

COMPONENT NAME M/R TRANS
 PART NUMBER 47-620-600-25
 SERIAL NUMBER B-12-728
 PAGE _____ OF _____

Bell Helicopter **XTRON**

A Subsidiary of Textron Inc

POST OFFICE BOX 482 • FORT WORTH, TEXAS 76101

HISTORICAL SERVICE RECORD

1200 Hr Insp

NOTICE: WHEN RETURNING ANY LIMITED LIFE COMPONENT TO BHTI FOR ANY REASON IT IS MANDATORY THAT A VALID HISTORICAL SERVICE RECORD ACCOMPANY THE COMPONENT.

INSTALLATION DATA						SCH. FOR	REMOVAL DATA				
DATE	INSTALLED ON A/C NO.	BY (ACTIVITY)	INSTALLED AT A/C HRS.	COMP. HRS.		☒ O/H ☐ RETIRE HRS. / DATE	DATE	REMOVED AT A/C HRS.	COMP. HRS.		REASON FOR REMOVAL
				SINCE NEW	SINCE O/H				SINCE NEW	SINCE O/H	
7/09/2009	N96195 5/10081	HSE CRS- BS2R727K	13,475.7	UNKNOWN	- 0 -	14,675.7 / 14,075.7					
						/					
						/					
						/					
						/					
						/					
						/					
						/					

TECHNICAL DIRECTIVES AND HISTORY OF OVERHAUL

DIRECTIVE NUMBER IF APPLICABLE	TIME/DATE EFFECTIVITY	DESCRIPTION	COMPLIANCE	
			BY (ACTIVITY)	DATE
		Performed 1,200 Hr. Inspection IAW Bell 47 M&O sec. IV		
		Detail of this inspection are on file under work order		
		#1058 with the certifying agency of this inspection.	HCR	1-20-03
		PERFORMED REPLACEMENT OF FAN GUARD DUE TO NOISE AND CLUTCH ASSY DUE TO ONE WEAR SHOE BUSHTING I/A/W THE BELL 47		
		D-1, G, & G-2 M&O MANUAL SECTION IV. NO LEAKAGE OR OTHER DEFECTS WERE DETECTED ON THE GROUND + FLIGHT TEST. SEE TAG		



REPLACED FAN QUEL WITH A SERVICEABLE
PART MPI BY RUSZ TESTING. PATERN +
BACKLASH CHECKED WITHIN SPECS. THE
CLUTCH WAS REPLACED WITH A SERVICEABLE
UNIT AFTER REMOVAL OF THE SPIDER
BEARING + SHOE PINS. THE BEARING WAS
A NEW PART AND THE CLUTCH PINS WERE
MPI C/O FROM THE ORIGINAL CLUTCH
ASSY THAT WAS REPLACED. ALL OTHER
INTERNAL COMPONENTS WERE DETERMINED
TO BE SERVICEABLE. ALL OIL SEALS AND
SHOAL PINS APPEAR TO BE IN NEW
CONDITION FROM 1200-HR INSPECTION
PERFORMANCE ON 1/20/2003. REFER
TO ORIGINAL RECORD FOR DETAILS

[REDACTED]
FOR [REDACTED]

7/02/2009

HELICOPTER SPECIALISTS, INC.

10244 FM 1346

ADKINS, TX. 78101

MAINTENANCE RELEASE

The aircraft, airframe, aircraft engine, propeller or appliance identified below was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repairs are on file at this repair station under work order # 3564.

Dated 24 JUNE 2009

Part Name M/R TRANSMISSION Mfg. BELL

Part No. 47-620-600-25 Serial # B12-728

Disposition REPAIRED & TESTED BY REPLACEMENT OF THE FAN DRIVE GEAR AND THE CLUTCH ASSY WITH SERVICEABLE PARTS I/A/W THE BELL 47G-2 MAINTENANCE & OVERHAUL MANUAL ISSUED 8/15/64 WITH ALL REV THRU 6/31/75 SECTION IV.

Inspected by [REDACTED] Date JULY 9, 2009

Cert. # FOR [REDACTED]

NOTE TOTAL TIME IS UNKNOWN PART HAS NO-HRS SINCE 1200-HOUR INSPECTION

ROTORCRAFT INSPECTION & MAINTENANCE RECORD

7 Apr 2009 Continue ---> It was determined that the A and B wires of the harness had been inadvertently crossed at some previous repair action. The cannon pug connector at the engine end was removed from the wire harness at a previous splice then reconnected with correct pin to pin arrangement. The engine and rotor tach systems were tested simultaneously and both functioned normally. **Item 15.** Performed T/R track check and no adjustments were necessary I/A/W The Chadwick Bell 47 T/R chart. The T/R balance was adjusted to specs with only a small weight change to the target blade for span wise balance and one weight on the blank blade trunnion for chord wise balance I/A/W the Chadwick T/R chart. The T/R balance is now within specs at .2 IPS. **Item 16.** Perform M/R track & balance. C/W adjusted M/R track up slightly on the white blade I/A/W M&O section II. The balance was adjusted with about 3 grams on the tip of the red blade and a 1/8 flat lag adjustment of the white blade drag brace I/A/W The Chadwick M/R balance chart. The M/R vibration levels are now at .2 IPS or less on both lateral and vertical indications. **Item 17.** Subcontracted OWL Fly to test the transponder system for 24-month requirements. Refer to the log entry for details of test. The transponder was not working so the KT-76A P/N 066-1062-10 S/N 134075 was replaced with a functional serviceable unit KT76A P/N 066-1062-00 S/N 108403. This unit functioned normally during final testing by Owl Fly. **No further airframe related discrepancies were detected at this time.** The aircraft was ground run and no fuel or oil systems leakage was detected. No excessive vibrations were detected in the drive system components, rotor systems, or the engine following track & balance procedures. All aircraft systems gave normal operational function & indications. For further details refer to W/O 3550 on file this repair station. -----END-----

I certify this aircraft has been inspected in accordance with a 600-hour/Annual inspection and was determined to be in airworthy condition.

Signed: [REDACTED]

Kerby W. Neff - Chief Inspector for [REDACTED]
Helicopter Specialists, Inc. 10244 FM 1346 Adkins, Tx. 78101

DATE: 2/10/09

O.W.L. FLY INC.

CRS# OW7R981N

28436 Bonn Mountain

(210) 912-9190

N 96195 FAR 91.413 San Antonio, TX 78260

owl-fly.com

I certify that the **ATC Transponders** reporting equipment tests and inspections required by **FAR 91.413** have been performed. I have found these systems to be in Airworthy Condition

Pertinent details of this Inspection on file, under Repair Station; Work Order # 2065

Aircraft Total Time: Hobbs / RPM 1337.2 **Static System** was tested on 4/10/09

Form: PS.40:05

Automatic Pressure Reporting System tested on 4/10/09

TXPD 1 Model 142576A S/N 108403 Tested 4/10/09

TXPD 1 Model 11 S/N 11 Tested 4/10/09

GATD Model 11 S/N 11 Tested 4/10/09

FAA CRS# OW7R981N

Repairman/Technician

Chief Inspector owl-fly.com

Continental Helicopter Service, Inc.

Bell/Textron 47 G-2

N96195

S/N 0681

27 May 2009 Aircraft Hour Meter: 554.7

Aircraft total time in service: 13,408.1

Engine TT: Unkn Engine TSO: 547.7

Performed a Repairs for T/R control system & others per customer request In accordance with the Bell 47 D-1, G, G-2 series Maintenance and Overhaul Instructions manual issued 15 Aug 1969 with all revisions through No. 4 dated 1 Jun 1975. Component records were checked and no finite life or O/H

related actions were determined to be due at this time. Refer to engine log for a magneto replacement action. Checked compliance records and Federal Bi-Weekly Indexes through 2009-11 and no ADs, SBs, or Special Inspections other than daily inspections were determined to be due at this time. C/W Paragraph (a) of AD 78-08-02 daily inspection of the stabilizer bar system for looseness & cracks in the bar and no defects were detected at this time. **Performed corrections for the following discrepancies at this time:** **Item 1.** Replaced the forward left and the aft right T/R control cables with new parts due to excessive deterioration & fraying of the left front cable and due to a length discrepancy with the right aft cable I/A/W M&O section VII & SI-438. The rigging and cable tension were adjusted to specs during this repair action. The fit and function of the T/R control system is now back in serviceable condition following completion of this repair action. **Item 2.** Performed a repair to the p-lead connector on the right magneto assembly I/A/W M&O section IX due to shielding being soldered to the inner core wire which could have caused the system to ground out if the shielding made any contact with the airframe. The shielding was stripped back and a short length of heat shrink insulation was installed to prevent any further possibility of contact with the inner core wire. The engine ignition system functioned normally after other repairs were performed. Refer to the engine log for details of a magneto replacement on the right side. The aircraft component record was updated to reflect this action. **No further airframe related discrepancies were detected at this time.** The aircraft was ground run and no fuel or oil systems leakage was detected. No excessive vibrations were detected in the drive system components, rotor systems, or the engine. All aircraft systems gave normal operational function & indications. For further details refer to HSI W/O 3559 on file this repair station. -End-

I certify this aircraft has been repaired & tested in accordance with the manufacturers publications & FAR part 43 and was determined to be in airworthy condition with respect to the work performed.

Signed: [REDACTED]

Kerby W. Neff - Chief Inspector For [REDACTED]
Helicopter Specialists, Inc. 10244 FM 1346 Adkins, Tx. 78101

ROTORCRAFT INSPECTION & MAINTENANCE RECORD

Continental Helicopter Service, Inc.

Bell/Textron 47 G-2

N96195

S/N 0681

16 Jun 2009 Aircraft Hour Meter: 608.7
Aircraft total time in service: 13,462.1
Engine TT: Unkn Engine TSO: 601.7

Performed a Repairs to M/R control system & others per customer request In accordance with the Bell 47 D-1, G, G-2 series Maintenance and Overhaul Instructions manual issued 15 Aug 1969 with all revisions through No. 4 dated 1 Jun 1975. Component records were checked and no finite life or O/H

related actions were determined to be due at this time. Checked compliance records and Federal Bi-Weekly Indexes through 2009-12 and no ADs, SBs, or Special Inspections other than daily inspections were determined to be due at this time. Refer to discrepancy corrections for compliance with paragraph (a) of AD 78-08-02 daily inspection of the stabilizer bar system for looseness & cracks in the bar. **Performed corrections for the following discrepancies at this time: Item 1.** Performed repairs to the mast control system I/A/W M&O sections I, II, III, & VII due to loss of a stabilizer bar tube during agricultural spray operations. The M/R hub & blade assembly was removed for this action then reinstalled I/A/W M&O section II utilizing a new lockwasher. The M/R mast control stabilizer bar assembly was removed from the aircraft I/A/W HMI section III. The bar assembly was disassembled and inspected I/A/W M&O section III and it was determined that the broken tube and the remaining tube & weight assembly would be replaced along with one bent upper pitch change rod. No other defects were detected. The bar frame was reassembled and shimming was adjusted as required to center the core and the levers while maintaining the proper play for each I/A/W M&O section III. Serviceable bar tube & weight assemblies that were removed from Bell 47J N8412E S/N 1800 with 280.5 hours since 1200-hour inspection were installed on the frame I/A/W M&O section III. The repaired stabilizer bar assembly was reinstalled I/A/W M&O section III. The bar balance checked to be within specs I/A/W M&O section III. The dampers were timed I/A/W M&O section III and were determined to be serviceable. The bent p/c rod was replaced with a serviceable part and the rod was trammed back to its original length I/A/W M&O sections II & VII. The M/R drive and control systems functioned normally after completion of this repair action. During ground run and flight testing the M/R track and balance were both within specs I/A/W M&O section II. **Item 2.** Performed replacement of T/R blades due to tip damage sustained after loss of the stabilizer bar I/A/W M&O section VII and SI-438 utilizing serviceable blades from the owner's M-74 Wasp N51851. Removed P/N HAC-47-3 S/Ns 00172 & 00173 then installed T/R blade P/N HAC-47-3 S/Ns 00163 & 00198 with 1753.2 & 1610.8 hours total time in service respectively. The aircraft historical records were updated to reflect this replacement action. During the ground run the T/R hub & blade assembly was balanced to specs and the track checked to be within specs I/A/W M&O section VI and the Chadwick Bell 47 balancing book & T/R chart. The fit and function of the T/R assembly was determined to be serviceable at this time. **Item 3.** The T/R extension tube and gearbox were removed and inspection & replacement was performed as necessary I/A/W M&O section VI & VII. The extension tube assembly was determined to be serviceable and was reinstalled I/A/W M&O section VI. The T/R gearbox P/N 47-640-075-1 S/N ABD 315 was replaced with a serviceable 1200-hour inspected -O- TSO P/N 47-640-075-1 S/N AB 716 I/A/W M&O section VI & VII due to excessive output shaft runout on the replaced part. The installed part was O/H by an A&P certified mechanic named Billy Meeks. Refer to the component historical records for details of inspections performed on the installed gearbox assembly. The T/R cables were reinstalled and tension was adjusted to specs I/A/W M&O section VII. The aircraft historical records were updated to reflect this repair action. The T/R gearbox was serviced with 30 W Shell Rotella oil I/A/W M&O section I and no signs of leakage or other defects were detected during the ground run operational checks following completion of this action. **Item 4.** Performed replacement of the throttle control cable & guide tube assembly I/A/W M&O section V utilizing a serviceable assembly removed from the owner's M-74 Wasp N51851. The throttle control was rigged to specs I/A/W M&O section V and it functioned normally under test. **No further airframe related discrepancies were detected at this time.** The aircraft was ground run and no fuel or oil systems leakage was detected. No excessive vibrations were detected in the drive system components, rotor systems, or the engine. All aircraft systems gave normal operational function & indications. For further details refer to HSI W/O 3562 on file this repair station. -End-

I certify this aircraft has been repaired & tested in accordance with the manufacturers publications & FAR part 43 and was determined to be in airworthy condition with respect to the work performed.

Signed:

Kerby W. Neff - Chief Inspector For
Helicopter Specialists, Inc. 10244 FM 1346 Adkins, Tx. 78101

Continental Helicopter Service, Inc.

Bell/Textron 47 G-2

N96195

S/N 0681

9 Jul 2009 Aircraft Hour Meter: 622.3
Aircraft total time in service: 13,475.7
Engine TT: Unkn Engine TSO: 615.3

Performed a Repairs to M/R drive system & others per customer request In accordance with the Bell 47 D-1, G, G-2 series Maintenance and Overhaul Instructions manual issued 15 Aug 1969 with all revisions through No. 4 dated 1 Jun 1975. Component records were checked and no finite life or O/H

related actions were determined to be due at this time. An overhaul related action was taken on the M/R transmission that included its replacement at this time. Refer to the discrepancy corrections for details. Checked compliance records and Federal Bi-Weekly Indexes through 2009-14 and no ADs, SBs, or Special Inspections other than daily inspections were determined to be due at this time. Performed visual inspection compliance with paragraph (a) of AD 78-08-02 daily inspection of the stabilizer bar system for looseness & cracks in the bar and no defects were detected at this time. **Performed corrections for the following discrepancies at this time: Item 1.** Performed replacement of the M/R transmission P/N 47-620-600-25 S/N B12-75 I/A/W M&O sections I, II, II,IV, & V due to the excessive number of needed repairs involved to make it serviceable again. The damage to the fan gear quill, T/R drive quill, accessory drive gear, and a lower case bearing with a broken cage plus possible further unknown internal damages were most likely caused by a recent loss of a stabilized bar tube & weight assembly. -----

-----Log entry dated 9 July 2009 is continued on the next page. ----->

ROTORCRAFT INSPECTION & MAINTENANCE RECORD

7 July 2009 Continue ----> The vibration associated with that failure most likely caused a cascade affect of breakage and part damages inside this transmission assembly. A customer supplied replacement transmission P/N 47-620-600-25 S/N B12-728 with -0- hours since a 1200-hour inspection was checked out and some repairs were necessary to make it serviceable. The fan gear quill was replaced with a serviceable visual & mag particle inspected part and the clutch was replaced with a serviceable 120' hour inspected part I/A/W M&O section IV. Repairs to the replacement transmission were necessary only for problems that questionable, such as several rough teeth on the fan gear quill and a loose shoe bushing on the replaced clutch assembly. All internal parts were determined to be in serviceable condition. Refer to the component historical records for further details of this portion of the whole replacement action. Replacement was completed by removal of the M/R drive, control, and other related systems components then reinstallation of same after M/R transmission installation was completed. A new gasket was utilized between the mating surface of the adapter plate and the base of the transmission assembly. The transmission functioned normally with no signs of leakage or abnormal noises/vibrations during ground run testing following completion of this repair action. The aircraft component records were updated to reflect this replacement action. **Item 2.** Tested the cylinder head temperature system per customer request and found that the operation was intermittent when the probe lead was jiggled. A new probe assembly was given to the operator's mechanic for installation at his discretion. **No further airframe related discrepancies were detected at this time.** The aircraft was ground run and no fuel or oil systems leakage was detected. No excessive vibrations were detected in the drive system components, rotor systems, or the engine. All aircraft systems gave normal operational function & indications. For further details of this maintenance action refer to HSI W/O 3564 on file this repair station. -End-

I certify this aircraft has been repaired & tested in accordance with the manufacturers publications & FAR part 43 and was determined to be in airworthy condition with respect to the work performed at this time.

Signed: [REDACTED]

Kerby W. Neff - Chief Inspector For [REDACTED]
Helicopter Specialists, Inc. 10244 FM 1346 Adkins, Tx. 78101

Air Frame

DATE-5-1-2010

Hobbs-992.6

AC Total time-13846.0

Removed Tail Boom, EXT Tube, Tail Rotor Blades, Tail Rotor gear Box & drive shaft.

Removed paint From Tail Boom, T.R. shaft and EXT Tube.

Installed New drive shaft and EXT Tube Bearings and O ring Packings.

All work performed I-A-W Bell M/O For 1200 hr Insp. I certify That This Aircraft Has Been Inspected I/A/W A 100 hr Inspection and was Determined To Be in Airworthy Cond.

A/P

DATE _____ TT 13846.00

I CERTIFY THIS AIRCRAFT / ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.



HOWARD S. PINCKARD
A&P

Engine

DATE-5-1-2010

Hobbs-992.6

T.S.O - 985-6894.0 TO CORRECT LOG BOOK

Changed oil, checked Comp, Mag Timing, and oil screen. Filled with Aero Shell 100.

Ground run all checked OK.

I certify That This Engine Has Been Inspected I/A/W A 100 Hr Inspection and was determined To Be in Airworthy Cond.

A/P

DATE 042810 TT 13846:00

I CERTIFY THIS AIRCRAFT / ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.



HOWARD S. PINCKARD
A&P

JAN 29, 2013

AC TOTAL TIME 13852.0 HRS.

NO HOBS INSTALLED

AC WAS WASHED + CLEANED + GREASED. NEW ENG AIR SHROUD WAS INSTALLED SKID GEAR WAS REALIGNED TO CORRECT TOLERANCES. INSTALLED NEW OIL SUCTION LINE. PLUGGED ALL HOLES IN SEAT SECTION OF FIRE WALL. NEW PLUGS WERE INSTALLED IN THE INSTRUMENT PANEL. NEW AIR + HYD FILTERS WERE INSTALLED

Asst Aircraft Tech Time 13852.0 Hrs. Date 1/29/13
I certify that this Aircraft / Engine has been
Inspected in Accordance with ~~ANNEX~~ Inspection
and was Determined to be in Airworthy Condition

GLORY M. COLLIER

824.6
TSO 824.6 HRS

JAN 29, 2013

VO435AIF SN L-3322-3IC

ENG OIL DRAINED + 3 GAL'S OF AERO SHELL 100W WAS
INSTALLED. ENG OIL SCREEN CHECKED GOOD. NEW OIL FILTER
WAS INSTALLED. COMPRESSION CHECKED GOOD ON ALL CYLS. NEW
ENG DRAIN LINES WERE INSTALLED. BOTH LEFT + RT MAGS WERE
REMOVED OVERHAULED + REINSTALLED + TIMED TO ENG. PLUGS
WERE REMOVED CLEANED + REINSTALLED.

Asst Aircraft Tech Time 13852.0 Hrs. Date 1/29/13
I certify that this Aircraft / Engine has been
Inspected in Accordance with ~~ANNEX~~ Inspection
and was Determined to be in Airworthy Condition

GLORY M. COLLIER

Airframe

Nov 1, 2014

Hobbs 249.6

Aircraft Total Time 13875.2

Performed Spanwise Balance of M/R,
Replaced Hyd Filter, retorqued Transmission
to Helicopter Plot Bolts, checked and cleaned
gasolator screen, changed T/R Gear Box
oil, Installed Hobbs meter, Hobbs reading 249.6

I certify that This aircraft has
Been Inspected in Accordance with
A 100hr Inspection and was determined
To Be In Airworthy condition.

DATE 10 NOV 14 HOURS 13875.2
CERTIFY THAT THIS AIRCRAFT ENGINE HAS BEEN INSPECTED IN
ACCORDANCE WITH AN ANNUAL 100 HOUR INSPECTION AND
DETERMINED TO BE IN AIRWORTHY CONDITION.

March 20, 2015 Hobbs: 250.0
Installed Ag spray system and GPS according to
Simplex STC SH5CE, Windy change adjusted see
337, Aircraft operating in Restricted Cat,
returned to service.

Engine

Nov 1, 2014

Hobbs 249.6

Aircraft Total Time 13875.2 T.S.O. 847.8

checked Compression all Good, Drained oil and
cleaned oil screen checked good, New oil
Filter was installed, serviced with 12 quarts of
Aero Shell 100. Removed plugs cleaned and re-gapped
and reapped, checked Mag Timing All was Good.
Engine was cleaned and run all OK.

I certify That This Aircraft has Been
Inspected in Accordance with A
100 hr Inspection and was determined
To Be In Airworthy condition.

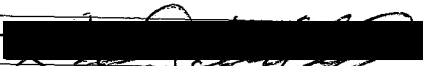
DATE 10 NOV 14 HOURS Tach: 13875.2
CERTIFY THAT THIS AIRCRAFT ENGINE HAS BEEN INSPECTED IN
ACCORDANCE WITH AN ANNUAL 100 HOUR INSPECTION AND
DETERMINED TO BE IN AIRWORTHY CONDITION.

ORDING 1	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
6.3	✓	13921.9	Lube all Controls Service all Sys. Install O.O 50H main Rotor Blades - 3 converted from -23. Static Balance and Rig. installed No Box Kit with new Blades per STC 5427225W. R ² Inlet Filter. R ² Hyd Filter. clean Hyd Vent filter. chg oil T/R Gearbox R ² Duplex Bearings. charge & service Battery. c/w 100HR & Annual Bell Check List. AD 62-23-02 Due @ 346 Hobbs Reading. →

YEAR 20 17 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Te Entries must be endorsed with Nam Repair Facility. (See back pages for
26	296.3	✓	13921.9	AD 72-02-05 Due 07-01 Due @ 1452 14159 TT. All ADS.
				I certify that this was inspected and inspection and to be in an airworthy
				Signed [Signature]

YEAR 2017 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
26 mon.	296.3	✓	13921.9	Lube all controls Service all Sys. Install 0.050H main Rotor Blades - 13 converted from -23. Static Balance and Rig. installed No Box Kit with new Blades per STC SH27725W. R ² Inlet filter. R ² Hyd filter. clean Hyd Vent filter. chg oil T/R Gearbox R ² Duplex Bearings. change & service Battery, c/w 160HR & Annual Bell Check List. AD 62-23-02 Due @ 346 Hobbs Reading. →

YEAR 2017 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Entries must be Repair Facility. (S
26 mon	296.3	✓	13921.9	AD 72-0 07-01 D 14159 II
				ICOT
				COO
				TRIP
				bo h
				Sigr

YEAR 20 <u>17</u> DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
26 mon	296.3	894.5 SMOIT	13921.9	Clean ROTATE Plugs. All C/Ly Compression above 110 PSI Run on. lube all controls. Clean Engine Check all Hardware. Change oil R ² oil filter. Aeroshell 15Wx50w CH109 Filter installed. All AD's current to 2017-06 I certify that this <u>Engine</u> was inspected IAW a <u>100 HR / Annual</u> inspection and was determined to be in an airworthy condition. Signed  

YEAR 20 <u>18</u> DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description Entries must Repair Facilit
15 Feb	297	895 SMOIT	13922	Lube System 2018-

Rating and Certificate Number of Technician or
(per specific entries.)

ugs. All Cyl Compression
on. Inube all Controls.
eck all Hardware, change
ter, Aeroshell 15Wx50w
talled. All Ad's current

Engine
10000 / Annual
and was determined to
worthy condition.

YEAR 20 <u>18</u> DATE	RECORDING TACH TIME	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
15 Feb	297	895	Lube all controls service all systems. All AD's current TO 2018-04
			I certify that this Engine was inspected IAW the Annual Inspection and were determined to be in an airworthy condition.
			Signed _____