REPLACED

SIGNATURE & LICENSE NO. _____

GROUND TIME
HR. MIN.

AIR TIME
HR. MIN.

ENGINE TIME
BRGT. FWD

ENGINE TIME
BRGT. FWD

#1 #2

DATE

07/10/2013 12:39

TOTAL ENGINE TIME

BELL 47 AIRCRAFT LOG

N78900 480

47 D-1
N78900

BELL HELICOPTER LOG

07/10/2013 12:48



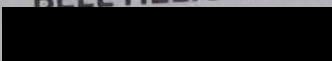
07/10/2013 12:48

NOTICE

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FORT WORTH, TEXAS 76101

ASK FOR BOOK TYPE A

07/10/2013 12:48

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

INSPECTION REMINDER

The next inspection of this aircraft is required by Federal Aviation Regulation

Section: 91.169
Hours in 1007.1
Service: 346.9
OR
Date due: May 89

FAA FORM 8600-1 (4-78)
FORMERLY FAA FORM 8320-2

A.D. #74-08-02 Complied with prior
to first flight.

Date 7-16-88 E
Date 7-23-88 F
Date 8-17-88 E
Date 5-31-89 B
Date 6-15-89 B

A.D. #74-08-02 Complied with prior
to first flight.

Date 6-1-89 B
Date 7-15-89 B
Date _____ B
Date _____ B
Date _____ B

07/10/2013 12:48

A Subsidiary of Textron Inc.

HELICOPTER LOG

OWNER

REGISTRATION NO. N78900

MODEL 47 D-1

MFG'RS SERIAL 480

25 HR. INSP. DUE

100 HR. INSP. DUE

HELICOPTER LOG

TOTAL FLIGHT TIMETOTAL ENGINE TIME

07/10/2013 12:49

7861-60410

A.D. #74-08-02 Complied with prior
to first flight.

Date	By
Date	By
Date 9-9-89	By
Date 11-12-89	By
Date 11-24-90	By

A.D. #74-08-02 Complied with prior
to first flight.

Date	By
Date	By
Date	By
Date	By
Date	By

07/10/2013 12:49

Bell Helicopter **TEXTRON**

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POST OFFICE BOX 482 • FORT WORTH, TEXAS 76101

HELICOPTER LOG

OWNER Highway Helicopters Inc
 REGISTRATION NO. 78900
 MODEL 470-1
 MFG'S SERIAL 480

25 HR. INSP. DUE

100 HR. INSP. DUE

DATE	TAKEOFF		LAND		FLIGHT TIME		NATURE OF FLIGHT AND LOCATION	HELICOPTER LOG
	HR.	MIN.	HR.	MIN.	BRGT. FWD.	MIN.		
9-9-89	18	4	22	4	4	0		1-6-90 A/C T.T. 6475.6 Hobbs 37.8
11-12-89	22	4	28	4	6	0		Removed T/R Assy due to Hanger damage
1-6-90	28	4	37	8	9	4	9-3-90 ACTT. 6476.6 Hobbs 37.8	Replaced with serviceable T/R Hub + Blade Assy

09/03/90 AIRCRAFT SN:480 N78900 TACH: 37.8 TOTAL TIME: 6475.6

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH ANNUAL INSPECTION AND WAS FOUND UNAIRWORTHY. A LIST OF 7 INSPECTION ITEMS HAS BEEN FORWARDED TO THE OPERATOR HI COUNTRY HELICOPTER.

A. O. DRJIAS [REDACTED] IA

ALL Items Repaired except #4 Intake
 Hose ordered AK is in warranty.

TOTAL FLIGHT TIME

DATE	GROUND TIME		AIR TIME		#1 ENGINE TIME		#2 ENGINE TIME		START CYCLES	
	HR.	MIN.	HR.	MIN.	BRGT. FWD.	MIN.	BRGT. FWD.	MIN.	#1	#2
9-9-89	18	4	22	4	4	0	T.S.O		T.T.	
11-12-89	22	4	28	4	6	0			U	
1-6-90	28	4	37	8	9	4	37.8		K	

TOTAL ENGINE TIME

ENGINE LOG

REPAIRS, ADJUSTMENTS, PARTS REPLACED

09/03/90 ENGINE SN:L-2436-52 N78900 TACH: 37.8 TOTAL SMOH: 37.8

I CERTIFY THAT THIS ENG. HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR. INSPECTION AND WAS FOUND UNAIRWORTHY. A LIST OF INSPECTION ITEM HAS BEEN FORWARDED TO THE OPERATOR HI COUNTRY HELICOPTER.

A. O. DRJIAS [REDACTED] IA

07/10/2013 12:49

A.D. #74-08-02 Compelled with prior
to first flight.

Date 1-26-91 By
Date 1-31-91 By
Date 2-13-91 By
Date 2-25-91 By
Date 3-3-91 By

A.D. #74-08-02
to first flight.

Date 3/9/91
Date 3-16-91
Date 3-23-91
Date 3-24-91
Date

07/10/2013 12:49

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OWNER HCHI
REGISTRATION NO. 78900
MODEL 47 D-1
MFG'RS SERIAL 480

7861-60410

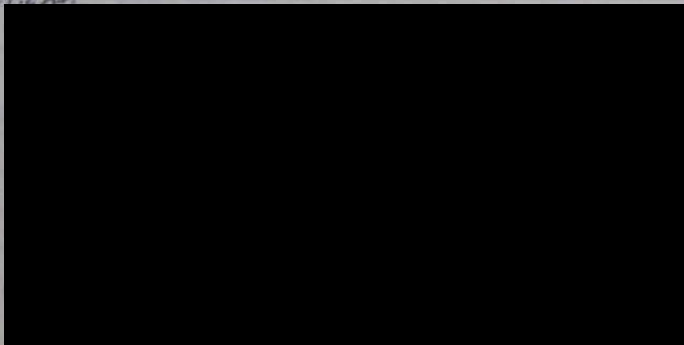
AD # 74-08-02 complied with
Prior to First Flight

date 7/4/91

7/5/91

7/6/91

7/10/91



07/10/2013 12:50

A Subsidiary of Textron Inc.

HELICOPTER LOG

OWNER _____

REGISTRATION NO. N 78900

MODEL _____

MFG'RS SERIAL _____

25 HR. INSP. DUE

100 HR. INSP. DUE

HELIICOPTER LOG							
DATE	TAKEOFF		LAND		FLIGHT TIME BEG. FRWD. HR. MIN.	NATURE OF FLIGHT AND LOCATION	REPAIRS, ADJUSTMENTS, PARTS REPLACED, REMARKS, SIGNATURE & LICENSE NO.
	HR.	MIN.	HR.	MIN.			
							5-21-91. I certify that the aircraft is safe for a 1 time flight to Montrose Co. [REDACTED] FAA Inspector [REDACTED]
							5-23-91 I have inspected all FAA Documents of Insp # 081502 and found all to be in [REDACTED] OR corrected [REDACTED] ACP [REDACTED] It is further stated that this A/C is safe for Flight. [REDACTED]

TOTAL FLIGHT TIME

[illegible]

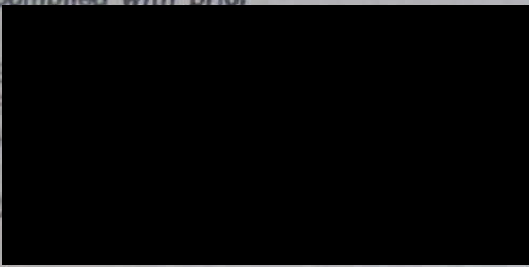
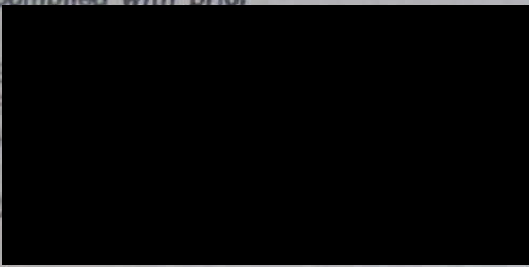
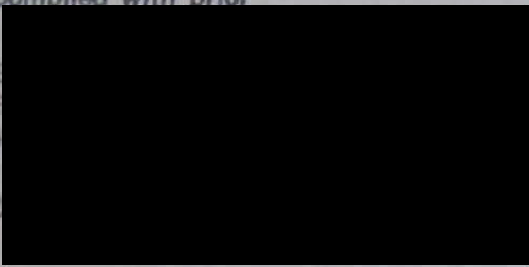
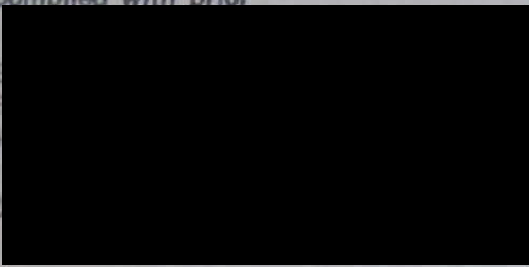
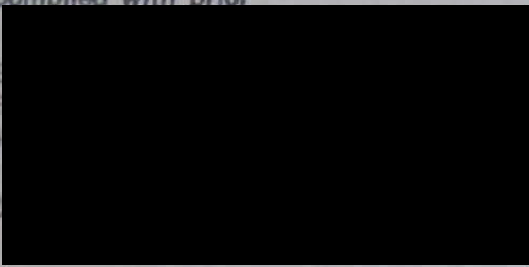
TOTAL ENGINE TIME

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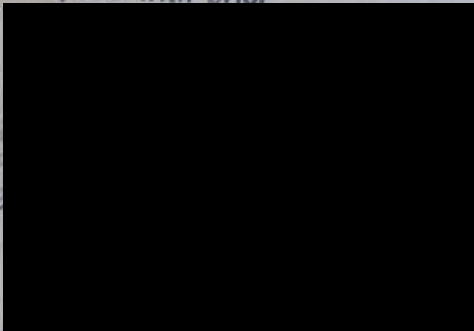
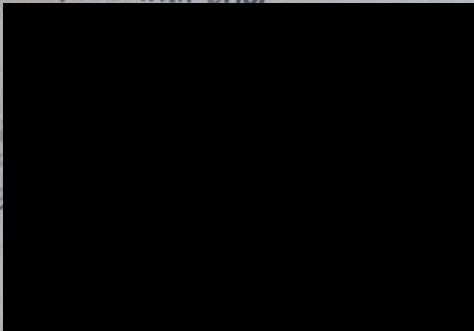
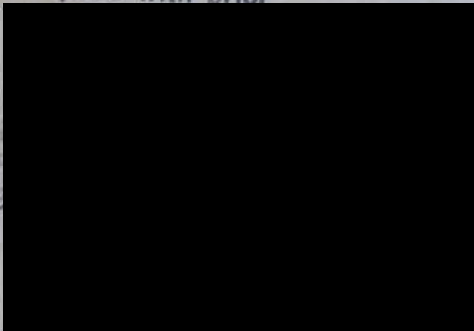
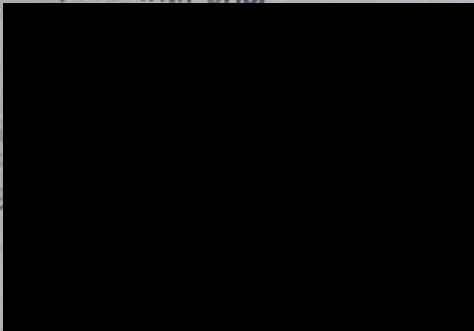
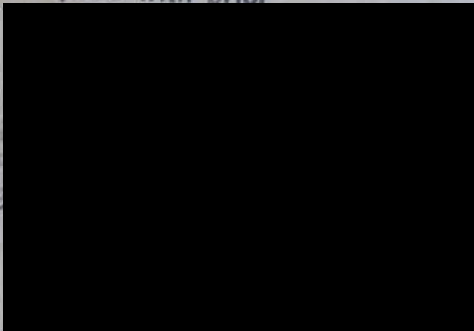
P.

and

A.D. #74-08-02 Complied with prior
to first flight.

Date 7/14/91 
Date 7/20/91 
Date 7/27/91 
Date 8/28/91 
Date 8/9/91 

A.D. #74-08-02 Complied with prior
to first flight.

Date 8/10/91 
Date 8/16/91 
Date 8/17/91 
Date 8/18/91 
Date 8/23/91 

07/10/2013 12:50

Bell H

POST OFFICE

DATE

DAT

POST OFFICE BOX 482 • FORT WORTH, TEXAS 76101

OWNER _____
REGISTRATION NO. _____
MODEL _____
MFG'S SERIAL _____

25 HR. INSP. DUE

100 HR. INSP. DUE

07/10/2013 12:50

DATE	GROUND TIME		AIR TIME		# 1 ENGINE TIME BRGT. FWD		# 2 ENGINE TIME BRGT. FWD		START CYCLES		ENGINE LOG
	HR.	MIN.	HR.	MIN.	HR.	MIN.	HR.	MIN.	#1	#2	
											REPAIRS, ADJUSTMENTS, PARTS REPLACED
											I certify this aircraft and engine have
											been inspected in accordance with
											a 100 hr inspection and is
											certified airworthy this date 7-18-81 Hobbs 143.3
											By: [Redacted]
											For details see work order (1146)
TOTAL ENGINE TIME											

A.D. #74-08-02 Complied with prior
to first flight.

Date 9/7/91 By
Date 9/8/91 By
Date 9/13/91 By
Date 9/14/91 By
Date 9/20/91 By

A.D. #74-08-02 Complied with prior
to first flight.

Date 9/21/91 By
Date 9/22/91 By
Date 9/28/91 By
Date 9/29/91 By
Date 10/5/91 By
Date 10/6/91 By
Date 10/12/91 By
Date 10/14/91 By
Date 10/15/91 By
Date 10/19/91 By
Date 10/27/91 By
Date 10/31/91 By
Date 11/9/91 By
Date 11/11/91 By
Date 11/12/91 By
Date 11/17/91 By
Date 11/20/91 By
Date 11/21/91 By
Date 11/24/91 By
Date 11/24/91 By

A.D. #74-08-02 Complied with prior
to first flight.

Date 11/28/91 By
Date 12/10/91 By
Date 1/2/92 By
Date 1/9/92 By
Date 1/16/92 By
Date 1/29/92 By
Date 1/30/92 By
Date 2/6/92 By
Date 2/18/92 By
Date 3/1/92 By
Date 3/11/92 By
Date 3/30/92 By
Date 4/25/92 By
Date 4/26/92 By

07/10/2013 12:50

HELICOPTER LOG

OWNER _____
 REGISTRATION NO. 78900
 MODEL 470-1
 MFG'S SERIAL 480

25 HR. INSP. DUE

100 HR. INSP. DUE

DATE		TAKEOFF		LAND		FLIGHT TIME		NATURE OF FLIGHT AND LOCATION	HELICOPTER LOG
HR.	MIN.	HR.	MIN.	HR.	MIN.	BRGT. FRWD.			
									REPAIRS, ADJUSTMENTS, PARTS REPLACED, REMARKS, SIGNATURE & LICENSE NO.
									DATE <u>9-5-91</u> T.T. IN SERVICE <u>6600.1</u> MT <u>142.3</u>
									AD'S CHECKED THRU: <u>7/14</u> I CERTIFY THAT
									THIS <u>A/C</u> HAS BEEN INSPECTED IN ACCORDANCE
									WITH AN <u>Annual</u> INSPECTION AND WAS DETERMINED
									TO BE IN AIRWORTHY CONDITION <u>this date</u>
									SIGNED: [REDACTED]
									NUMBER <u>TA</u> [REDACTED] work done under WO# <u>1148</u>
									<u>SPRAY GEAR Installed as per FAA 337 Dated 6-10-92</u>
									<u>aircraft placed in Restricted Category this date. Helo 278.1</u>
									<u>acft # 6715.8</u> [REDACTED] <u>TA</u>
									<u>Removed the blades Serial AB-668 + AB-852 installed blades</u>
									<u>Serials 9611 + 9612 at 6715.8 acft # 1713.8</u>
									<u>ABP</u>
TOTAL FLIGHT TIME									

DATE		GROUND TIME		AIR TIME		#1 ENGINE TIME		#2 ENGINE TIME		START CYCLES		ENGINE LOG
HR.	MIN.	HR.	MIN.	HR.	MIN.	BRGT. FWD	BRGT. FWD	HR.	MIN.	#1	#2	
												REPAIRS, ADJUSTMENTS, PARTS REPLACED
												SIGNATURE & LICENSE NO.
												DATE <u>9-5-91</u> T.T. IN SERVICE <u>Smch 162.3</u> MT <u>162.3</u>
												AD'S CHECKED THRU: <u>91-14</u> I CERTIFY THAT
												THIS <u>ENGINE</u> HAS BEEN INSPECTED IN ACCORDANCE
												WITH AN <u>Annual</u> INSPECTION AND WAS DETERMINED
												TO BE IN AIRWORTHY CONDITION <u>this date</u>
												SIGNED: [REDACTED]
												NUMBER <u>TA</u> [REDACTED] work done under WO# <u>1148</u>
												<u>Replaced starter gear coupling in engine with used assembly</u>
												<u>gear. [REDACTED] Coy ABP [REDACTED]</u>
												<u>SPreg Pump mounted on Right Side Power take off</u>
												<u>Part # 586 [REDACTED]</u>
TOTAL ENGINE TIME												

13 12:51

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25 HR. INSP. DUE

OWNER _____
REGISTRATION NO. _____
MODEL _____
MFG'RS SERIAL _____

100 HR. INSP. DUE

REPAIRS, ADJUSTMENTS, PARTS REPLACED, REMARKS, SIGNATURE & LICENSE NO.

TOTAL FLIGHT TIMETOTAL ENGINE TIME

REPAIRS, ADJUSTMENTS, PARTS REPLACED

100 HR insp. Compression checks as follows:
#1 $\frac{73}{80}$ #2 $\frac{73}{80}$ #3 $\frac{74}{80}$ #4 $\frac{74}{80}$ #5 $\frac{74}{80}$ #6 $\frac{74}{80}$
Oil & Filter changed collected oil's then 23-93.

Date 9-23-92 Tach Reads 317.4 T.S.H.O.I.L 317.4
I certify this ENGINE has been
inspected in accordance with a 100
inspection and is determined to be in
airworthy condition.
R. Robert Krissman [REDACTED] A&P

07/10/2013 12:51

HELICOPTER LOG

OWNER G K LEWIS
REGISTRATION NO. 7P960
MODEL 470-1
MFG'S SERIAL 4P0

25 HR. INSP. DUE

100 HR. INSP. DUE

DATE		TAKEDOFF HR. MIN.		LAND HR. MIN.		FLIGHT TIME BRGT. FRWD. HR. MIN.		NATURE OF FLIGHT AND LOCATION	HELICOPTER LOG REPAIRS, ADJUSTMENTS, PARTS REPLACED, REMARKS, SIGNATURE & LICENSE NO.
10-15-92				Hobbs		342.4		Replaced cyclic control rod end, engine snubber-mount - both with new parts. Replaced oil in Y/R gearbox - no metal found.	[REDACTED] A+P [REDACTED]
11-20-92				Hobbs		366.0		Washed, greased helicopter	[REDACTED] A+P [REDACTED]
12-21-92				Hobbs		390.2		A/C inspected IAW a 100 hrs. inspection. Replaced batteries w/ new. Aircraft is airworthy this date.	[REDACTED] A+P [REDACTED]
TOTAL FLIGHT TIME									

DATE		GROUND TIME HR. MIN.		AIR TIME HR. MIN.		# 1 ENGINE TIME BRGT. FWD. HR. MIN.		# 2 ENGINE TIME BRGT. FWD. HR. MIN.		START CYCLES #1 #2		ENGINE LOG REPAIRS, ADJUSTMENTS, PARTS REPLACED	#1 ENGINE SERIAL NO. #2 ENGINE SERIAL NO.	SIGNATURE & LICENSE NO.
10-15-92				Hobbs		342.4						Changed oil w/ Aeroshell w/100, clean oil screen - no metal found, cleaned air filter - replaced foam element w/ new.		[REDACTED]
11-20-92				Hobbs		366.0						Changed oil w/ Aeroshell w/100, cleaned oil screen - no metal found, serviced air cleaner. Replaced spark plugs w/ new.		[REDACTED] A+P [REDACTED]
12-21-92				Hobbs		390.2						Engine inspected IAW a 100 hr inspection and is airworthy this date.		[REDACTED] A+P [REDACTED]
TOTAL ENGINE TIME														

11/16/2016 12:51

Bell Helicopter **TEXTRON**

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POST OFFICE BOX 482 • FORT WORTH, TEXAS 76101

HELICOPTER LOG

OWNER GK LEVIE

REGISTRATION NO. 78900

MODEL 470-1

MFG'S SERIAL 480

25 HR. INSP. DUE

100 HR. INSP. DUE

DATE	TAKEOFF		LAND		FLIGHT TIME		NATURE OF FLIGHT AND LOCATION	HELICOPTER LOG
	HR.	MIN.	HR.	MIN.	HR.	MIN.		
7-11-93	449	5			6887	2		100hr Annual insp chs screens ck T/R oil chg Plugs checked Tail Rotor chg NEXT due A/CFT Greased & certify A/CFT HAS BEEN INSPECTED AND 100HR ANNUAL INSP. AND IS RETURNED TO SERVICE. RECORD CK AD & Service Bulletin (1) [REDACTED] TA [REDACTED] TT 6887.2 Tact 449.5 7-11-93
11-10-93	495	5			6933	2		Let MAG chg. overhauled unit installed (1) [REDACTED] AD [REDACTED]

TOTAL FLIGHT TIME

DATE	GROUND TIME		AIR TIME		#1 ENGINE TIME BRGT. FWD		#2 ENGINE TIME BRGT. FWD		START CYCLES		ENGINE LOG	#1 ENGINE SERIAL NO. #2 ENGINE SERIAL NO.	SIGNATURE & LICENSE NO.
	HR.	MIN.	HR.	MIN.	HR.	MIN.	HR.	MIN.	#1	#2			
7-11-93	449	5			5766						100hr Annual insp 1/2 MAG chg Plugs comp screens etc & certify Engine has been inspected AND 100hr Annual INSP. AND IS RETURNED TO SERVICE [REDACTED] TA [REDACTED] T/R oil chg 7-11-93	U435. RIA L-2436-52	
3-19-94	535	5									Changed oil & cleaned screen [REDACTED]		

TOTAL ENGINE TIME

7861-60410

07/10/2013 12:51

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HELICOPTER LOG

REGISTRATION NO. 78900

MODEL 47D-1

MFG'RS SERIAL 490

25 HR. INSP. DUE,

100 HR. INSP. DUE

HELICOPTER LOG

REPAIRS, ADJUSTMENTS, PARTS REPLACED, REMARKS, SIGNATURE & LICENSE NO.

M/R BLADIES TRACKED AIT CHECKED all
(NOTE GREEN BLADE)
HIGH

ENGINE LOG

#1 ENGINE SERIAL NO.

#2 ENGINE SERIAL NO.

SIGNATURE & LICENSE NO.

[illegible]

TOTAL ENGINE TIME

07/10/2013 12:51

HELICOPTER LOG

OWNER GK Lewis
 REGISTRATION NO. 78900
 MODEL 470-1
 MFG'S SERIAL 480

25 HR. INSP. DUE

100 HR. INSP. DUE

DATE		TAKEOFF		LAND		FLIGHT TIME		NATURE OF FLIGHT AND LOCATION	HELICOPTER LOG
		HR.	MIN.	HR.	MIN.	HR.	MIN.		
5-10-94	548								chg spring Plate & Dust Boot on/chg
9-23-94	569	3				7007	0		600hr c/w NEW chock Assy NEW LOWER PLAMBY CAGES chg. NEW Gumbel Rami install in swast AD on GRIPs c/w SKIPS TUBES chg TO Heavy flr Gear Box ck: [redacted] [redacted] Over For Annual
TOTAL FLIGHT TIME									

07/10/2013 15:52

DATE	GROUND TIME		AIR TIME		#1 ENGINE TIME BRT. FWD		#2 ENGINE TIME BRT. FWD		START CYCLES		ENGINE LOG
	HR.	MIN.	HR.	MIN.	HR.	MIN.	HR.	MIN.	#1	#2	
9-23-94	569	3									Mag ck 600hr c/w Siamock Topshaft [redacted] Comp ck Plugx cleaned Filler changed Over For Annual
TOTAL ENGINE TIME											

#1 ENGINE SERIAL NO. L2436-52
 #2 ENGINE SERIAL NO. _____

SIGNATURE & LICENSE NO. _____

HELICOPTER LOG

OWNER GK L Bui
 REGISTRATION NO. 72900
 MODEL 470-1
 MFG'S SERIAL 480

25 HR. INSP. DUE

100 HR. INSP. DUE

DATE	TAKEOFF		LAND		FLIGHT TIME BRGT. FRWD.		NATURE OF FLIGHT AND LOCATION	HELICOPTER LOG
	HR.	MIN.	HR.	MIN.	HR.	MIN.		
11-23-94	569	3			7007	0		I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH <u>Annual</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION DATED <u>11-23-94</u> TOTAL TIME <u>7007.0</u> HRS [REDACTED] INSPECTION AUTHORIZATION # <u>16</u> [REDACTED]
TOTAL FLIGHT TIME								

DATE	GROUND TIME		AIR TIME		#1 ENGINE TIME BRGT. FWD		#2 ENGINE TIME BRGT. FWD		START CYCLES		ENGINE LOG
	HR.	MIN.	HR.	MIN.	HR.	MIN.	HR.	MIN.	#1	#2	
11-23-94	569	3			569.3	5	1104				#1 ENGINE SERIAL NO. <u>L9436-52</u> #2 ENGINE SERIAL NO. _____ REPAIRS, ADJUSTMENTS, PARTS REPLACED I CERTIFY THAT THIS <u>Engine</u> HAS BEEN INSPECTED IN ACCORDANCE WITH <u>Annual</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION DATED <u>11-23-94</u> TOTAL TIME <u>569.3</u> <u>51104</u> HRS [REDACTED] INSPECTION AUTHORIZATION # <u>16</u> [REDACTED]
12-3-94	584	6									Changed oil & cleaned screen
TOTAL ENGINE TIME											

07/10/2013 12:52

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HELICOPTER LOG

OWNER GK LEWIS
REGISTRATION NO. 72900
MODEL 470-1
MFG'S SERIAL 486

25 HR. INSP. DUE

100 HR. INSP. DUE

ANNUAL DUE 11-23-95

DATE		TAKE OFF HR. MIN.		LAND HR. MIN.		FLIGHT TIME BRGT. FWD. HR. MIN.		NATURE OF FLIGHT AND LOCATION	HELICOPTER LOG REPAIRS, ADJUSTMENTS, PARTS REPLACED, REMARKS, SIGNATURE & LICENSE NO.
DATE		HR.	MIN.	HR.	MIN.	HR.	MIN.		
3-12-95		657	5			7095	2		#5 cyl chg due to oil REDAXED with SER. 2001 All work done 14W Lye. AND BELLISATX.
4-16-95		658	5			7096	2		REMOVED WOOD BLADES AND M/R HEAD INSTALLED OVERHAULED M/R HEAD FOR METAL BLADES. BLIGNED BALANCED M/R BLADES. INSTALLED OVERHAULED ENGINE FROM JOHNSTON A/C SERVICE INSTALLED OVERHAULED MAPS & CARBURATOR AFT TEST FLOW M/R BLADES TRACKED
TOTAL FLIGHT TIME									

04/10/2013 12:52

DATE	GROUND TIME		AIR TIME		#1 ENGINE TIME BRGT. FWD		#2 ENGINE TIME BRGT. FWD		START CYCLES		ENGINE LOG REPAIRS, ADJUSTMENTS, PARTS REPLACED	SIGNATURE & LICENSE NO.
	HR.	MIN.	HR.	MIN.	HR.	MIN.	HR.	MIN.	#1	#2		
2-18-95	636	4									Changed oil & cleaned screen replace air cleaner.	
4-16-95	658	5			353	2	5104				INSTALLED OVERHAULED ENGINE 3/4 L 1900-52 overhauled MAPS & carburetor. Engine Run in SCREENS OK oil OK ALL SYST. GOOD.	
6-20-95	733										Changed oil & cleaned screen.	
7-2-95	796										Changed oil & cleaned screen.	
TOTAL ENGINE TIME												

Bell Helicopter **TEXTRON**

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HELICOPTER LOG

OWNER G.K. Lewis
 REGISTRATION NO. 7P900
 MODEL 47D-1
 MFG'S SERIAL 480

25 HR. INSP. DUE

100 HR. INSP. DUE

ANNUAL DUE 11-73-95

DATE		TAKOFF		LAND		FLIGHT TIME		NATURE OF FLIGHT AND LOCATION	HELICOPTER LOG
HR.	MIN.	HR.	MIN.	BRGT.	FRWD.	HR.	MIN.		
7-7-95	814	9				7852	6		T/R oil chg ACFT Ground AIR Filter chg FORWARD short-shaft BOOT chg T/R Link 123 Brg chg [REDACTED] Air [REDACTED]
7-23-95	953	9							ACFT Ground oil chg Screens chg good T/R Cables LEFT T/R NEEDS OUTBOARD BRACE [REDACTED] AIR [REDACTED]
8-1-95	1023	0							AIR Felt chg ACFT Ground T/R oil chg [REDACTED]
8-13-95	1109	6							AIR Felt chg T/R oil chg [REDACTED] Air [REDACTED]
8-21-95	1159	5				7597	3		Rotin Tack chg DAMPER chg Throttle shaft CLEANER [REDACTED] chg WATER Pump chg AIR DRIVE LINE Ground [REDACTED] [REDACTED]

07/10/2013 12:53

TOTAL FLIGHT TIME

#1 ENGINE SERIAL NO. L1900-52
 #2 ENGINE SERIAL NO. _____

TOTAL FLIGHT TIME				# 1 ENGINE TIME BRGT. FWD		# 2 ENGINE TIME BRGT. FWD		START CYCLES		ENGINE LOG		#1 ENGINE SERIAL NO. 1700	#2 ENGINE SERIAL NO.	SIGNATURE & LICENSE NO.
DATE	GROUND TIME HR. MIN.		AIR TIME HR. MIN.		HR.	MIN.	HR.	MIN.	#1	#2	REPAIRS, ADJUSTMENTS, PARTS REPLACED			
7-7-95	814	9			509	6	SMH				Plugs ck oil chg Screens chg good			
7-14-95	861	8									oil & screen ch good			
7-23-95	953	9			601.7						oil chg Screens ch good all systems normal			
8-1-95	1023	0									Engine oil chg Screen ck AFT Plugs CLEANED			
8-10-95	1088	2												
8-10-95	1088	2									Changed oil, cleaned screen.			
8-13-95	1109	6									Eng oil chg Screens ch good Rly chd			
8-21-95	1159	5									Eng oil chg Screen ck			
9-1-95	1207	2									Eng oil chg Screens ch AIR Filter chg			

TOTAL ENGINE TIME

07/10/2013 12:52

HELICOPTER LOG

OWNER GK Lewis
REGISTRATION NO. 78906
MODEL 47 D-1
MFG'S SERIAL 480

25 HR. INSP. DUE

100 HR. INSP. DUE

ANNUAL DUE 11-23-95

DATE	TAKEOFF		LAND		FLIGHT TIME		NATURE OF FLIGHT AND LOCATION	HELICOPTER LOG
	HR.	MIN.	HR.	MIN.	BRGT.	FWD.		
9-12-95	1203	0			7638	7		chg Tuck CANADA Plug Tuck Rotor Tuck
10-25-95	1203	0			7639	7		chg engine Due to oil consumption installed
								Overhaul Unit From Johnston Aircraft Co.
								All syst purged engine fuel
								NOTE unconf oil chg AT 97 HRS
								I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED
								IN ACCORDANCE WITH <u>ANNUAL</u> INSPECTION AND
								WAS DETERMINED TO BE IN AIRWORTHY CONDITION
								DATED <u>10-25-95</u> TOTAL TIME <u>7639.7</u> HRS

TOTAL FLIGHT TIME

DATE	GROUND TIME		AIR TIME		ENGINE TIME		ENGINE TIME		START CYCLES		ENGINE LOG	REPAIRS, ADJUSTMENTS, PARTS REPLACED	SIGNATURE & LICENSE NO.
	HR.	MIN.	HR.	MIN.	BRGT.	FWD.	BRGT.	FWD.	#1	#2			
10-25-95	1203	0			645	2			0	5106	Installed Engine s/n L2436-52 DSMOH		
											From Johnston Aircraft Inc oil installed NEW Hgs		
											Engine ground Run all pressure Temp Normal		
											serviced oil 50WT Breaker in.		
											I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED		
											IN ACCORDANCE WITH <u>ANNUAL</u> INSPECTION AND		
											WAS DETERMINED TO BE IN AIRWORTHY CONDITION		
											DATED <u>10-25-95</u> TOTAL TIME <u>05106</u> HRS		
											INSPECTION AUTHORIZATION # <u>1A</u>		
											TOTAL ENGINE TIME		

07/10/13 2:52

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HELICOPTER LOG

OWNER GK LBW
REGISTRATION NO. 78900
MODEL D-1
MFG'RS SERIAL 4P0

100 HR. INSP. DUE

Arrival Dec 10-25-9

07/10/2013 12:52

DATE		GROUND TIME HR. MIN.		AIR TIME HR. MIN.		#1 ENGINE TIME BRGT. FWD HR. MIN.		#2 ENGINE TIME BRGT. FWD HR. MIN.		START CYCLES #1 #2		ENGINE LOG		#1 ENGINE SERIAL NO. AF33-600- #2 ENGINE SERIAL NO. 32020		SIGNATURE & LICENSE NO.	
												REPAIRS, ADJUSTMENTS, PARTS REPLACED					
												DATE 10/12/09		TACH. 0.0 T.T. 900.0 MOH. 0.0			
												I CERTIFY THAT THIS <u>eng.</u>		HAS BEEN INSPECTED,			
												IN ACCORDANCE WITH A <u>1200</u>		INSPECTION AND,			
												WAS DETERMINED TO BE IN AIRWORTHY CONDITION.					
												Franklin engine reinstalled in A/C after removal of					
												of Lycoming VO435-A1F motor. Franklin model 6V-335					
												S/N AF33-600-32020 with TT of 900 hrs., O.D. 5014 by					
												Gold Coast Aviation installed. Gold Coast installed the					
												magneto's O/H by Kelkey Aerospace. Gold Coast O/H					
												the carb. Mag S/N's installed 6010540 & 6010541.					
												Carb S/N 3991950 installed. Starter disassembled,					
												TOTAL ENGINE TIME					

7861-60410

HELICOPTER LOG

OWNER BRAD STAHL
REGISTRATION NO. N78900
MODEL 47D-1
MFG'S SERIAL 480

25 HR. INSP. DUE

100 HR. INSP. DUE

DATE		TAKEOFF		LAND		FLIGHT TIME		NATURE OF FLIGHT AND LOCATION	HELICOPTER LOG	REPAIRS, ADJUSTMENTS, PARTS REPLACED, REMARKS, SIGNATURE & LICENSE NO.
		HR.	MIN.	HR.	MIN.	BRGT. FRWD.	HR.			
M/R	blades								S/N P2047 & P2048; grips J1-1-1294 & J1-1-1298;	
M/R	note								B1-5300; G/R B2061; scissors BC5-001 & BC5-002;	
	sleeve								TT82-1038; mount L16-81; fan belts 2732 & 2822; T/R	
	note								NC958; T/R blades A3-34286 & A3-34287; mast N12-2397;	
	V-man								B1-6820; T/R B/B A13-579; altern. 1108-029; Dual tach	
	S/N								X16376; CHT 1094; Replaced damaged hydraulic system	
									and replaced with all new hyd. lines, fittings etc. following	
	Bell								S.I. 203 & S.I. 250. Improved mast control pit - stat.	
	bar,								dampers & swashplate - installed following Bell S.I. 333.	
TOTAL FLIGHT TIME										

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25 HR. INSP. DUE

OWNER

MODEL 47 D-1

MFG'RS SERIAL 480

100 HR. INSP. DUE

REPAIRS, ADJUSTMENTS, PARTS REPLACED, REMARKS, SIGNATURE & LICENSE NO.

TOTAL FLIGHT TIMETOTAL ENGINE TIME

7861-60410

07/10/2013 12:53

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OWNER BRAD STAHL
REGISTRATION NO. N78900
MODEL 47D-1
MFG'RS SERIAL 480

100 HR. INSP. DUE

								<u>HELICOPTER LOG</u>							
		TAKEOFF		LAND		FLIGHT TIME		NATURE OF FLIGHT AND LOCATION	REPAIRS, ADJUSTMENTS, PARTS REPLACED, REMARKS, SIGNATURE & LICENSE NO.						
DATE	HR.	MIN.	HR.	MIN.	BKGT. FRWD.	BRG.	MIN.								
	A/C							OK for return to service.	[Redacted]						
2/25/2010	337							mailed to FAA on cyclic control grip STC SH1152NW [Redacted] AHP [Redacted] [Redacted]							
DATE:	2/26/2010	TACH.	O.S.O	I.T.	7648	S.MOH.	O.S.O	at Stab bar O/H,	C/W S.I 2-7						
I CERTIFY THAT THIS ALIC HAS BEEN INSPECTED									(Replace frame + core longerons)						
IN ACCORDANCE WITH AN ANNUAL INSPECTION AND									c/w S.B. 47-(04-02)73-1 (insp or						
WAS DETERMINED TO BE IN AIRWORTHY CONDITION.									all AD's thru 2010-3 are stab bar tubes.						
c/w or N/A. [Redacted] IA [Redacted]															
TOTAL FLIGHT TIME															

TOTAL FLIGHT TIME

6V335-6B

#1 ENGINE SERIAL NO. AF33-600
#2 ENGINE SERIAL NO. 32020

SIGNATURE & LICENSE NO.

TOTAL ENGINE TIME

10/2013 12:53

HELICOPTER LOG

OWNER [REDACTED]
REGISTRATION NO. N7890D
MODEL 47D-1
MFG'S SERIAL 480

25 HR. INSP. DUE

100 HR. INSP. DUE

DATE		TAKEOFF		LAND		FLIGHT TIME		NATURE OF FLIGHT AND LOCATION	HELICOPTER LOG
HR.	MIN.	HR.	MIN.	HR.	MIN.	HR.	MIN.		
6/13/10								Removed loadmaster cropdusters. Replaced both spray mount rubbers w/ 55567-12.	
5/12/13	154							4743 O.D.TSOH. removed	[REDACTED] A+P [REDACTED]
								Hyd. pump S/N F-934 (Weldon)	7-11-10 Tech 0.3 hrs. Replaced servo S/N 5914 (leaks at turning badly) w/ S/N 2870. Test run OK.
								+ installed Stratpower 673025 S/N AD-1049 (O.D.TSOH).	OK for return to service.
7-2-10								Removed both servos (looking badly) + installed S/N 156960 + 5914 O.D.TSOH @ R+S	[REDACTED] A+P [REDACTED]

TOTAL FLIGHT TIME

DATE		GROUND TIME		AIR TIME		#1 ENGINE TIME		#2 ENGINE TIME		START CYCLES		ENGINE LOG	REPAIRS, ADJUSTMENTS, PARTS REPLACED	SIGNATURE & LICENSE NO.
HR.	MIN.	HR.	MIN.	HR.	MIN.	HR.	MIN.	HR.	MIN.	#1	#2			
2011												6V335-6B		
DATE	2/16/11	TACH	00.5	T.T.	7640.7	SMOH	00.5							
I CERTIFY THAT THIS A/C HAS BEEN INSPECTED IN ACCORDANCE WITH A 100hr INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.														
[REDACTED] A+P [REDACTED]														
DATE	2/25/11	TACH	00.5	T.T.	7640.7	SMOH	00.5							
I CERTIFY THAT THIS A/C HAS BEEN INSPECTED IN ACCORDANCE WITH A 100hr INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.														
all AD's thru 2013 that are applicable are C/w														
TOTAL ENGINE TIME [REDACTED] 1A [REDACTED]														

07/10/2013 12:53

HELICOPTER LOG

OWNER _____
REGISTRATION NO. _____
MODEL _____
MFG'RS SERIAL _____

25 HR. INSP. DUE

100 HR. INSP. DUE

2012

DATE	TAKEOFF		LAND		FLIGHT TIME BRGT. FRWD.		NATURE OF FLIGHT AND LOCATION	HELICOPTER LOG REPAIRS, ADJUSTMENTS, PARTS REPLACED, REMARKS, SIGNATURE & LICENSE NO.
	HR.	MIN.	HR.	MIN.	HR.	MIN.		
DATE <u>2-1-12</u>					<u>0.5</u>		T.T. <u>7640.7</u> SMOH. <u>0.5</u>	
I CERTIFY THAT THIS <u>A/C</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100 hr</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.								
[Redacted Signature]								
DATE <u>2-13-12</u>					<u>0.5</u>		T.T. <u>1640.5</u> SMOH. <u>0.5</u>	
I CERTIFY THAT THIS <u>A/C</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>Annual</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.								
<u>All AD's thru 2012-1 that are applicable are c/w.</u>								
TOTAL FLIGHT TIME					[Redacted]			

2012

DATE	GROUND TIME		AIR TIME		ENGINE TIME BRGT. FWD		ENGINE TIME BRGT. FWD		START CYCLES		ENGINE LOG REPAIRS, ADJUSTMENTS, PARTS REPLACED	SIGNATURE & LICENSE NO.
	HR.	MIN.	HR.	MIN.	HR.	MIN.	HR.	MIN.	#1	#2		
DATE <u>2-1-12</u>					<u>0.5</u>		<u>0.5</u>		<u>900.5</u>		SMOH. <u>0.5</u>	
I CERTIFY THAT THIS <u>Eng</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100 hr</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.												
<u>Changed 8 Mineral Oil still used.</u>												
[Redacted Signature]												
TOTAL ENGINE TIME												

07/10/2013 12:53

HELICOPTER LOG

OWNER _____
REGISTRATION NO. _____
MODEL _____
MFG'RS SERIAL _____

25 HR. INSP. DUE

100 HR. INSP. DUE

07/10/2013 12:54

		TAKEOFF		LAND		FLIGHT TIME		NATURE OF FLIGHT AND LOCATION	HELICOPTER LOG	REPAIRS, ADJUSTMENTS, PARTS REPLACED, REMARKS, SIGNATURE & LICENSE NO.
DATE		HR.	MIN.	HR.	MIN.	BRGT.	FRWD.			
						HR.	MIN.			
									3-1-2013 TACH. 0.5 ACTT 7640.7 SMOH 0.5 I certify this aircraft has been inspected IAW a 100 hour inspection and was determined to be in an airworthy condition. Ground run before check completed no defects noted. ALL AD's thru 2/28/2013 are applicable are c/w. [REDACTED] ARP [REDACTED]	
									3-1-2013 Tach 0.5 ACTT 7640.7 I certify this AC has been inspected IAW an annual inspection and was determined to be in an airworthy condition. [REDACTED] I.A. [REDACTED]	

TOTAL FLIGHT TIME

		GROUND TIME		AIR TIME		# 1 ENGINE TIME		# 2 ENGINE TIME		START CYCLES		ENGINE LOG	REPAIRS, ADJUSTMENTS, PARTS REPLACED	SIGNATURE & LICENSE NO.
DATE		HR.	MIN.	HR.	MIN.	BRGT.	FWD	BRGT.	FWD	#1	#2			
						HR.	MIN.	HR.	MIN.					
													3-1-2013 Tach 0.5 Engine TT 900.5 I certify this engine has been inspected IAW 100 inspection and has been determined to be in an airworthy condition. Serviced with Amsoil 80 mineral oil. [REDACTED] ARP [REDACTED]	

TOTAL ENGINE TIME

POST OFFICE BOX 482 • FORT WORTH, TEXAS 76101

OWNER _____
REGISTRATION NO. _____
MODEL _____
MFG'RS SERIAL _____

100 HR. INSP. DUE

[illegible][illegible]

TOTAL ENGINE TIME

07/10/2013 12:54

A Subsidiary of Textron Inc.

MFG'RS SERIAL _____

7861-60410

07/10/2013 12:54

BELL 47 ENGINE LOG

AF 33 600 32020



The Standard

ENGINE LOG

ASA-SE-1

07/10/2013 12:54



LAKE OZARK
HELICOPTERS, INC.

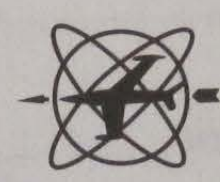
[REDACTED]
Lake Ozark, MO 65049

Office: [REDACTED]
Fax: [REDACTED]

07/10/2013 12:55

5.95

07/10/2013 12:55



The Standard

ENGINE LOG

ASA-SE-1

The Standard Engine Log
SE-1

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ASA-SE-1

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Printed in U.S.A.



P N R A S A - S E - 1



9 781560 274162

Engine Record

Manufacturer _____

Serial AF 33

This engine is currently _____

Minimum Octane _____

Magneto Time _____

Spark Plug Gap _____

Manufacturer record _____

07/10/2013 12:55

Engine Record General Information

Manufacturer FRANKLIN Model 6V335-6B

Serial AF 33-600-32020 Type Certificate _____

This engine is currently installed in aircraft _____

Minimum Octane Fuel _____ Oil Grade: Summer _____ Winter _____

Magneto Time _____ Point Setting _____ Firing Order _____

Spark Plug Gap _____

Manufacturer recommended overhaul at _____ hours

07/10/2013 12:55

Registered Owner Record

Name _____	Address _____
City _____ State _____	From _____ To _____
Name _____	Address _____
City _____ State _____	From _____ To _____
Name _____	Address _____
City _____ State _____	From _____ To _____
Name _____	Address _____
City _____ State _____	From _____ To _____
Name _____	Address _____
City _____ State _____	From _____ To _____

07/10/2013 12:55

07/10/2013 12:55

[illegible]

Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

-continued-

[illegible]

Number of Technician or Repair

the 900.hrs.
overhaul
was ma-
ium were
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ked as
cylinder
and exh-
ed.
ust
keepers,
e, new
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m

07/10/2013 12:56

[illegible]

Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

8-08-08 continued
bearings,new thrust washers,new rod
bolts and nuts,new rocker arm pins and
bushings.

Installed overhauled replacement magnetos and carburetor(see 8130 tags). All work has been accomplished in accordance with the appropriate manuals instructions and specifications. This engine is hereby deemed ready for installation and ground run-in.

A&F

e Number of Technician or Repair

Dr. Gaston

10975 PHILLIPS

07/10/2013 12:56

YEAR:	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations
DATE				Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

Forester Aviation [REDACTED] MO 65084 [REDACTED]

ENGINE LOGBOOK ENTRY

DATE: 05/30/2013 Franklin M/N: 6V335-6B S/N: AF3360032020 Hobbs: ~~6.8~~ 7.2 SMOH: ~~6.8~~ 7.2

Removed lower engine oil sump. Replaced lower engine oil sump gasket. Reinstalled oil sump with new high temp nuts. Removed starter. Replaced starter gasket. Reinstalled starter. Ground run and leak check good. Test flight good.

[REDACTED]

Billy Joe Forester A/P [REDACTED]

Forester Aviation [REDACTED] MO 65084

ENGINE LOGBOOK ENTRY

DATE:05/30/2013 Franklin M/N: 6V335-6B S/N: AF3360032020 Hobbs: ~~68~~ SMOH: ~~68~~

Removed lower engine oil sump. Replaced lower engine oil sump gasket. Reinstalled oil sump with new high temp nuts. Removed starter. Replaced starter gasket. Reinstalled starter. Ground run and leak check good. Test flight good.

Billy Joe Forester A/P

MISC FILES

07/10/2013 12:57

MAINTENANCE

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION STANDARD AIRWORTHINESS CERTIFICATE			
1. NATIONALITY AND REGISTRATION MARKS N 78900	2. MANUFACTURER AND MODEL BELL 480	3. AIRCRAFT SERIAL NUMBER 480	4. CATEGORY CAR 6
5. AIRWORTHINESS AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable airworthiness and detailed airworthiness standards provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. Exemptions: None			
6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 21, 43, and 45 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in: [REDACTED] DATE OF ISSUANCE: 12-7-13 REPLACEMENT OF: 12-7-13 DESIGNATION NUMBER: 12-7-13 Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			
FAA Form 8100-2 (2-87) FORMERLY FAA FORM 1362			

REGISTRATION NOT TRANSFERABLE

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION CERTIFICATE OF AIRCRAFT REGISTRATION		This certificate must be in the aircraft when operated.
NATIONALITY AND REGISTRATION MARKS N 78900	AIRCRAFT SERIAL NO. 480	This certificate is issued for registration purposes only and is not a certificate of title. The Federal Aviation Administration does not determine rights of ownership as between private persons.
MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT BELL 480		
ICAO Aircraft Address Code: 52532146		U.S. Department of Transportation Federal Aviation Administration
LAKE OZARK HELICOPTERS INC LAKE OZARK MO 65049 Corporation		
It is certified that the above described aircraft has been entered on the register of the Federal Aviation Administration, United States of America, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Title 49, United States Code, and regulations issued thereunder.		
DATE OF ISSUE February 13, 2013	EXPIRATION DATE February 29, 2016	

U.S. Department of Transportation
Federal Aviation Administration

Civil Aviation Registry
P.O. Box 25504
Oklahoma City, OK 73125-0504

Official Business
Penalty for Private Use \$300

AC Form 8050-3 (10/2010) Supersedes previous edition

78900

TO: LAKE OZARK HELICOPTERS INC
LAKE OZARK MO 65049



07/10/2013 12:57

Wilson Jones

MAINTENANCE

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION STANDARD AIRWORTHINESS CERTIFICATE			
1. NATIONALITY AND REGISTRATION MARKS N78900	2. MANUFACTURER AND MODEL BELL 47D1	3. AIRCRAFT SERIAL NUMBER 480	4. CATEGORY CAR 6
5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. Exceptions: NONE			
6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States of America.			
DATE OF ISSUANCE 10-7-61	DESIGNATION NUMBER 0-10-00		
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			
FAA Form 8100-2 (7-57) FORMERLY FAA FORM 1362			

REGISTRATION NOT TRANSFERABLE	
UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION CERTIFICATE OF AIRCRAFT REGISTRATION	
NATIONALITY AND REGISTRATION MARKS N 78900	AIRCRAFT SERIAL NO. 480
MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT BELL 47D1	
ICAO Aircraft Address Code: 52532146	
ISSUED TO LAKE OZARK HELICOPTERS INC LAKE OZARK MO 65049	This certificate is issued for registration purposes only and is not a certificate of title. The Federal Aviation Administration does not determine rights of ownership as between private persons.
Corporation	U.S. Department of Transportation Federal Aviation Administration
It is certified that the above described aircraft has been entered on the register of the Federal Aviation Administration, United States of America, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Title 49, United States Code, and regulations issued thereunder.	
DATE OF ISSUE February 13, 2013 EXPIRATION DATE February 29, 2016	ADMINISTRATOR

U.S. Department of Transportation
Federal Aviation Administration

Civil Aviation Registry
P.O. Box 25504
Oklahoma City, OK 73125-0504

Official Business
Penalty for Private Use \$300

AC Form 8050-3 (10/2010) Supersedes previous edition

TO: **LAKE OZARK HELICOPTERS INC**
LAKE OZARK MO 65049



78900

07/10/2013 12:57

FLIGHT TIME SHEETS

CH

CH

07/10/2013 12:58

Lake Ozark Helicopters, Inc.

Lake Ozark, MO 65049

BELL 47 N78900

COLLECTIVE FLIGHT TIME LOG

DAY	DATE	PILOT	NO. OF STARTS	BEG TACH	END TACH	TOTAL TACH
MON						
TUE						
WED						
THU	6/20/13			8.7	9.8	1.1
FRI	6/21/13			9.8	9.8	0
SAT	6/22/13			9.8	10.1	.3
SUN	6/23/13			10.1	10.6	.5
TOTAL TACH TIME						

Lake Ozark Helicopters, Inc.

2101 Bagnell Dam Blvd.

Lake Ozark, MO 65049

BELL 47 N78900

COLLECTIVE FLIGHT TIME LOG

DAY	DATE	PILOT	NO. OF STARTS	BEG TACH	END TACH	TOTAL TACH
MON	6/24/13			10.6	10.6	
TUE						
WED						
THU	6/27/13			10.6	10.7	.1
FRI	6/28/13			10.7	12.6	1.9
SAT						
SUN						
TOTAL TACH TIME						

07/10/2013 12:58

COMPLETED, Inc.
Lake Ozark, MO 65049

BELL 47 N78900
COLLECTIVE FLIGHT TIME LOG

DAY	DATE	PILOT	NO. OF STARTS	BEG TACH	END TACH	TOTAL TACH
MON	6/3/13			7.6	7.6	0
TUE	6/4/13			7.6	7.8	.2
WED						
THU						
FRI	6/7/13			7.8	8.0	.2
SAT	6/8/13			8.0	—	—
SUN	6/9/13			8.0		
				TOTAL TACH TIME		.4

Lake Ozark Helicopters, Inc.
Lake Ozark, MO 65049

BELL 47 N78900
COLLECTIVE FLIGHT TIME LOG

DAY	DATE	PILOT	NO. OF STARTS	BEG TACH	END TACH	TOTAL TACH
MON						
TUE						
WED						
THU						
FRI	6/14/13			8.0	8.4	.4
SAT	6/15/13			8.4	8.7	.3
SUN				8.7		
				TOTAL TACH TIME		.7

07/10/2013 12:58

AD SIGN OFF SHEETS

ATION
ADE

7

07/10/2013 12:58

INSPECTION SIGN-OFF BEFORE FIRST FLIGHT

AD74-08-02

CHECK STAB. BAR TUBE ADJACENT TO ATTACHMENT NUT. CHECK FOR FREEDOM OF TIE-ROD AT INBOARD END.

AD70-10-08

CHECK FOR CRACKS OR DEFORMATION IN PRIMED AREA OF T/R GRIPS & BLADE

wilson jones,

DATE	SIGNATURE	DATE	SIGNATURE
6/9/13		6/9/13	
6/14/13		6/14/13	
6/15/13		6/15/13	
6/20/13		6/20/13	
6/21/13		6/21/13	
6/22/13		6/22/13	
6/23/13		6/23/13	
6/24/13		6/24/13	
6/27/13		6/27/13	
6/28/13		6/28/13	

07/10/2013 12:58

COMPLETED

INSPECTION SIGN-OFF BEFORE FIRST FLIGHT

AD74-08-02

CHECK STAB. BAR TUBE ADJACENT TO ATTACHMENT NUT. CHECK FOR FREEDOM OF TIE-ROD AT INBOARD END.

AD70-10-08

CHECK FOR CRACKS OR DEFORMATION IN PRIMED AREA OF T/R GRIPS & BLADE

DATE	SIGNATURE	DATE	SIGNATURE
5/18/13		5/18/13	
5/19/13		5/19/13	
5/24/13		5/24/13	
5/25/13		5/25/13	
5/26/13		5/26/13	
5/27/13		5/27/13	
5/28/13		5/28/13	
5/30/13		5/30/13	
6/1/13		6/1/13	
6/2/13		6/2/13	
6/3/13		6/3/13	
6/4/13		6/4/13	
6/7/13		6/7/13	
6/8/13		6/8/13	

07/10/2013 12:59

wilson jones

70-10-08 BELL: Amendment 39-983 as amended by Amendment 39-1063 is further amended by Amendment 39-2642. Applies to all Model 47 Series helicopters certificated in all categories, equipped with metal tail rotor blades, P/N 47-642-102 and to all other helicopters equipped with metal tail rotor blades, P/N 47-642-102.

Compliance required as
To prevent failure of tail

(a) Before the first flight of the helicopter after the effective date of the tail rotor grips in the area between Blade Station 5.0 and 8.0, and at the area surrounding the rivets that attach the blade skin to the grip, using a three-power or higher magnifying glass. (Station 0 is the center of the tail rotor yoke.)

AIRWORTHINESS DIRECTIVE

ng:
ht after each refueling of the
and permanent deformation in
a tail rotor blade trailing edge

(b) Before the first flight of each day and before the first flight after each refueling of the helicopter after the effective date of this AD, visually check blades equipped with tabs, P/N 47-642-114, for deformation of the tabs or check the equivalent strike-detection device in a manner approved by the Chief, Engineering and Manufacturing Branch, Flight Standards Division, Southwest Region, FAA.

(c) Replace tail rotor blades having cracks or permanent deformation on skid-equipped helicopters before further flight.

(d) Replace tail rotor blades having cracks, permanent deformation, bent tabs, or strike indication from equivalent strike-detection device on float-equipped helicopters before further flight, except that blades with bent tabs or a strike-indication from the equivalent strike-detection device only may be flown for a period not to exceed 1.5 hours in accordance with FAR 21.197 to a base where the blade may be replaced.

(e) Within the next 300 blade hours' time in service after November 25, 1966, install tabs, P/N 47-642-114, on metal tail rotor blades, P/N 47-642-102, of float-equipped helicopters in accordance with Bell Service Letter No. 125 dated June 21, 1965, or an equivalent strike-detection device approved by the Chief, Engineering and Manufacturing Branch, Flight Standards Division, Southwest Region, FAA.

(f) Within 10 hours' time in service after the effective date of AD 68-02-03, provide a clear view of the tail rotor blade external critical areas in the manner prescribed in Bell Service Bulletin 143 SB, Revision D, dated January 23, 1968, or in a manner approved by the Chief, Engineering and Manufacturing Branch, Flight Standards Division, Southwest Region, FAA.

(g) The checks in (a) and (b) above may be performed by the pilot.

NOTE: For the requirements regarding the listing of compliance and method of compliance with this AD in the aircraft permanent maintenance record, see FAR 91.173.

(h) Inspect those tail rotor blades having 300 or more hours' time in service on the effective date of AD 68-02-03 within 10 hours' time in service therefrom in accordance with the procedures listed below. Inspect those tail rotor blades having less than 300 hours' time in service before reaching 310 hours' time in service in accordance with the procedures listed below. Accomplish repetitive inspections in accordance with the procedures listed below at intervals of not more than 150 hours' time in service from the last inspection.

(1) Remove the tail rotor blade from the helicopter in accordance with the appropriate model maintenance and overhaul instruction manual.

(2) Remove the metal grease seal in the blade grip. If bonded, remove in the manner prescribed in Bell Service Bulletin 143SB, Revision D, dated January 23, 1968, or in a manner approved by the Chief, Engineering and Manufacturing Branch, Flight Standards Division, Southwest Region, FAA.

(3) Visually inspect internal surfaces of the blade grip for cracks in the rivet area using a dental mirror and light or an equivalent inspection method approved by the Chief, Engineering and Manufacturing Branch, Flight Standards Division, Southwest Region, FAA.

(4) Visually inspect the internal surface of the grip for cracks and tool marks in the bearing relief under-cut radius using a dye penetrant or an equivalent inspection method approved by the Chief, Engineering and Manufacturing Branch, Flight Standards Division, Southwest Region, FAA.

(5) Install a new metal grease seal, P/N 47-642-112 as required, in the blade grip in the manner described in Bell Service Bulletin 143 SB, Revision D, dated January 23, 1968, or in a manner approved by the Chief, Engineering and Manufacturing Branch, Flight Standards Division, Southwest Region, FAA.

(6) Reassemble, reinstall, balance and track metal tail rotor blades in accordance with the appropriate model maintenance and overhaul instruction manual.

(i) Remove and replace metal tail rotor blades with 500 or more hours' time in service on the effective date of AD 68-02-03, within 100 hours' time in service therefrom.

Daily Sh. ef on stab bar
AC 4-08-02

wilson, jones,

07/10/2013 12:59

request to the Service Manager, Bell Helicopter Company, P.O. Box 482, Fort Worth, Texas 76101. These documents may also be examined at the Office of the Regional Counsel, Southwest Region, FAA, 4400 Blue Mound Road, Fort Worth, Texas, and at FAA Headquarters, 800 Independence Avenue, S. W., Washington, D. C. A historical file on this A.D. which includes the incorporated material in full is maintained by the FAA at its headquarters in Washington, D. C., and at the Southwest Regional Office in Fort Worth, Texas.

(Bell Helicopter Company Service Bulletin No. 47-11-73-1, Rev. A, dated 12-11-73 pertains to this subject.)

(g) Tubes with light corrosion over less than twenty-five percent of the area in any one-half inch length of the tube may be returned to service provided the tube is assembled and protected as noted in paragraph (d) of this A.D. and the tube is removed from service prior to accumulating 200 hours time in service after the initial inspection prescribed by this A.D. was conducted.

NOTE: Advisory Circular No. 43-4, page 47 defines light corrosion.

Amendment 39-1801 became effective April 22, 1974.

This Amendment 39-1864 becomes effective May 30, 1974.

74-08-02 BELL: Amendment 39-1805 as amended by Amendment 39-1873. Applies to Bell Model 47 Series helicopters equipped with Mast Control Stabilizer Bar Assemblies, P/N 47-140-248, certificated in all categories.

Compliance required as indicated.

To detect possible failures of a stabilizer bar tube assembly and prevent possible loss of a stabilizer bar tube and weight, accomplish the following inspections:

(a) Before the first flight of each day after the effective date of this A.D., check the stabilizer bar tube assembly for looseness and cracks in accordance with the following procedures.

(1) Move each stabilizer tube assembly fore and aft in the horizontal plane by hand and visually check the tube assembly for cracks in area extending outboard six inches from the tube retaining nut, P/N 47-140-114-1.

(2) If looseness is found between a stabilizer bar tube assembly and the stabilizer bar frame, or if a crack is found in a tube, remove the loose or cracked tube assembly prior to flight and install a replacement tube assembly in accordance with (c)(2) and (c)(3) of this A.D.

(3) Looseness between the stabilizer bar frame and main rotor mast is a normal occurrence and is not an indication of a failed tube and is not cause for replacement of the bar tube assembly.

(4) The checks in (a)(1) may be performed by the pilot.

NOTE: For the requirements regarding the listing of compliance and method of compliance with this A.D. in the aircraft permanent maintenance record, see FAR 91.173.

(b) Within 10 hours time in service after the effective date of this A.D., unless already accomplished, and thereafter at intervals not to exceed 100 hours from the last inspection, inspect the rod assembly nut, P/N 47-140-119-1, for looseness as follows:

(1) Push up the inboard end of each tie rod and nut and determine that they move freely or readily.

(2) If the tie rod and nut do not move freely or readily, remove the stabilizer bar assembly before further flight and inspect each tie rod and tube assembly in accordance with the 1200 hour inspection procedures in Section I, of the appropriate Model 47 maintenance and overhaul instruction manual, and

(3) Assemble and install a serviceable stabilizer bar assembly as specified in paragraph (c)(2) and (c)(3) of this A.D.

(c) Inspect the gap between the face of each nut, P/N 47-140-119-1, and the inboard end of each stabilizer bar tube at intervals not to exceed 1200 hours time in service from the last inspection, after compliance with paragraph (b), in accordance with the following procedures:

(1) Remove the mast control stabilizer bar assembly from the helicopter and remove both tube and weight assemblies from the stabilizer bar assembly in accordance with Section III of the appropriate Model 47 maintenance and overhaul instruction manual.

(2) Assemble the stabilizer bar weight and taper pin on the tube assembly and adjust the gap, if necessary, between the face of each nut, P/N 47-140-119-1, and its mating tube assembly end to measure .010 to .024 inches clearance.

07/10/2013 12:59

Box 482, Fort Worth, Texas 76101. These
Counsel, Southwest Region, FAA, 4400
ers, 800 Independence Avenue, S. W.,
des the incorporated material in full is
and at the Southwest Regional Office

Rev. A, dated 12-11-73 pertains to this

ment of the area in any one-half inch
assembled and protected as noted in
prior to accumulating 200 hours time in

1873. Applies to Bell Model 47 Series
P/N 47-140-248, certificated in all

prevent possible loss of a stabilizer

this A.D., check the stabilizer bar
procedures.

the horizontal plane by hand and
board six inches from the tube

ably and the stabilizer bar frame,
sembly prior to flight and install a

or mast is a normal occurrence
bar tube assembly.

method of compliance with this

of this A.D., unless already
the last inspection, in the

mine that they move freely or

the stabilizer bar assembly
accordance with the 12-hour
nce and overhaul instructions

specified in paragraph (b)

and the inboard end of each
from the last inspection, after

opter and remove both tube
ection III of the appropriate

assembly and adjust the
ing tube assembly end to

WEIGHT AND BALANCE

07/10/2013 12:59

07/10/2013 12:59

wilson Jones

Weight and Balance DATA

Aircraft: Bell Model: 47D1 Serial #: 480 Date: 3/28/2013

	<u>Net Weight</u>	<u>MOMENT</u>
FWD LEFT JACK POINT	467	-28
FWD RIGHT JACK POINT	467	-28
AFT JACK POINT	567	68

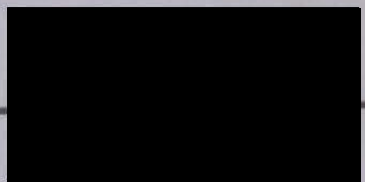
TOTAL WEIGHT 1501

WEIGHED A/C CG	<u>MOMENT</u>	<u>12404</u>	8.26	EMPTY CG
	<u>WEIGHT</u>	<u>1501</u>		

EMPTY WEIGHT/CG/MOMENT

AS WEIGHED	1501	8.26	12404
OIL (3 GALLONS)	22.5	5	112
	<u>WEIGHT</u>	<u>CG</u>	<u>MOMENT</u>
EMPTY WEIGHT CONF	1523.5	8.22	12516

William C. Heppe
A&P



3/28/13

Weight and Balance DATA
 Aircraft: Bell Model: 47D1 Serial #: 480 Date: 3/28/2013

	Net Weight	MOMENT
FWD LEFT JACK POINT	467	-28
FWD RIGHT JACK POINT	467	-28
AFT JACK POINT	567	68
TOTAL WEIGHT	1501	
WEIGHED A/C CG		
	MOMENT	12404
	WEIGHT	1501

EMPTY WEIGHT/CG/MOMENT			
AS WEIGHED	1501	8.26	12404
OIL (3 GALLONS)	22.5	5	112
	WEIGHT	CG	MOMENT
EMPTY WEIGHT CONI	1523.5	8.22	12516

William C. Heppe
 A&P

Empty weight Config.		Running Balance		CG	Moment
Min Fuel (5 gallons)		Weight			
		1523.5		8.22	12404
		30		24	720
		Weight		ARM	Moment
Pilot		200		-30	-6000
Passenger #1		200		-30	-6000
Passenger #2		200		-30	-6000
Fuel	gals 3 gals x 6	18		24	432
Max Gross Weight LBS		2171.5		-2.05	-4444
Useful Load =		178.5			

Center of Gravity Range -2.00 to 2.88

WEIGHT

2171.5

CG

-2.05

07/10/2013 12:59

BRAD STAHL

AIRCRAFT Bell MODEL 47D1 SERIAL # 480 DATE 7-31-10

	<u>SCALE</u>	<u>TARE</u>	<u>NET</u>
FWD LEFT JACK POINT	481	11	470
FWD RIGHT JACK POINT	487	11	476
AFT JACK POINT	514	26	488
TOTAL WEIGHT NET	<u>1482</u>	<u>48</u>	<u>1434</u>

FWD JACK POINT @ -28" AFT JACK POINT @ +68"

WEIGHED A/C C.G.
$$\frac{-28(946) + 68(488)}{1434} = \frac{6696}{1434} = 4.67"$$

WEIGHT 1434

EMPTY WEIGHT CONFIGURATION:

	<u>WEIGHT</u>	<u>ARM</u>	<u>MOMENT</u>
AS WEIGHED:	1434	4.67	6696

INCLUDES DOORS, CARPET, VHF
RADIO, ANTENNA, DUALS, HYD.
FLUID, BATTERY FWD.

OIL (3 GALLONS)	+22.5	+5.0	+112
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<u>EMPTY WEIGHT CONFIG.</u>	<u>1456.5</u>	<u>4.67</u>	<u>6808</u>
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07/10/2013 13:00

220 LB. PILOT ONLY

Pg. 3

MOST FORWARD CG

	<u>WEIGHT</u>	<u>ARM</u>	<u>MOMENT</u>
EMPTY WEIGHT	1465	+5.88	+8614
PILOT & PASSENGER	+220 +340	-30	-6600 -10200
MIN. FUEL (5 GALLON)	+30	+24	+720
NOSE BALLAST	+25	-62	-1550

FWD. CG

1740 +0.68" +1188

MOST AFT CG

	<u>WEIGHT</u>	<u>ARM</u>	<u>MOMENT</u>
EMPTY WEIGHT	1465	+5.88	+8614
PILOT	+220 +170	-30	-6600 -5100
MAX FUEL (29GALS.)	+174	+24	+4176
NOSE BALLAST	+25	-62	-1550

AFT CG

1884 +2.46" +4640

CENTER OF GRAVITY RANGE: -2.0" TO + 2.88"
 WEIGHT OF OIL: 7.5 LBS. PER GALLON
 WEIGHT OF FUEL: 6.0 LBS. PER GALLON

GROSS WEIGHT.....2350LBS.
 TOTAL WT. W/ PILOT, FULL FUEL & OIL.....(-) 1884

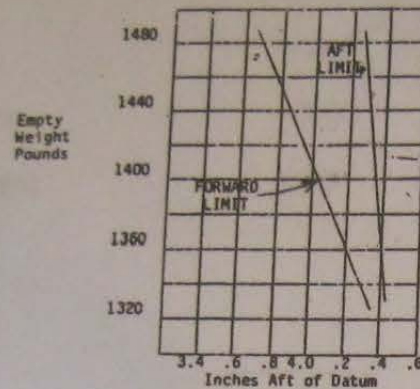
USEFUL LOAD: 466 LBS.

APPROVED BY

DATE 7-31-2010

REFERENCE ONLY

07/10/2013 13:00



(In order to maintain empty weight C.G. limits, fixed ballast may be added at Sta. -62 and +210 as required.)

BALLAST ADJUSTMENT:

$$\text{BALLAST} = \frac{\text{EMPTY WT. (AS DELIVERED CG - AS WEIGHED CG)}}{\text{BALLAST ARM - AS DELIVERED CG}}$$

$$\text{BALLAST} = \underline{\hspace{2cm}} = 8.6 \text{ LBS.}$$

* AS DELIVERED CG DERIVED FROM TCDS, CENTERED BETWEEN FWD & AFT LIMITS AT EMPTY WT. LBS.

	<u>WEIGHT</u>	<u>ARM</u>	<u>MOMENT</u>
AS WEIGHED	1456.5	4.67"	+6808
BALLAST	+ 8.6	+210"	+1806
NEW EMPTY WEIGHT AND CENTER OF GRAVITY	1465	+5.88	+8614

MOST FORWARD CG

EMPTY WEIGHT

PILOT & PASSENGER

MIN. FUEL (5 GALLON

FWD. CG

MOST AFT CG

EMPTY WEIGHT

PILOT & Passenger

MAX FUEL (29GALS.

AFT CG

CENTER OF GRAVITY

WEIGHT OF OIL:

WEIGHT OF FUEL:

07/10/2013 13:01



(In order to maintain empty weight C.G. limits, fixed ballast may be added at Sta. -62 and +210 as required.)

RED CG - AS WEIGHED CG)

AS DELIVERED CG

= 8.6 LBS.

CDS, CENTERED BETWEEN FWD &

WT	ARM	MOMENT
15	4.67"	+6808

6	+210"	+1806
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	+5.88	+8614
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220 LB. PILOT
180 LB. PASSENGER

Pg. 3

MOST FORWARD CG

	<u>WEIGHT</u>	<u>ARM</u>	<u>MOMENT</u>
EMPTY WEIGHT	1465	+5.88	+8614
PILOT & PASSENGER	+400 +340	-30	-12000 -10200
MIN. FUEL (5 GALLON)	+30	+24	+720

FWD. CG

1895	-1.41"	-2666
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MOST AFT CG

	<u>WEIGHT</u>	<u>ARM</u>	<u>MOMENT</u>
EMPTY WEIGHT	1465	+5.88	+8614
PILOT & PASSENGER	+400 +170	-30	-12000 -5100
MAX FUEL (29GALS.)	+174	+24	+4176

AFT CG

2039	+0.39"	+790
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CENTER OF GRAVITY RANGE: -2.0" TO + 2.88"
WEIGHT OF OIL: 7.5 LBS. PER GALLON
WEIGHT OF FUEL: 6.0 LBS. PER GALLON

GROSS WEIGHT.....2350LBS.
TOTAL WT. W/ PILOT, FULL FUEL & OIL.....(-) 2039

USEFUL LOAD: 311 LBS.

APPROVED BY

[REDACTED]

07/10/2013 13:01

REFERENCE ONLY

2ea 220 LB. PEOPLE

MOST FORWARD CG

	<u>WEIGHT</u>	<u>ARM</u>	<u>MOMENT</u>
EMPTY WEIGHT	1465	+5.88	+8614
PILOT & PASSENGER	+440 +340	-30	-13200 -10200
MIN. FUEL (5 GALLON)	+30	+24	+720

FWD. CG

1935 -2.00 -3866

MOST AFT CG

	<u>WEIGHT</u>	<u>ARM</u>	<u>MOMENT</u>
EMPTY WEIGHT	1465	+5.88	+8614
PILOT	+440 +170	-30	-13200 -5100
MAX FUEL (29GALS.)	+174	+24	+4176

AFT CG

2079 -0.20 -410

CENTER OF GRAVITY RANGE: -2.0" TO + 2.88"
WEIGHT OF OIL: 7.5 LBS. PER GALLON
WEIGHT OF FUEL: 6.0 LBS. PER GALLON

GROSS WEIGHT.....2350LBS.
TOTAL WT. W/ PILOT, FULL FUEL & OIL..... (-) 2079

USEFUL LOAD: 271 LBS

APPROVED BY _____ DATE 7-31-2010

Reference only

07/10/2013 13:02

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION STANDARD AIRWORTHINESS CERTIFICATE			
1. NATIONALITY AND REGISTRATION MARKS N78900	2. MANUFACTURER AND MODEL BELL 47D	3. AIRCRAFT SERIAL NUMBER 480	4. CATEGORY CAR 6
5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1936 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex B to the Convention on International Civil Aviation, except as noted herein. Exceptions: NONE			
6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE REPLACEMENT 10-7-61		DESIGNATION NUMBER SIC CADO 4-0-02	
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			
FAA Form 8100-2 (7-67) FORMERLY FAA FORM 1362 GPO 1967 O-270-931			

REGISTRATION NOT TRANSFERABLE	
UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION CERTIFICATE OF AIRCRAFT REGISTRATION	
NATIONALITY AND REGISTRATION MARKS N 78900	AIRCRAFT SERIAL NO. 480
MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT BELL 47D1	
ICAO Aircraft Address Code: 52532146	
ISSUED TO LAKE OZARK HELICOPTERS INC LAKE OZARK MO 65049 Corporation	This certificate is issued for registration purposes only and is not a certificate of title. The Federal Aviation Administration does not determine rights of ownership as between private persons.
It is certified that the above described aircraft has been entered on the register of the Federal Aviation Administration, United States of America, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Title 49, United States Code, and regulations issued thereunder.	
DATE OF ISSUE February 13, 2013 EXPIRATION DATE February 29, 2016	6504939999 ADMINISTRATOR

U.S. Department
of Transportation
Federal Aviation
Administration

Civil Aviation Registry
P.O. Box 25504
Oklahoma City, OK 73125-0504

Official Business
Penalty for Private Use \$300

AC Form 8050-3 (10/2010) Supersedes previous edition

78900

TO: **LAKE OZARK HELICOPTERS INC**
LAKE OZARK MO 65049



07/10/2013 13:04