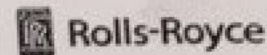


Inspection - Maintenance - Overhaul Record

Engine Assembly



Part IV
Page No. _____
Engine Model _____

Engine Serial Number _____

Date	Engine Time		Remarks	Signature	Organization
	Since OH	Total		Certificate No.	

LOG BOOK ENTRY

PAGE NO: 1

LOG ENTRY TYPE	A/F Log Entry	Engine Type: RR 250C208 Engine PN: 6887190 Engine SN: CAE-837101 Engine 2 PN: NI Engine 2 SN: NI			
DATE OF VALUING	08/10/2019	Airframe:	4499.30 hours	0.00 cycles (LDGS)	
AIRCRAFT TYPE	MD 500E	Engine 1:	4499.30 hours	3453.00 Ng cycles	0.00 starts
REGISTRATION	N8375F	Torque Events:	3044.00		
SERIAL NO	0588E	RINr:	102817.80		
JOB NO	142				

Jobs Title: FUEL NOZZLE-SUSPECT HANG START

Removed Fuel Nozzle P/N 23077068 S/N AG97485 Installed P/N M250-10603 S/N VN1ATE1937 all work done Ref: Rolls Royce Maintenance Manual

Jared Donahue

NAME: Jared Donahue

SIGNATURE

DATE: 08 Oct 2019

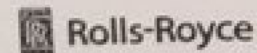
I certify that this aircraft/engine has been inspected
in accordance with 300 inspection
and was determined to be in airworthy condition.

A & P

10/8/19

44213

Inspection - Maintenance - Overhaul Record Engine Assembly

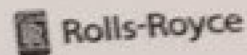


Part IV
Page No. _____
Engine Model _____

Engine Serial Number _____

Date	Engine Time		Remarks	Signature	Organization
	Since OH	Total		Certificate No.	
LOG BOOK ENTRY					
PAGE NO: 1					
LOG ENTRY TYPE	AP Log Entry	Engine Type: RR 250C208 Engine PN: 6687190 Engine SN: CAE-837101 Engine 2 PN: NI Engine 2 SN: NI			
DATE OF VALUE	03/10/2019	Airframe: 4499.30 hours 0.00 cycles (LDGS)			
AIRCRAFT TYPE	MD 500E	Engine 1: 4499.30 hours 3453.00 Ng cycles 0.00 starts			
REGISTRATION	N8375F	Torque Events: 3044.00			
SERIAL NO	05466	RINs: 102817.60			
JOB NO	141				
Jobs Title: FUEL CONTROL-HANG START @ 50% N1 Removed FCU P/N 23070606 S/N 318997 Installed P/N same S/N 335395 all work done Ref: Rolls Royce Maintenance Manual. Jared Donahue [REDACTED] NAME: Jared Donahue [REDACTED] DATE: 05 Oct 2019					

Inspection - Maintenance - Overhaul Record Engine Assembly



Part IV
Page No. _____
Engine Model _____

Engine Serial Number _____

Date	Engine Time		Remarks	Signature	Organization
	Since OH	Total		Certificate No.	
8/3/15		4449.7	I certify that this aircraft/engine has been inspected in accordance with <u>25 HR</u> inspection and was determined to be in airworthy condition. <u>A&P</u>		
9/6/15		4478.5	I certify that this aircraft/engine has been inspected in accordance with <u>25 HR</u> inspection and was determined to be in airworthy condition. <u>A&P</u>		

LOG BOOK ENTRY

AP Log Entry		Engine Type: RR-200C208	Engine P/N: 8807100	Engine S/N: C4E-407101	Engine 2 P/N: N/A	Engine 2 S/N: N/A
LOGBOOK TYPE	SP100010	Airframe	448.20 hours	5.00 cycles (C208)		
DATE OF ENTRY	8/3/15	Engine 1:	448.20 hours	240.00 cycles	5.00 cycles	
APC/ART TYPE	RR-200	Temp/Electric	2044.00			
APC/ART P/N	880710	Altitude	102817.00			
APC/ART S/N	10000					
APC/ART	140					

Job Title: BLEED VALVE DUE OVERHAUL

Relevant Bleed Valve P/N 22850171 S/N FF236752 installed Bleed Valve P/N same S/N FF420226 all work done Ref: Rolls Royce Maintenance Manual

Job Done By: [Redacted]

DATE: 03 Oct 2015

NAME: James Smith

SIGNATURE: [Redacted]

Assembly Record

Engine Accessories

 Rolls-Royce

Part VI
Page No. _____
Engine Model _____

Engine Serial Number CAE-837101

Nomenclature	Part Number	Serial Number	Installed		Removed		Reason
			Date	Eng TT	Date	Eng TT	
				Eng TSO		Eng TSO	
BLEED VALVE	23053176	FF296752	9/23/5	3000.4 NEW	10/3/19	4499.3 —	DUE OVERHAUL
FUEL CONTROL	23070606	HR59588	2/3/14	3165.4 NEW	8/6/19	4400 —	OVERHAUL
FUEL PUMP	6899253	T101567	2/21/17	3499.5 NEW			
GOVERNOR	23086749	HR48315	2/20/18	3902.2 NEW	1/26/19	4278.9 —	DROOPING - SHAFT FAILURE
GOVERNOR	MR50-10817	HC49338	1/24/19	4278.9 —			
FUEL CONTROL	23070606	3189917	8/6/19	4400 —	10/5/19	4499.3	HANG START @ 50%
BLEED VALVE	23053176	FF420295	10/3/19	4499.3 —			



Rolls-Royce

Assembly Record

Engine Accessories

Part VI

Page No. _____

Engine Model _____

Engine Serial Number _____

[illegible]

N8375F S/N 0586E Damage from Gun Fire Rounds 5/29/2016.

- **Tailboom-**
Bullet entered R/H side STA. 263 Exited STA. 264 area-Damaged AFT Tail Rotor Driveshaft.
- **Fuselage (upper aft section)-**
Bullet entered R/H side STA. 141 Exited STA. 145 area-Damaged FWD Tail Rotor Driveshaft.
- **Fuselage (lower bottom Eng area)-**
Entered bottom STA. 111 near drain tube. Exited STA. 118 damaging Center Beam / Hole in Web assembly in engine Compartment and damaged L/H rear Landing Gear Brace.
- **Main Rotor Blade-** Yellow-Bullet Hole @ STA. 152.5 (Orange section)

05/05/2020 10:57

1 PD



AERO STRUCTURAL SERVICES, L.L.C.
F.A.A. C.R.S. F8VR2340

7-25-16

MD HELICOPTER 369E S/N 0586E N8375F

FABRICATED AND INSTALLED EXTERNAL REPAIR DOUBLERS ON FUSELAGE SKIN PUNCTURES AT LOWER
F.S. 111.00 W.L. 0.0, L/H F.S. 118.00 W.L. 22.75, R/H F.S. 141.00 W.L. 59.0, AND L/H F.S. 145.00 W.L. 66.0

REF: MDHI 369 D/E/FF-500/600N SRM 53-00-00. AC43.13-1B CH4 SEC4

THE AIRFRAME OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH
CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED FOR RETURN
TO SERVICE WITH RESPECT TO WORK PERFORMED. ALL PERTINENT DETAILS ON AERO STRUCTURAL
SERVICES W.O. # 379861

SIGNED:

GLINN NORNHOLM

05/05/2020 11:03



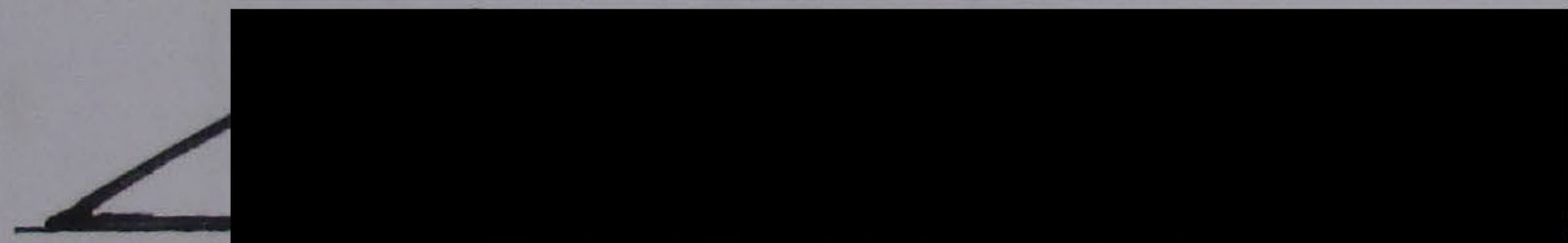
AERO STRUCTURAL SERVICES, L.L.C.
F.A.A. C.R.S. F8VR2340

10-13-16

MD HELICOPTER 369E S/N 0586E N8375F

FABRICATED AND INSTALLED REPAIR DOUBLER ON AFT LANDING GEAR FITTING WEB IAW MD
HELICOPTER INC ENGINEERING REPORT ER-16272CB WITH ATTACHED 8110-3

THE AIRFRAME OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH
CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED FOR RETURN
TO SERVICE WITH RESPECT TO WORK PERFORMED. ALL PERTINENT DETAILS ON AERO STRUCTURAL
SERVICES W.O. # 379986

SIGNED: 

GLENN NORNHOLM

05/05/2020 11:15

N 8375F

Clean M/R Blades using soap water, Inspect for corrosion and erosion, Clean up corrosion and erosion if possible, Apply Cossion X to Blades. Add 14 Days for next inspection due. **NOTE: DO NOT APPLY WD-40**

N8375F Preflight
SB369E-107R1

[illegible]

05/05/2020 11:18

3/7/2020

N8375F

Removed ELT P/N 453-5001 S/N 170-06579 for Mandatory "G" Switch replacement-Ref: ACR ARTEX
Service Bulletin SB1000

Unregistered ELT 15 DIGIT HEX ID: ADC64 98C41 C0761 from beaconregistration.noaa.gov

Steve Cowan [REDACTED]

05/05/2020 11:21

Aircraft: 75F

Maintenance Discrepancies

Year 2020Month MAY

Status	Date	Entry PR #	WO #	Description of Discrepancy	*Deferred	Date	Mechanic	Corrective Action
/	3/28/20	82057		FUEL SUMP DRAIN STUCK				

05/05/2020 11:36

Aircraft Registration 75F

Houston Police Air Support Division Aircraft Flight Log

Month/Year MAY/2020

Total TE _____

Next Inspection Due 4800/300HR

Date	PIC- PR#	FLT Hobbs Stop	Total *	Purpose of Flight	Eng. Starts (Cycles)	MX Hobbs Stop	Total *	Trend Check only GRD O.A.T./T.O.T.	TE **	Notes
	TFO- PR#	FLT Hobbs Start				MX Hobbs Start		FLT O.A.T./T.O.T.		
5/1	81390	5223.8	1.6	PATROL 1020-1200	1	4783.7	1.4	82 / 563	1	
	97568	5222.2				4782.3		75 / 675		
5/1	97568	5225.4	1.6	PATROL 1330-1500	2	4785.3	1.6	83 / 568	2	
	81390	5223.8				4783.7		77 / 678		
5/1	127958	5227.3	1.9	PATROL 2200-2330	1	4786.9	1.6	80 / 547	3	
	133939	5225.4				4785.3		70 / 669		
								/		
		5227.3				4786.9		/		
								/		
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05/05/2020 11:36

MD Helicopters, Inc.
 ROTORCRAFT LOG BOOK

ROTORCRAFT INSPECTION / MAINTENANCE LOG

PAGE _____

MODEL _____ SERIAL NO. _____

DATE	ROTORCRAFT HOURS	INSPECTION / MAINTENANCE DETAILS	SIGNATURE AND LICENSE NO.	INSPECTOR SIGNATURE AND LICENSE NO.
11/16/19	4576.1	I certify that this aircraft/engine has been inspected in accordance with <u>25 HR</u> inspection and was determined to be in airworthy condition.		
12/18/19	4599.4	I certify that this aircraft/engine has been inspected in accordance with <u>25/100</u> inspection and was determined to be in airworthy condition.		
1/19/20	4624.5	I certify that this aircraft/engine has been inspected in accordance with <u>25 HR</u> inspection and was determined to be in airworthy condition.		
1/30/20	4650.0	I certify that this aircraft/engine has been inspected in accordance with <u>25 HR</u> inspection and was determined to be in airworthy condition.		
2/23/20	4675.4	I certify that this aircraft/engine has been inspected in accordance with <u>25 HR</u> inspection and was determined to be in airworthy condition.		
3/18/20	4700.7	I certify that this aircraft has been inspected in accordance with ANNUAL inspection and was determined to be in airworthy condition.		
3/18/20	4700.7	I certify that this aircraft/engine has been inspected in accordance with <u>25/100</u> inspection and was determined to be in airworthy condition.		
3/30/20	4725.4	I certify that this aircraft/engine has been inspected in accordance with <u>25 HR</u> inspection and was determined to be in airworthy condition.		
4-1-20	4749.4	I certify that this aircraft/engine has been inspected in accordance with <u>25 HR</u> inspection and was determined to be in airworthy condition.		
4-18-20	4775.3	I certify that this aircraft/engine has been inspected in accordance with <u>25 HR</u> inspection and was determined to be in airworthy condition.		

05/05/2020 11:37

**MD Helicopters, Inc.
ROTORCRAFT LOG BOOK**

MODEL _____		SERIAL NO. _____		PAGE _____	
DATE	ROTORCRAFT HOURS	INSPECTION / MAINTENANCE DETAILS	SIGNATURE AND LICENSE NO.	INSPECTOR SIGNATURE AND LICENSE NO.	

LOG BOOK ENTRY

PAGE NO: 1

LOG ENTRY TYPE:	A/F Log Entry	Engine Type: RR 250C20B Engine PN: 6887190 Engine SN: CAE-837101 Engine 2 PN: Nil Engine 2 SN: Nil			
DATE OF VALUES:	19/10/2019	Airframe: 4524.70 hours	0.00 cycles (LDGS)		
AIRCRAFT TYPE:	MD 500E	Engine 1: 4524.70 hours	3494.00 Ng cycles	0.00 starts	
REGISTRATION:	N8375F	Torque Events: 3113.00			
SERIAL NO:	0586E	RINs: 104325.00			
JOB NO:	146				

Jobs Title: T/R PITCH CONTROL BEARING (SWASHPLATE BEARING WORN (SLO

Removed Tail Rotor Pitch Control Assy P/N 369D21800-501 Installed New P/N AM369D21800-501 Tail Rotor Pitch Control Assy. all work done Ref MD Helicopters Maintenance Manual.

Hector Rodriguez [REDACTED]

NAME: Hector Rodriguez

SIGNATURE: [REDACTED]

DATE: 19 Oct 2019

LOG BOOK ENTRY

PAGE NO: 1

LOG ENTRY TYPE:	A/F Log Entry	Engine Type: RR 250C20B Engine PN: 6887190 Engine SN: CAE-837101 Engine 2 PN: Nil Engine 2 SN: Nil			
DATE OF VALUES:	01/11/2019	Airframe: 4544.80 hours	0.00 cycles (LDGS)		
AIRCRAFT TYPE:	MD 500E	Engine 1: 4544.80 hours	3494.00 Ng cycles	0.00 starts	
REGISTRATION:	N8375F	Torque Events: 3113.00			
SERIAL NO:	0586E	RINs: 104325.00			
JOB NO:	149				

Jobs Title: OIL COOLER BLOWER BEARINGS FAILED

Removed Oil Cooler Blower Assy S/N NSN-11012019 Installed Oil Cooler Blower Assy P/N 369D25630-101 S/N NSN-013115 all work done Reference MD Helicopters Maintenance Manual.

anh Nguyen [REDACTED]

NAME: Thanh Nguyen

[REDACTED SIGNATURE]

DATE: 01 Nov 2019

05/05/2020 11:38

11/2/19

I certify that this aircraft/engine has been inspected
in accordance with [REDACTED] inspection
and was determined to be in airworthy condition.

A & P

I certify that this aircraft/engine has been inspected
in accordance with 25 Hour inspection
and was determined to be in airworthy condition.

[REDACTED]

MD Helicopters, Inc.
ROTORCRAFT LOG BOOK
ROTORCRAFT INSPECTION / MAINTENANCE LOG

MODEL	SERIAL NO.	PAGE
DATE	ROTORCRAFT HOURS	INSPECTION / MAINTENANCE DETAILS
		SIGNATURE AND LICENSE NO.
		INSPECTOR SIGNATURE AND LICENSE NO.

LOG BOOK ENTRY

PAGE NO: 1

LOG ENTRY TYPE:	A/F Log Entry	Engine Type: RR 250C20B	Engine PN: 6887190	Engine SN: CAE-837101	Engine 2 PN: Nil	Engine 2 SN: Nil
DATE OF VALUES:	03/10/2019	Airframe:	4499.30 hours	0.00 cycles (LDGS)		
AIRCRAFT TYPE:	MD 500E	Engine 1:	4499.30 hours	3453.00 Ng cycles	0.00 starts	
REGISTRATION:	N8375F	Torque Events:	3044.00			
SERIAL NO:	0586E	RINs:	102817.60			
JOB NO:	137					

Jobs Title: T/R BLADES-CORROSION / EROSION

Removed Tail Rotor Blades P/N 369D21640-507 (500P3100-105) S/N 6084-C232, 6084-C233 Installed New Tail Rotor Blades P/N 500P3100-105 S/N D582, D584. all work done Ref: MD Helicopters Maintenance Manual.

Hector Rodriguez

NAME: Hector Rodriguez

SIGNATURE:

DATE: 03 Oct 2019

10/8/19	4499.3	I certify that this aircraft/engine has been inspected in accordance with <u>300HIC</u> inspection and was determined to be in airworthy condition.		
10/19/19	4500.7	I certify that this aircraft/engine has been inspected in accordance with <u>2544</u> inspection and was determined to be in airworthy condition.		
05/05/2020 11:40				

MD Helicopters, Inc.
 ROTORCRAFT LOG BOOK
ROTORCRAFT INSPECTION / MAINTENANCE LOG

MODEL	SERIAL NO.	PAGE	DATE	ROTORCRAFT HOURS	INSPECTION / MAINTENANCE DETAILS	SIGNATURE AND LICENSE NO.	INSPECTOR SIGNATURE AND LICENSE NO.
			8/31/19	4449.7	I certify that this aircraft/engine has been inspected in accordance with <u>25 HR</u> inspection and was determined to be in airworthy condition.		
			9/11/19	4474.5	I certify that this aircraft/engine has been inspected in accordance with <u>25 HR</u> inspection and was determined to be in airworthy condition.		

LOG BOOK ENTRY

PAGE NO: 1

LOG ENTRY TYPE:	A/F Log Entry	Engine Type: RR 250C20B Engine PN: 6887190 Engine SN: CAE-837101 Engine 2 PN: Nil Engine 2 SN: Nil
DATE OF VALUES:	03/10/2019	Airframe: 4499.30 hours 0.00 cycles (LDGS)
AIRCRAFT TYPE:	MD 500E	Engine 1: 4499.30 hours 3453.00 Ng cycles 0.00 starts
REGISTRATION:	N8375F	Torque Events: 3044.00
SERIAL NO:	0586E	RINs: 102817.60
JOB NO:	139	

Jobs Title: OR CLUTCH DUE OVERHAUL

Removed O/R Clutch P/N 369F5450-5 S/N 7604-0522 Installed P/N same S/N 7604-0483 all work done Ref: MD Helicopters Maintenance Manual.

Roberto Salinas

NAME: Roberto Salinas

SIGNATURE

DATE: 03 Oct 2019

LOG BOOK ENTRY

PAGE NO: 1

LOG ENTRY TYPE:	A/F Log Entry	Engine Type: RR 250C20B Engine PN: 6887190 Engine SN: CAE-837101 Engine 2 PN: Nil Engine 2 SN: Nil
DATE OF VALUES:	03/10/2019	Airframe: 4499.30 hours 0.00 cycles (LDGS)
AIRCRAFT TYPE:	MD 500E	Engine 1: 4499.30 hours 3453.00 Ng cycles 0.00 starts
REGISTRATION:	N8375F	Torque Events: 3044.00
SERIAL NO:	0586E	RINs: 102817.60
JOB NO:	138	

Jobs Title: STARTER/GEN BRUSHES WORN

Removed Starter/Gen P/N 369A4550-11 S/N 11631 Installed P/N same S/N 9789 all work done Ref: MD Helicopters Maintenance Manual.

Jared Donahue

NAME: Jared Donahue

DATE: 03 Oct 2019

05/05/2020 11:40

4/1/19 15150N

MD Helicopters, Inc.
 ROTORCRAFT LOG BOOK
ROTORCRAFT INSPECTION / MAINTENANCE LOG

MODEL _____ SERIAL NO. _____ PAGE _____

DATE	ROTORCRAFT HOURS	INSPECTION / MAINTENANCE DETAILS	SIGNATURE AND LICENSE NO.	INSPECTOR SIGNATURE AND LICENSE NO.
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MD HELICOPTERS INC 369E S/N 0586E N8375F DATE 07-19-2019

MX HOBBS
4364.7

Removed:	Part Number	FS	Installed:	Part Number	FS
A) META MAP	AEC6920	113.00	A) ARS700	ARS700	113.00
B) FLIR 8500 ECU	19205-201	114.00	B) FLIR 380HD	3290008-7	91.00
C) SX-16 GIMBAL	019059-110	91.00	C) SX-16 GIMBAL	019059-110	114.00
D) FLIR HAND CTL	19244-206	51.00	D) FLIR HAND CTL	3204853-10	51.00
E) LIU	3205580	50.00	E) LIU	LIU0817	40.00
F) GPS ANT	GPS 18X-5HZ	33.80	F) GPS ANT	3210685-2	33.80
G) DEB	FDAID-DEB-SM	50.00	G) ETHERNET SW	SW-504	100.00
H) DISPLAY	FD90AID-T-00	40.00			
I) FLIR BOX	19206-200	108.4			
J) DVR RECORDER	AVR8140-8	50.50			

Removed Flight Displays Flipper Monitor, DEB, DVR recorder, META MAP Computer, GPS Antenna, FLIR 8500 Camera, Remote Box, LIU and Hand CTL. Moved SX-16 searchlight from RH FWD Hard Point to RH AFT Hard Point. Installed FLIR Star Safire 380HD camera on RH FWD Hard Point, LIU in place of Flipper Monitor, Hand CTL in place on removed Hand CTL, GPS Antenna in place of removed Antenna and ARS700 MAP Computer in place of META MAP Computer.

All work done in accordance with TE-5510-ARS700 and TE-5520-380HD, DER 8110-3 dated 07-19-2019 for electrical. Structural Drawing----, 8110-3 dated 07-19-2019. AC43.13-1B Section 7-14 through 17, 7-63 and 64, 11-47 through 51, 11-66 through 69, 11-76 through 78, 11-85 through 89, 11-100, 11-106, 11-205 through 210, 11-214 and 215, 12-1, 12-8 through 9a, d, f, 12-10 through 20 and AC43-13.2B Chapter 2 section 200-204.

Ground tests were performed to verify that normal operation of the aforementioned equipment does not adversely affect the operation of any previously installed equipment/systems per 14 CFR 27.1301. Ref. WO # 21795. Weight and Balance revised. Equipment List Revised.

See 337 dated 07-19-2019 for installation.

The aircraft and/or component listed on this WO 21795 was repaired and inspected IAW current FAA regs and is approved for return to service. Temple Electronics Co. Inc. CRS XD1R608K

Signe

[Redacted Signature]

7/30/19	4374.9	I certify that this aircraft/engine has been inspected in accordance with <u>25 HOUR</u> inspection and was determined to be in airworthy condition. [Redacted Signature] A & P [Redacted]
8-14-19	4400.0	I certify that this aircraft/engine has been inspected in accordance with <u>25/100/200</u> inspection and was determined to be in airworthy condition. [Redacted Signature] A & P [Redacted]
8-24-19	4425.0	I certify that this aircraft/engine has been inspected in accordance with <u>25 HR</u> inspection and was determined to be in airworthy condition. [Redacted Signature] A & P [Redacted]

05/05/2020 11:41

MD Helicopters, Inc.
ROTORCRAFT LOG BOOK
ROTORCRAFT COMPLIANCE LOG

SERIAL NO.

PAGE

[illegible]

05/05/2020 11:58

N 8375 ✓

Kyle Engelt

MD Helicopters, Inc.
ROTORCRAFT LOG BOOK
ROTORCRAFT COMPLIANCE LOG

MODEL

SERIAL NO.

PAGE

DATE	AD NUMBER	SERVICE BULLETIN / INFORMATION NUMBER	DATE / HOURS AT COMPLIANCE	DATE / HOURS AT NEXT COMPLIANCE (RECURRING)	SUBJECT AND COMPLIANCE DETAILS	SIGNATURE AND LICENSE NO.
8 Aug 19		SB369E121	4400	4500	M/R Blade Root Fitting	
8-14-19	88-17-09R	EN39 PT III	4400	4425	T/R XMSN Mount Studs	
8-14-19	88-17-09R	EN39 PT IV	4400	4500	T/R XMSN Mount Stud Torque Insp.	
8-14-19	94-24-04	EN78 PT III	4400	4500	T/R Pitch Control Locknut	
8/24/19	88-17-09R	EN39 PT III	4425	4450	T/R XMSN Mount Studs	
8/31/19	88-17-09R	EN39 PT III	4449.7	4475.0	T/R XMSN MOUNT STUDS	
9/16/19	88-17-09R	EN39 PT III	4474.5	4500.0	T/R XMSN mount studs	
10-2-19	88-17-09R	EN39 PT III	4499.3	4525.0	T/R XMSN mount studs.	
10-2-19	94-24-04	EN-78 PT III	4499.3	4600.0	T/R Pitch Control Lock nut.	
10-3-19		369E121	4499.3	4600.0	MAIN Rotor Blade root fitting	
10-3-19	890201	EN44	4499.3	4600.0	Main Rotor Hub Strap Pack.	
10-3-19	96-10-09	EN81	4499.3	4600.0	Main Rotor Blade Inspection	
10-3-19	19-05-04	SB369E-119 HTC 2100-9	4499.3	4600.0	Main Rotor Blade Inspection	
10/8/19		SB369E-110R2	4499.3	4600.0	Visual Insp. Slippage mark on gear	
10/8/19					ENTERED IN ERROR c/c	
10/19/19	88-17-09R	EN39 PART III	4524.7	4550	T/R XMSN mount studs	
11/2/19	88-17-09R	EN39 PT III	4549.6	4525.0	T/R XMSN mount studs.	
✓ 11/15/19	88-17-09R	EN39R PT III	4574.6	4600.0	T/R XMSN mount studs.	
12-18-19	88-17-09R	EN39 PART III	4599.4	4700.0	T/R XMSN mount studs	
12-18-19	19-05-04	SB369E-119 HTC 2100-9	4599.4	4700.0	Main Rotor Blade inspections	
12-18-19	96-10-09	EN-81	4599.4	4700.0	Main Rotor Blade inspection	
12-18-19		SB369E121	4599.4	4700.0	Main Rotor Blade Root fitting	
12-18-19	89-0201	EN44	4599.4	4700.0	Main Rotor Hub strap Pack	
12-18-19	94-24-01	EN78	4599.4	4700.0	T/R Pitch control Locknut	
12-18-19		SB369E 110R2	4599.4	4700.0	Visual Slippage MARK ON GEARSHA	
1-19-20	88-17-09R	EN39 PART III	4624.5	4649.5	T/R XMSN MOUNT STUDS	
1-30-20	88-17-09R	EN39 PT III	4650.0	4675.0	T/R XMSN Mount Studs	
2-23-20	88-17-09R	EN39 PT III	4675.4	4700.0	T/R XMSN Mount Studs	
✓ 03-12-20	88-17-09R	EN39 PART III/IV	4700.7	4800.0	T/R XMSN MOUNT STUDS	
✓ 03-12-20	94-24-04	EN78 PART III	4700.7	4800.0	T/R PITCH CONTROL LOCKNUT	
03-12-20	88-17-09R	EN44 PART II	4700.7	4800.0	MAIN ROTOR HUB STRAP PACK	
✓ 3-15-20		SB 369E 110R2	4700.7	4800.0	Visual Slippage Mark on	
✓ APR 20	96-10-09	EN-81	4700.7	4800.0	M/R Blade Insp	

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Revision 2

MD Helicopters, Inc.
 ROTORCRAFT LOG BOOK
ROTORCRAFT COMPLIANCE LOG

MODEL 369E

SERIAL NO. 0586E

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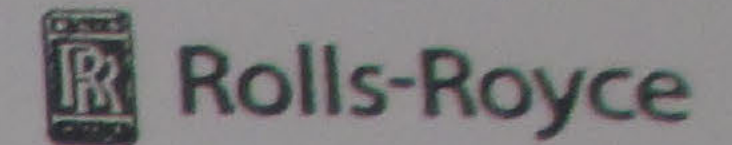
DATE	AD NUMBER	SERVICE BULLETIN / INFORMATION NUMBER	DATE / HOURS AT COMPLIANCE	DATE / HOURS AT NEXT COMPLIANCE (RECURRING)	SUBJECT AND COMPLIANCE DETAILS
7-9-18	88-17-09	EN 39 PART III	4074.5	4100.0	T/R XMSN MOUNT STUDS
8-6-18	88-17-09	EN 39 PART III	4099.9	4100.0	T/R XMSN MOUNT STUDS
8-6-18	89-02-01	EN 44 PART II	4099.9	4200.0	MAIN Rotor Hub Strap Assy
8-6-18	96-10-09	EN 81	4099.9	4200.0	MAIN Rotor Blade
8-6-18	94-24-04	EN 78 PART III	4099.9	4200.0	T/R Pitch Control Lock Nut
8-6-18		SB 369E-119 HTE-2100-9	4099.9	4200.0	GAS PRODUCER GEARSHAFT INSPECTION
8/8/18		SB 369E-119 HTE-2100-9	4099.9	4200.0	M/R BLADES FOR CRACKS
31 Aug 18	88-17-09	EN 39 PART III	4125.5	4150.0	T/R XMSN MOUNT STUDS
14 OCT 18	88-17-09	EN 39 PART III	4148.7	4175.0	T/R XMSN MOUNT STUDS
10/20/18	88-17-09	EN 39 PART III	4175.2	4200.0	T/R XMSN MOUNT STUDS
11-29-18	94-24-04	EN 78 PART III	4200.3	4300.0	T/R Pitch Control Insp.
11-30-18	88-17-09	EN 39 PART III + IV	4200.3	4225.0	T/R Mount Studs Insp.
12-18-18	96-10-09	EN 81	4200.3	4300.0	M/R Blade Inspection
12-18-18		SB 369E-119 HTE-2100-9	4200.3	4300.0	M/R Blade Insp. For Cracks
12/21/18	89-02-01	EN 44	4200.3	4300.0	M/R STRAP PACK LAMINATION
12/21/18		SB 369E-119 HTE-2100-9	4200.3	4300.0	GAS PRODUCER GEARSHAFT SLIPPAGE
1-4-19	88-17-09	EN 39 PART III	4225.2	4250.0	T/R Mount Studs
1/12/19	88-17-09	EN 39 PART III	4249.7	4295	T/R XMSN MOUNT STUDS
1/25/19	88-17-09	EN 39 PART III	4274.5	4300	T/R XMSN MOUNT STUDS
2-18-19	88-17-09	EN 39 PART III	4299.9	4325.0	T/R XMSN MOUNT STUDS
2-18-19	94-24-04	EN 78 PART III	4299.9	4400	T/R Pitch control Insp.
2-18-19	89-02-01	EN 44 PART II	4299.9	4400	M/R HUB STRAP PACK ASSY
2-18-19	96-10-09	EN 81	4299.9	4400	M/R BLADE INSPECTION
2-19-19		SB 369E-119 HTE-2100-9	4299.9	4400.0	GAS PRODUCER GEARSHAFT INSPECTION
2-19-19	88-17-09	EN 39 PART III	4299.9	4400.0	T/R XMSN MOUNT STUD TORQUE INSP.
2/18/19		SB 369E-119 HTE-2100-9	4299.9	4400.0	M/R BLADE INSP CRACKS
3/22/19	88-17-09	EN 39 PART III	4323.0	4348.0	T/R XMSN MOUNT STUDS
3/23/19	88-17-09	EN 39 PART III	4326.2	4350.0	T/R XMSN MOUNT STUDS
4-9-19	88-17-09	EN 39 PART III	4349.7	4375.0	T/R XMSN Mount Studs
7/30/19	88-17-09	EN 39 PART III	4374.2	4399.2	T/R XMSN MOUNT STUDS
8 Aug 19	89-02-01	EN 44	4400.0	4500	M/R Hub strap Pack
8 Aug 19	96-10-09	EN 81	4400.0	4500	Main Rotor Blade Insp
8 Aug 19		SB 369E-119 HTE-2100-9	4400.0	4500	Main Rotor Blade Insp
8 Aug 19		SB 369E-119 HTE-2100-9	4400.0	4500	Visual Slippage Mark on Gear shaft

CSP-RLB-L8

Revision 2

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Inspection - Maintenance - Overhaul Record Engine Assembly



Engine Serial Number _____

Part IV
Page No. _____

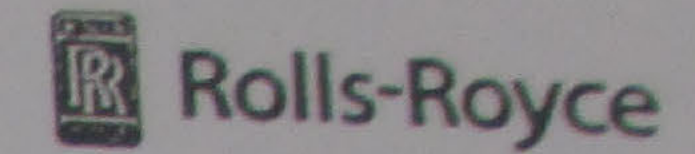
Engine Model _____

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Date	Engine Time		Remarks	Signature	Organization
	Since OH	Total		Certificate No.	
3/18/20		4700.7	I certify that this aircraft/engine has been inspected in accordance with <u>25/100</u> inspection and was determined to be in airworthy condition. _____ A & P _____		
3/31/20		4725.4	I certify that this aircraft/engine has been inspected in accordance with <u>25 Hr</u> inspection and was determined to be in airworthy condition. _____ A & P _____		
4/17/20		4749.4	I certify that this aircraft/engine has been inspected in accordance with <u>23 Hr</u> inspection and was determined to be in airworthy condition. _____ A & P _____		
4/28/20		4775.3	I certify that this aircraft/engine has been inspected in accordance with <u>23 Hr</u> inspection and was determined to be in airworthy condition. _____ A & P _____		

Inspection - Maintenance - Overhaul Record

Engine Assembly



Part IV
Page No. _____
Engine Model _____

Engine Serial Number _____

Date	Engine Time		Remarks	Signature	Organization
	Since OH	Total		Certificate No.	
10/19/19		4524.7	I certify that this aircraft/engine has been inspected in accordance with <u>25 HR</u> inspection and was determined to be in airworthy condition. [Redacted] A & P [Redacted]		
11/2/19		4549.6	I certify that this aircraft/engine has been inspected in accordance with <u>25 HR</u> inspection and was determined to be in airworthy condition. [Redacted] A & P [Redacted]		
11/16/19		4576.1	I certify that this aircraft/engine has been inspected in accordance with <u>25 HR</u> inspection and was determined to be in airworthy condition. [Redacted] A & P [Redacted]		
12/18/19		4599.4	I certify that this aircraft/engine has been inspected in accordance with <u>25/100/200</u> inspection and was determined to be in airworthy condition. [Redacted] A & P [Redacted]		
1/19/20		4624.5	I certify that this aircraft/engine has been inspected in accordance with <u>25 HR</u> inspection and was determined to be in airworthy condition. [Redacted] A & P [Redacted]		
1/30/20		4650.0	I certify that this aircraft/engine has been inspected in accordance with <u>25 HR</u> inspection and was determined to be in airworthy condition. [Redacted] A & P [Redacted]		
2-23-20		4675.4	I certify that this aircraft/engine has been inspected in accordance with <u>25 HR</u> inspection and was determined to be in airworthy condition. [Redacted] A & P [Redacted]		

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Maintenance Tracking Report

GENERAL DETAILS

Aircraft Type:	MD 500E	Fuel:	Jet A1 (0.8 Kg/L)	Engine Type:	RR 250C20B
Aircraft Fleet:		Fuel Burn:	0.00 L/Hr	Engine PN:	6887190
Registration:	N8375F	Empty Weight: MAUW	0.00 Kg	Engine SN:	CAE-837101
Callsign:	75 Fox	Weight:	3000.00 Kg	Engine 2 PN:	Nil
Serial No:	0586E	Company:	Houston Police Department	Engine 2 SN:	Nil

MAINTENANCE

Date of Values:	01/05/2020		
Airframe:	4782.30 hours	0.00 cycles (LDGS)	0.00 landings
Engine 1:	4782.30 hours	3623.00 Ng cycles	0.00 starts
Torque Events:	3356.00		
RINs:	110020.00		

Maintenance Tracking Report

Aircraft Registration:	N8375F	Date:	01/05/2020	Page No:	2
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Inspection							
Type	Inspection	Reference	Period	Last Done	Next Due	Remaining	
Airframe Inspection	FLIR ADAPETER AFM-DTFLR-1	1750 hr HMI 23069745-TURBINE C20B-A250(CAT-80920)	5 Years	08/31/2019	08/31/2024	1577 Days	
Airframe Inspection	FLIR ADAPETER AFM-DTFLR-1		3000 Airframe Hours	4400.00	7400.00	2617.70 Hours	
Engine Scheduled	1750 hr HMI		1750 Airframe Hours	3187.90	4937.90	155.60 Hours	
General	25 hr.		25 Airframe Hours	4775.30	4800.30	18.00 Hours	
General	100 hr. insp.		100 Airframe Hours	4700.70	4800.70	18.40 Hours	
General	300 hr. insp.		300 Airframe Hours	4499.30	4799.30	17.00 Hours	
General	M/R Damper Insp		300 Airframe Hours	4499.30	4799.30	17.00 Hours	
General	Cyclic C/S Check		600 Airframe Hours	4200.30	4800.30	18.00 Hours	
General	Facet oil Filter B/P Check (Engine)		600 Airframe Hours	4200.30	4800.30	18.00 Hours	
General	M/R XSMN Oil Change		600 Airframe Hours	4700.70	5300.70	518.40 Hours	
General	M/R XSMN Oil Change		12 Months	03/18/2020	03/18/2021	315 Days	
General	T/R XSMN Oil Change		300 Airframe Hours	4499.30	4799.30	17.00 Hours	
General	T/R XSMN Oil Change		12 Months	10/05/2019	10/05/2020	151 Days	
General	Battery Cap Check		9 Months	10/05/2019	07/05/2020	59 Days	
General	Annual Insp.		12 Months	03/18/2020	03/18/2021	315 Days	
General	Fire Extinguisher		12 Months	07/01/2019	07/01/2020	55 Days	
General	Xponder/Altimeter Check		24 Months	12/14/2018	12/14/2020	221 Days	
General	M/R HUB R/P		2770 Airframe Hours	4200.30	6970.30	2188.00 Hours	
General	M/R HUB R/P		24 Months	12/21/2018	12/21/2020	228 Days	
General	M/R S/P R/P		2770 Airframe Hours	4200.30	6970.30	2188.00 Hours	
General	M/R S/P R/P		24 Months	12/21/2018	12/21/2020	228 Days	
General	T/R S/P R/P		2770 Airframe Hours	4299.90	7069.90	2287.60 Hours	
General	T/R S/P R/P		24 Months	02/26/2019	02/26/2021	295 Days	
General	300 hr. / AFS Air Filters Insp - Engine		300 Airframe Hours	4499.30	4799.30	17.00 Hours	
General	Engine 100 hr.		100 Airframe Hours	4700.70	4800.70	18.40 Hours	
General	Engine 200 hr.		200 Airframe Hours	4599.40	4799.40	17.10 Hours	
General	Engine 300 hr.		300 Airframe Hours	4499.30	4799.30	17.00 Hours	
General	Compressor Case Half Insp 1750 hr.		1750 Airframe Hours	3499.50	5249.50	467.20 Hours	
Components							
Part No.	Description	Serial No.	Life At Install	Period	Last Done	Next Due	Remaining
6887190	RR 250C20B	CAE-837101	0.00	On Condition	N/A	On Condition	N/A
M250-10603 (OH)	Fuel nozzle	VN1ATE1937	0.00	2500 Airframe Hours	4499.30	6999.30	2217.00 OH
M250-10817 (OH)	GOVERNOR	HR49338	298.90	2000 Airframe Hours	4278.90	5980.00	1197.70 Hours OH
23053176 (OH)	Bleed valve	FF420295	0.00	1500 Airframe Hours	4499.30	5999.30	1217.00 Hours OH
6890550	COMPRESSOR ASSY A250-C20B	CAC-38713F	2.50	3500 Airframe Hours	3499.50	6997.00	2214.70 Hours
6890550 (R)	COMPRESSOR ASSY A250-C20B	CAC-38713F	17.00	100000 Engine1 Ng Cycles	2715.00	102698.00	99075.00 Cycles R
23079638 (R)	Impeller	KR117836	17.00	9150 Engine1 Ng Cycles	2715.00	11848.00	8225.00 Cycles R
23079638 (R)	Impeller	KR117836	2.50	3550 Airframe Hours	3499.50	7047.00	2264.70 Hours R
23070606 (OH)	FUEL CONTROL	335395	691.40	2500 Airframe Hours	4499.30	6307.90	1525.60 Hours OH
2539509 (R)	FCU STRAINER (FILTER)	n/a	691.40	1500 Airframe Hours	4499.30	5307.90	525.60 Hours R
23074705	Fuel pump	T101567	0.00	3500 Airframe Hours	3499.50	6999.50	2217.20 Hours

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6894171	GEARBOX C20	CAG-42582	0.00	5250 Airframe Hours	0.00	5250.00	467.70 Hours
23069745 (OH)	TURBINE C20B-A250	CAT-80920	912.00	3500 Airframe Hours	4099.90	6687.90	1905.60 Hours OH
23069745 (R)	TURBINE C20B-A250	CAT-80920	1227.00	100000 Engine1 Ng Cycles	3158.00	101931.00	98308.00 Cycles R
M250-10223 (R)	Turbine wheel, 1st stage	X613701	912.00	1775 Airframe Hours	4099.90	4962.90	180.60 Hours R
M250-10223 (R)	Turbine wheel, 1st stage	X613701	823.00	3000 Engine1 Ng Cycles	3158.00	5335.00	1712.00 Cycles R
23073854 (R)	Turbine wheel, 2nd stage	X622257	912.00	1775 Airframe Hours	4099.90	4962.90	180.60 Hours R
23073854 (R)	Turbine wheel, 2nd stage	X622257	823.00	3000 Engine1 Ng Cycles	3158.00	5335.00	1712.00 Cycles R
23065818 (R)	Turbine wheel, 3rd stage	X628109	912.00	4550 Airframe Hours	4099.90	7737.90	2955.60 Hours R
23065818 (R)	Turbine wheel, 3rd stage	X628109	823.00	6000 Engine1 Ng Cycles	3158.00	8335.00	4712.00 Cycles R
23055944 (R)	Turbine wheel, 4th stage	X609736	912.00	4550 Airframe Hours	4099.90	7737.90	2955.60 Hours R
23055944 (R)	Turbine wheel, 4th stage	X609736	823.00	6000 Engine1 Ng Cycles	3158.00	8335.00	4712.00 Cycles R
369D21200-503 (OH)	MAIN ROTOR HUB ASSEMBLY	276	0.00	2770 Airframe Hours	2770.10	5540.10	757.80 Hours OH
369D21201 (R)	HUB SUBASSEMBLY - MAIN ROTOR	5009-0271	1644.00	8900 Airframe Hours	2770.10	10026.10	5243.80 Hours R
369D21300-501 (R)	PITCH HOUSING ASSEMBLY - MAIN ROTOR HUB	008158-4457	4314.00	9100 Airframe Hours	2770.10	7556.10	2773.80 Hours R
369D21300-501 (R)	PITCH HOUSING ASSEMBLY - MAIN ROTOR HUB	5432-6429	0.00	9100 Airframe Hours	2770.10	11870.10	7087.80 Hours R
369D21300-501 (R)	PITCH HOUSING ASSEMBLY - MAIN ROTOR HUB	008158-3481	4343.50	9100 Airframe Hours	2770.10	7526.60	2744.30 Hours R
369D21300-501 (R)	PITCH HOUSING ASSEMBLY - MAIN ROTOR HUB	5432-5651	4414.50	9100 Airframe Hours	2770.10	7455.60	2673.30 Hours R
369D21300-501 (R)	PITCH HOUSING ASSEMBLY - MAIN ROTOR HUB	5432-6422	0.00	9100 Airframe Hours	2770.10	11870.10	7087.80 Hours R
369D21210-501 (R)	RETENTION STRAP ASSEMBLY MAIN ROTOR HUB	5145-Y878	0.00	2770 Airframe Hours	2770.10	5540.10	757.80 Hours R
369D21210-501 (R)	RETENTION STRAP ASSEMBLY MAIN ROTOR HUB	5145-Y879	0.00	2770 Airframe Hours	2770.10	5540.10	757.80 Hours R
369D21210-501 (R)	RETENTION STRAP ASSEMBLY MAIN ROTOR HUB	5145-Y880	0.00	2770 Airframe Hours	2770.10	5540.10	757.80 Hours R
369D21210-501 (R)	RETENTION STRAP ASSEMBLY MAIN ROTOR HUB	5145-Y881	0.00	2770 Airframe Hours	2770.10	5540.10	757.80 Hours R
369D21210-501 (R)	RETENTION STRAP ASSEMBLY MAIN ROTOR HUB	5145-Y882	0.00	2770 Airframe Hours	2770.10	5540.10	757.80 Hours R
369D21220 (R)	BOLT - LEAD-LAG HUB - MAIN ROTOR	5787-3728	0.00	6120 Airframe Hours	2770.10	8890.10	4107.80 Hours R
369D21220 (R)	BOLT - LEAD-LAG HUB - MAIN ROTOR	5787-3780	0.00	6120 Airframe Hours	2770.10	8890.10	4107.80 Hours R
369D21220 (R)	BOLT - LEAD-LAG HUB - MAIN ROTOR	5787-3853	0.00	6120 Airframe Hours	2770.10	8890.10	4107.80 Hours R
369H1203-51 (R)	LINK ASSEMBLY - LEAD LAG HUB MAIN ROTOR	5009-0288	1644.00	11080 Airframe Hours	2770.10	12206.10	7423.80 Hours R
369H1203-51 (R)	LINK ASSEMBLY - LEAD LAG HUB MAIN ROTOR	5009-0289	1644.00	11080 Airframe Hours	2770.10	12206.10	7423.80 Hours R
369H1203-51 (R)	LINK ASSEMBLY - LEAD LAG HUB MAIN ROTOR	5009-0290	1644.00	11080 Airframe Hours	2770.10	12206.10	7423.80 Hours R

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369H1203-51 (R)	LINK ASSEMBLY - LEAD LAG HUB MAIN ROTOR	5009-0294	1644.00	11080 Airframe Hours	2770.10	12206.10	7423.80 Hours R
369H1203-51 (R)	LINK ASSEMBLY - LEAD LAG HUB MAIN ROTOR	5009-0299	1644.00	11080 Airframe Hours	2770.10	12206.10	7423.80 Hours R
369H1203-51 (R)	LINK ASSEMBLY - LEAD LAG HUB MAIN ROTOR	5009-0302	1644.00	11080 Airframe Hours	2770.10	12206.10	7423.80 Hours R
369H1203-51 (R)	LINK ASSEMBLY - LEAD LAG HUB MAIN ROTOR	5009-0305	1644.00	11080 Airframe Hours	2770.10	12206.10	7423.80 Hours R
369H1203-51 (R)	LINK ASSEMBLY - LEAD LAG HUB MAIN ROTOR	5009-0306	1644.00	11080 Airframe Hours	2770.10	12206.10	7423.80 Hours R
369H1203-51 (R)	LINK ASSEMBLY - LEAD LAG HUB MAIN ROTOR	5009-0307	1644.00	11080 Airframe Hours	2770.10	12206.10	7423.80 Hours R
369H1203-51 (R)	LINK ASSEMBLY - LEAD LAG HUB MAIN ROTOR	5009-0324	1644.00	11080 Airframe Hours	2770.10	12206.10	7423.80 Hours R
369D21220 (R)	BOLT - LEAD-LAG HUB - MAIN ROTOR	5787-3848	0.00	6120 Airframe Hours	2770.10	8890.10	4107.80 Hours R
369D21220 (R)	BOLT - LEAD-LAG HUB - MAIN ROTOR	5787-3851	0.00	6120 Airframe Hours	2770.10	8890.10	4107.80 Hours R
369D25400	T/R TRANSMISSION D + E MODEL	7604-0579	0.00	4800 Airframe Hours	0.00	4800.00	17.70 Hours
369D25434 (R)	GEARSHAFT ASSEMBLY - TAIL ROTOR INPUT	005304-1574	0.00	12000 Airframe Hours	0.00	12000.00	7217.70 Hours R
369D25430 (R)	GEARSHAFT - TAIL ROTOR OUTPUT PINION	005304-1862	0.00	7290 Airframe Hours	0.00	7290.00	2507.70 Hours R
369D25630-101 (OH)	BLOWER ASSY, COOLING	NSN-013115	0.00	1200 Airframe Hours	4549.60	5749.60	967.30 Hours OH
369H5655-3 (R)	BEARING OIL COOLER UPPER	062355-5960	0.00	1200 Airframe Hours	4549.60	5749.60	967.30 Hours R
369H5655-5 (R)	BEARING OIL COOLER LOWER	062355-6231	0.00	1200 Airframe Hours	4549.60	5749.60	967.30 Hours R
369D25623 (R)	BELT OIL COOLER BLOWER D + E MODEL	011719	0.00	1200 Airframe Hours	4549.60	5749.60	967.30 Hours R

Airframe Lifed Components

53 Fuselage		Serial No.	Life At Install	Period	Last Done	Next Due	Remaining
369D23500-505 (R)	TAILBOOM ASSEMBLY	00561-0211	0.00	10300 Airframe Hours	3377.40	13677.40	8895.10 Hours R
MA21250-06014 (R)	BOLTS - TAILBOOM ATTACH	n/a	0.00	21950 Airframe Hours	0.00	21950.00	17167.70 Hours R
369D23600-503 (R)	VERTICAL STABILIZER D + E	5578-0052	0.00	12700 Airframe Hours	0.00	12700.00	7917.70 Hours R
421-087-905 (R)	HORIZONTAL STABILIZER	7604-1048	2700.20	7700 Airframe Hours	3377.40	8377.20	3594.90 Hours R
62 Main Rotor		Serial No.	Life At Install	Period	Last Done	Next Due	Remaining
369D21120-505 (R)	BLADE ASSEMBLY - MAIN ROTOR	6084-600A	0.00	3530 Airframe Hours	2399.60	5929.60	1147.30 Hours R
369D21120-505 (R)	BLADE ASSEMBLY - MAIN ROTOR	6084-600A	0.00	13720 Torque Events	0.00	13720.00	10364.00 Events R
500P3100-105 (R)	BLADE ASSEMBLY - TAIL ROTOR	934B	0.00	3530 Airframe Hours	2399.60	5929.60	1147.30 Hours R
500P3100-105 (R)	BLADE ASSEMBLY - TAIL ROTOR	934B	0.00	13720 Torque Events	0.00	13720.00	10364.00 Events R
500P3100-105 (R)	BLADE ASSEMBLY - TAIL ROTOR	935B	0.00	3530 Airframe Hours	2399.60	5929.60	1147.30 Hours R
500P3100-105 (R)	BLADE ASSEMBLY - TAIL ROTOR	935B	0.00	13720 Torque Events	0.00	13720.00	10364.00 Events R
500P3100-105 (R)	BLADE ASSEMBLY - TAIL ROTOR	936B	0.00	3530 Airframe Hours	2399.60	5929.60	1147.30 Hours R
500P3100-105 (R)	BLADE ASSEMBLY - TAIL ROTOR	936B	0.00	13720 Torque Events	0.00	13720.00	10364.00 Events R
500P3100-105 (R)	BLADE ASSEMBLY - TAIL ROTOR	300B	0.00	3530 Airframe Hours	3377.40	6907.40	2125.10 Hours R
500P3100-105 (R)	BLADE ASSEMBLY - TAIL ROTOR	300B	0.00	13720 Torque Events	1514.00	15234.00	11878.00 Events R
369A1004-5 (R)	FOLDING PIN M/R BLADE	5510-G529	0.00	7600 Airframe Hours	0.00	7600.00	2817.70 Hours R
369A1004-5 (R)	FOLDING PIN M/R BLADE	5510-G519	0.00	7600 Airframe Hours	0.00	7600.00	2817.70 Hours R
369A1004-5 (R)	FOLDING PIN M/R BLADE	5510-G537	0.00	7600 Airframe Hours	0.00	7600.00	2817.70 Hours R
369A1004-5 (R)	FOLDING PIN M/R BLADE	5510-G604	0.00	7600 Airframe Hours	0.00	7600.00	2817.70 Hours R

Maintenance Tracking Report

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369A1004-5 (R)	FOLDING PIN M/R BLADE	5510-G521	0.00	7600 Airframe Hours	0.00	7600.00	2817.70 Hours R	
369A1004-5 (R)	FOLDING PIN M/R BLADE	5510-G534	0.00	7600 Airframe Hours	0.00	7600.00	2817.70 Hours R	
369A1004-5 (R)	FOLDING PIN M/R BLADE	5510-G536	0.00	7600 Airframe Hours	0.00	7600.00	2817.70 Hours R	
369A1004-5 (R)	FOLDING PIN M/R BLADE	5510-G541	0.00	7600 Airframe Hours	0.00	7600.00	2817.70 Hours R	
369A1004-5 (R)	FOLDING PIN M/R BLADE	5510-G768	0.00	7600 Airframe Hours	0.00	7600.00	2817.70 Hours R	
369A1004-5 (R)	FOLDING PIN M/R BLADE	5510-G525	0.00	7600 Airframe Hours	0.00	7600.00	2817.70 Hours R	
369D21400-503 (R)	LEAD LAG DAMPER - MAIN ROTOR	LK28044	0.00	8400 Airframe Hours	0.00	8400.00	3617.70 Hours R	
369D21400-503	LEAD LAG DAMPER - MAIN ROTOR	LK28079	0.00	8400 Airframe Hours	0.00	8400.00	3617.70 Hours	
369D21400-503 (R)	LEAD LAG DAMPER - MAIN ROTOR	LK28073	0.00	8400 Airframe Hours	0.00	8400.00	3617.70 Hours R	
369D21400-503 (R)	LEAD LAG DAMPER - MAIN ROTOR	LK28119	0.00	8400 Airframe Hours	0.00	8400.00	3617.70 Hours R	
369D21400-503 (R)	LEAD LAG DAMPER - MAIN ROTOR	LK28087	0.00	8400 Airframe Hours	0.00	8400.00	3617.70 Hours R	
369F5510-1 (R)	DRIVE SHAFT - MAIN ROTOR	5009-1027	0.00	1000000 RINS	0.00	1000000.00	889980.00 RINS R	
369D22014-501 (R)	MAST ASSEMBLY MAIN ROTOR D + E	7604-2874	0.00	10450 Airframe Hours	4200.30	14650.30	9868.00 Hours R	
369D27609 (OH)	MAIN ROTOR SWASHPLATE ASSEMBLY	7604-F076	0.00	2770 Airframe Hours	2511.90	5281.90	499.60 Hours OH	
63 Transmission and Drive Train		Serial No.	Life At Install	Period	Last Done	Next Due	Remaining	
E500N5215 (OH)	DRIVE SHAFT - INTERCONNECT (PMA)	KAM1-095	0.00	10 Years	02/09/2018	02/09/2028	2834.00 Days OH	
369F5133-1	COUPLING - MAIN TRANSMISSION DRIVE SHAFT	UNK	0.00	On Condition	N/A	On Condition	N/A	
369F5133-1	COUPLING - MAIN TRANSMISSION DRIVE SHAFT	UNK	0.00	On Condition	N/A	On Condition	N/A	
369D25518-501 (R)	DRIVE SHAFT - TAIL ROTOR	6084-A092	0.00	13900 Airframe Hours	3377.40	17277.40	12495.10 Hours R	
369D25501-9 (OH)	COUPLING - TAIL ROTOR DRIVE SHAFT	5299	0.00	10 Years	12/31/2011	12/31/2021	603.00 Days OH	
369D25501-9 (OH)	COUPLING - TAIL ROTOR DRIVE SHAFT	5344	0.00	10 Years	12/31/2011	12/31/2021	603.00 Days OH	
369F5100-507 (OH)	MAIN ROTOR TRANSMISSION ASSEMBLY	005570-0262	2399.90	5000 Airframe Hours	3499.50	6099.60	1317.30 Hours OH	
369F5450-5 (OH)	OVERRUNNING CLUTCH	7604-0483	900.50	1800 Airframe Hours	4499.30	5398.80	616.50 Hours OH	
H22990 (R)	M/R TRANSMISSION FILTER	12212018	0.00	600 Airframe Hours	4200.30	4800.30	18.00 Hours R	
64 Anti Torque		Serial No.	Life At Install	Period	Last Done	Next Due	Remaining	
500P3100-105 (R)	BLADE ASSEMBLY - TAIL ROTOR	D582	0.00	5140 Airframe Hours	4499.30	9639.30	4857.00 Hours R	
500P3100-105 (R)	BLADE ASSEMBLY - TAIL ROTOR	D584	0.00	5140 Airframe Hours	4499.30	9639.30	4857.00 Hours R	
369A1725-5 (R)	T/R HUB	5009-0936	0.00	3450 Airframe Hours	3450.10	6900.10	2117.80 Hours R	
369A1706 (R)	RETENTION STRAP ASSEMBLY - TAIL ROTOR	5145-9706	10.60	5100 Airframe Hours	0.00	5089.40	307.10 Hours R	
71 Power Plant		Serial No.	Life At Install	Period	Last Done	Next Due	Remaining	
369A4550-11 (OH)	STARTER GENERATOR	9789	100.50	1200 Airframe Hours	4499.30	5598.80	816.50 Hours OH	
Misc		Serial No.	Life At Install	Period	Last Done	Next Due	Remaining	
452-0133 (R)	ELT BATTERY	379516-033	0.00	60 Months	02/28/2019	02/28/2024	1392.00 Days R	
017476-1 (R)	AIR FILTER ASSY SX-16	03062017D	0.00	1200 Airframe Hours	4299.90	5499.90	717.60 Hours R	
102400-101 (R)	BARRIER FILTER UPPER	0269	0.00	4800 Airframe Hours	4499.30	9299.30	4517.00 Hours R	
102450-101 (R)	BARRIER FILTER FWD	0319	0.00	4800 Airframe Hours	4499.30	9299.30	4517.00 Hours R	
019058-110 (R)	SX-16 GIMBAL ARM	4076	0.00	4800 Airframe Hours	0.00	4800.00	17.70 Hours R	
ADs		AD Number	Based On	Period	Warning	Last Done	Next Due	Remaining
Repetitive ADs	92:MAIN ROTOR BLADE CRACKS	AD 2019-05-04 MD SB369E-119 / HTC 2100-9	Airframe Hours	100	5 Hours	4700.70	4800.00	17.70
Repetitive ADs	40:MR BLADE INSP	AD 96-10-09 SB EN-81	Airframe Hours	100	5 Hours	4700.70	4800.70	18.40

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Repetitive ADs	39:MR HUB STRAP PACK LAM INSP	AD 89-02-01 SB EN-44 PART II	Airframe Hours	100	5 Hours	4700.70	4800.70	18.40
Repetitive ADs	38:TRQ STRIPE ON PITCH CONTROL ASSY	AD 94-24-04 SB EN-78 PART III	Airframe Hours	100	5 Hours	4700.70	4800.70	18.40
Repetitive ADs	37:T/R XSMN MOUNT STUDS	88-17-09 R1 EN-39 PRT IV	Airframe Hours	100	5 Hours	4700.70	4800.70	18.40
Repetitive ADs	36:T/R XSMN MOUNT STUDS	88-17-09 R1 EN-39 PRT III	Airframe Hours	25	5 Hours	4775.30	4800.30	18.00

SBs

Types	Subject	SB Number	Based On	Period	Warning	Last Done	Next Due	Remaining
Repetitive SBs	126:MR BLADES ROOT FITTINGS	MD SB369E-121	Airframe Hours	100	5 Hours	4700.70	4799.90	17.60
Repetitive SBs	41:VISUAL SLIPPAGE MARK GEAR SHAFT	MD SB369E-110R2	Airframe Hours	100	5 Hours	4700.70	4800.70	18.40

Types	Subject	SB Number	Based On	Period	Warning	Last Done	Next Due	Remaining/Status
Standard SBs	MAIN ROTOR HUB LEAD/LAG BOLTS	MD SB369E-122	Untracked	-	0	-	-	-/Not Applicable

Limitation Note: N/A PER SERIAL NUMBER

Standard SBs	MAIN XSMN FOR CRACKS	MD SB369E-117 R2	Untracked	-	0	-	-	-/Not Applicable
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Limitation Note: N/A S/N 005570-0262 INSTALLED

Standard SBs	MAIN XSMN FOR CRACKS	MD SB369E-117	Untracked	-	0	-	-	-/Not Applicable
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Limitation Note: N/A S/N 005570-0262 INSTALLED

CONTINUED AIRWORTHINESS

ANNUAL CHECKLIST FOR THE YEAR

2020

Date Completed 3/18/20

Helicopter Serial Number 0586E

Engine Serial Number _____

Helicopter Registration Number N8375F

Helicopter Total Time 4700.17

I/A Signature and Number _____

N8375F

INSPECTION REVIEW

Aircraft N 75F Aircraft TT (MX) 4700.7

Type of Inspection Annual WO# 1656
Date Completed 3/18/20

Maintenance Technician-(Initial and Sign)

I have reviewed the inspection sheet (checklist) Tasks for completion [redacted]

Flight log / Airframe / Engine log books entries made [redacted]

Aeronet Computer Tasks have been signed off [redacted]

Maintenance Technician [redacted] Date 3/18/20

Inspector - (Initial and Sign)

I have reviewed the Inspection sheet (checklist) Tasks for completion [redacted]

Flight log-Discrepancy(s) signed off / Update 14 day blades if applicable, Update next

Insp Due [redacted]

Airframe logbook entries made [redacted]

Engine logbook entries made [redacted]

Aeronet Computer Tasks have been signed off [redacted]

Inspector [redacted] Date 3/18/20

Pilot An inspection has been completed on this aircraft. The Pilot of the first flight will need to preflight the aircraft, review and sign this sheet. Any safety of flight issues should be written up and brought to the attention of a Maintenance Technician.

PIC (Pilot in Command) [redacted] Date 3/18/2020
Payroll # [redacted]

Work Order

Aircraft Info. [redacted]

Parts issued [redacted]

Tasks Completed [redacted]

Close Work Order [redacted]

Update (Complete) Aircraft Record [redacted]

Steve Cowan [redacted] Date 3/18/20

Maintenance Sergeant Reviewed

Randy Martin [redacted] Date 3/19/20

75F

Signature Page

Aircraft Registration

75F

Date

3/7/20

Aircraft TT (Mx Hobbs)

4700.7

Work Order Number(s)

16561

1

1

1

1

Inspections-Review the entire packet/checklist/Tasks for the area you are working on for additional inspection items.

All Aircraft Mechanics must enter information below.

Name	Signature	Initial	Certificate Number
Steve Cowan			
Kevin Darnell			
Roberto Salinas			
Jon M. Vicente			
JARED DONAHUE			
Hector Rodriguez			
Thanh Nguyen			

Air Support Division

Aircraft	Mx Hobbs	Inspection	Date	WO/JOB#
75F	4700.7	Annual	3/7/20	1656

*Adding Task to existing Work Order/Job# or Creating a New Work Order/Job#



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75F ANNUAL INSP DUE 3/31/2020

WORK PACK

1656



Airframe: 4699.30 hours 0.00 cycles (LDGS)
Engine 1: 4699.30 hours 3593.00 Ng cycles 0.00 starts
Torque Events: 3309.00
RINs: 108978.30

Aircraft Registration:

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GENERAL

DONE BY

Perform fuel tank vent inspection 28-00-00

Check fuel low light sender for proper setting-Ref.Fuel Level Low Caution Light System Check.

Mission Equipment

DONE BY

WSPS WIRE STRIKE PROTECTION-Inspect components for surface finish deterioration and corrosion damage, Refinish areas where surface paint has been removed or damaged. Components showing evidence of light corrosion, except sawtooth and cutter blades, may be repaired and refinished. Components showing signs of moderate or heavy corrosion must be replaced.

SPECTROLAB SX-16 NIGHTSUN- Comply with chassis internal inspection, inspect and lube.Inspect baffle on window assembly.

HERITAGE AVIATION SLANT CONSOLE-Visually inspect slant console accessible areas for cleanliness, security of attachment, excessive wear, damaged threads, gouges, dents, corrosion, pitting, or cracks, and obvious damage, surface protection, and general overall condition.

WSPS WIRE STRIKE PROTECTION-nspect condition and security of upper and lower cutter assembly, Minor nicks and scratches to components except to sawtooth and cutter blades may be dressed out. Components showing any evidence of any cracks or deformation must be replaced. Replace loose or damaged fasteners.

WSPS WIRE STRIKE PROTECTION-Inspect sawtooth blades and cutter blades for any deformation, corrosion, nicks, scratches, cracks or gauges. Blades showing evidence of any type of damage must be replaced. Damaged or missing rubber coating may be repaired using approved sealant.

WSPS WIRE STRIKE PROTECTION-Inspect lower cutter assembly breakaway tip for security. Replace if loose or damaged.



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Engine 1: 4699.30 hours 3593.00 Ng cycles 0.00 starts
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04.00 Airworthiness Limitations

DONE BY

[REDACTED]

Wash & Rinse compressor IAW Roll-Royce HMI 72-30-00. It is mandatory to operate the engine no more than 15 minutes after wash & rinse is done.

DONE BY

[Steven Cowan]

Check Component / Inspection run sheet to ensure compliance of mandatory retirement and overhaul schedule and inspections.

25.00 Equipment Furnishings Cabin

DONE BY

[REDACTED]

Cyclic, Collective and anti-torque controls: visible push rods for excessive bearing play and free movement. Check anti-torque pedal quick release locking pins for condition and security.

[REDACTED]

Airworthiness, Registration and related certificates are in the aircraft, Document holder for condition.

[REDACTED]

[REDACTED]

Anti torque controls and supports secure.

[REDACTED]

[REDACTED]

Seat base structure for evidence of deformation. Seat belts, shoulder harness and inertia reels for general condition and security, operation of buckles, and inertia reels. All securely fastened when not in use.

[REDACTED]

[REDACTED]

Cover curtain on pilot collective for condition.

[REDACTED]

[REDACTED]

Fire Extinguisher for charge and security of attachment

[REDACTED]

[REDACTED]

Verify push to test all caution panel and warning lights

[REDACTED]

[REDACTED]

Check all interior lighting-Compass, NVG Panel overlays, Map/Utility Lights for operation and Avionics back lighting.

[REDACTED]

[REDACTED]

Operate Pilot/Co-Pilot and Collective trim briefly in all directions Check N1 / N2 for free movement, full travel, security, and obvious damage and proper rigging. Pilot / Co-Pilot Throttle-Check at Fuel control for FULL-GROUND IDLE-OFF Position.

[REDACTED]



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DONE BY

Check Exterior lighting- Landing, Position, Anti-Collision for operation.

Remove center console cover and inspect all flight controls and bellcranks for condition and security of attachment, and one-way (Uniloc) for oil leakage, condition and security. Fluid reservoir should be $\frac{1}{2}$ to $\frac{3}{4}$ full. Re-install center console.

Magnetic Compass correction and VNE cards in place and legible, flight manual in aircraft.

Instrument range markings for legibility. All gauge lens for cracks, cleanliness, looseness and slippage. Check for required placards and markings.

Battery-7641-20 Inspect for condition and installation, clean Jar and replace baking soda, clean battery compartment (It may be necessary to remove battery and tray to clean)

Check engine out audio by manually positioning GEN switch to on. Check automatic re-ignition system by holding test switch in test position. Verify re-ignition caution light illuminates and sound of the engine igniter firing is heard.

Vacuum/Clean grass and dirt from lower window area & cabin.

Inspect pitot static system lines for damage, pitot tube should be parallel to the longitudinal center line of helicopter. Inspect instrument plumbing and electrical wiring for chafing, damage and security. Inspect console area for signs of oil seepage from torque meter and oil pressure lines coming out of gauges. (It may be necessary to remove console covers to inspect and Clean)

Clean-Detail Cabin Compartment

25.10 Passenger/Cargo Comp

DONE BY

Remove passenger seat-Clean and detail mission equipment, floor area (May require moving mission equip. and panels to clean area thoroughly)

Remove all access covers from main transmission area to facilitate maintenance. Inspect removed covers for condition, clean



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DONE BY

Visually check blower belt for condition and tension.

Remove K-flex drive shaft to facilitate Over-running clutch removal.

Remove coupling from Overrunning Clutch and check oil level

DUALLED BY Reinstall Coupling

Remove Over-Running Clutch.

Inspect clutch retainer, bearing carrier and housing at pin and shoulder for evidence of spinning and/or wear. Regrease Splines w/ Mobile 28 grease

DUALLED BY Re-install Over-Running Clutch.

DUALLED BY Re-install K-flex driveshaft.

Inspect items mounted to transmission-Pressure switch, Tach generator, wiring for condition and security of attachment.

Inspect oil lines for chafing, leakage and damage, clamps attached to oil lines for evidence of cushion wear or deterioration.

Inspect M/R Transmission case for evidence of leakage and security of attachment, oil cooler blower mounts, pulley and guard for condition and movement. Ducting for condition and security of attachment.

DUALLED BY Check M/R Transmission chip detectors for metal and electrical circuit light. Security and attachment required.

Clean engine and transmission oil coolers of grass and dirt.



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DONE BY

Check Transmission oil temperature warning light electrical circuit for continuity by connecting a jumper wire from terminal stud to ground.

DUALLED BY

Remove L/H floor fuel cell panel- Inspect for fuel leaks, check fuel shut off valve for operation and fuel low light electrical circuit light. Re-install panel. NOTE: Have Dualled by Technician check connector is connected and cable tied before reinstalling panel

Reinstall passenger seat-Seat belts, shoulder harness and inertia reels for general condition and security; proper operation of buckles and inertia reels. All belts securely fastened when not in use.

Re-install all access covers around main transmission area. Note: Check that the inspected by blocks are signed off on items requiring security and attachment check and any leak checks that need to be complied with before reinstalling covers.

Clean-Detail Passenger/Cargo Compartment

32 Landing Gear

Inspect Strut attachment points for security and pivot swivel bearings for excessive play

Upper fairing fillets for freedom of movement and for general condition.

Forward / Aft landing gear dampers for condition, by observing stance of helicopter. Rear Damper to fuselage attach fittings for damage.

Skid tubes and fairings and feet for obvious damage and security of attachment. Position lights for security and obvious damage.

Clean-Detail LANDING GEAR

53.00 Fuselage



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DONE BY/

Cabin air inlet clear of obstructions and operation.

Fuel cell vent fairings free of obstruction and obvious damage.

Steps for security and condition of anti-skid paint.

Front and rear doors for condition of door glass, vents, and proper operation of latching. Hinge pins properly installed and secured.

Access, inspection and compartment panels, covers for secure closer.

Inspect static port in aft fairing for no obstruction.

Engine Oil level correct-replenish if low. Filler cap secured.No evidence of oil leakage from or around fuselage drains.

Fuel cap secured.Take fuel sample from fuel cell drain valve.

Canopy and Windscreens for damage

Landing and anti-collision lights for security and obvious damage.

Exterior of fuselage skin, rivets, and structure for damage and security. No evidence of oil canning noted.

Inspect AFS inlet barrier filter system if installed for damage and debris, missing fasteners, or the need for servicing or repair. (Clean if required) (Mark serviceability tags if cleaning was done)

Check all exterior placards (Decals) for condition, install or replace as necessary.



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DONE BY	Clean-Detail FuselageCANOPY INCLUDING ALL WINDOWS
[REDACTED]	
[REDACTED]	Clean-Detail FuselageTAIL SECTION
[REDACTED]	
[REDACTED]	Clean-Detail FuselageMID FUSELAGE
[REDACTED]	
[REDACTED]	Clean-Detail FuselageBELLY
[REDACTED]	

62.00 Main Rotor

DONE BY	Remove M/R Blades.
[REDACTED]	
[REDACTED]	Clean M/R Blades with mild soap and water.
[REDACTED]	
[REDACTED]	Check condition of leading edge abrasion joggle proseal bead or Tape. Remove old and reapply if necessary.
[REDACTED]	
[REDACTED]	Inspect main rotor blade entire trailing edge and tabs for nicks, scratches and cracks generating from trailing edge.
[REDACTED]	
[REDACTED]	Using a bright light and 5X to 10X magnifying glass, inspect upper and lower main rotor blade root fittings, attach lug, lead-lag link attach lug and doubler for cracks and security. Pay particular attention to the lower side of root fitting.
[REDACTED]	
[REDACTED]	Using a bright light and 10X magnifying glass, inspect main rotor blade abrasion strip for security of bonding on lower and upper surfaces, and bytapping at bond lines. Any blisters, bubbling or lifting of abrasion strip indicates a void.
[REDACTED]	
[REDACTED]	Inspect tip area of main rotor blades for evidence of corrosion; pay particular attention to mating area of blade skin-to-tip weight interface; verify integrity of sealant coating.
[REDACTED]	
[REDACTED]	Drain holes in main rotor blade aft tip cap and vent holes in lower skin for clogging. Main rotor tip caps for security and evidence of corrosion.
[REDACTED]	



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DONE BY

Apply Corrosion X to M/R Blades.

DUALLED BY Re-install M/R Blades.

Inspect main rotor hub fairing for cracks, damage and security.

Inspect main rotor hub bearings for roughness by rotating main rotor assembly several times by hand and listening for unusual noise.

Using bright light and 5X magnifying glass, inspect all main rotor hub assembly lead-lag links for corrosion, discoloration, pitting, intergranular cracks or stress corrosion cracks. Any discoloration or pitting is evidence of more than superficial corrosion, and the main rotor must be removed for the replacement of lead-lag links.

Inspect main rotor mixer control push-pull rods, links, scissors and bellcranks for excessive bearing play, bent rods or links, worn bushings and cracked bellcranks or brackets; all rod ends centered.

Inspect main rotor pitch control rod assemblies, upper and lower rod end bearings for evidence of axial play and any extrusion, displacement or damage to the bearing Teflon liner. Inspect lower rod end to swashplate rubber rings for wear. Check that all rod ends are centered and security of lockwire.

Inspect Swashplate for evidence of galling or corrosion of spherical bearing, and seals for deterioration and evidence of grease leakage. Upper and lower dust boots free from damage and security. Swashplate interrupters and magnetic pickup secure.

Inspect Outboard ends of main rotor hub retention strap assemblies for gaps between pack laminates.

Inspect main rotor hub feathering bearings for excessive wear,

Inspect main rotor droop stop ring for corrosion, dents, and scratches.

Inspect main rotor droop stop rollers for play and excessive wear.



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DONE BY [REDACTED] ✓
Inspect main rotor blade damper assemblies for obvious damage, security and excessive play in blade and pitch housing bearings, bonding of elastomeric material and corrosion.
Clean-Detail Main Rotor Head

63.00/64.00 Transmission and Drivetrain, Anti-Torque

DONE BY [REDACTED] ✓
Remove STA 142.0 inspection panel and inspect internal skin surface, located directly above engine compartment, for evidence of cracks, bellcrank support for cracking and damage. Re-install panel.
Remove Tailboom access panels and without removing tail rotor drive shaft inspect for evidence of buckling, dents, and bulkhead chafing and obvious damage. Check alignment index stripes at both ends. Re-install access panels.
DUALLED BY [REDACTED] ✓
Reinstall Tailboom access panels.
DUA [REDACTED] ✓
Remove tail rotor transmission chip detector and inspect for metal and light operation. Re-install chip detector and safety.
DUA [REDACTED] ✓
Remove STA 284 bellcrank and fill 40% of self-aligning bearing cavity with Mobil 28 grease. Inspect pivot pin for wear. Re-install bellcrank and safety.
Check Vertical stabilizer and Check Horizontal stabilizer for damage, condition and security of attachment
Tail rotor transmission for security of mounting, chip detector wiring for damage and security. Tail rotor transmission for excessive leakage and correct oil level. Check that filler plug vent hole is facing aft.
Tail rotor control rod at gearbox and pitch control links for excessive play, free movement and security. Pitch control for evidence of seal rotation or loss of grease.
Tail rotor output shaft protective dust boots for installation and condition.
Tail rotor retaining nut and lock washer for security. No broken tangs noted; retaining nut has not rotated; torque strip intact. Check fork assembly for wear.



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PH: (832) 395-1995

75F 100 HR INSP 3/7/2020

WORK PACK

1658



Airframe: 4699.30 hours 0.00 cycles (LDGS)
Engine 1: 4699.30 hours 3593.00 Ng cycles 0.00 starts
Torque Events: 3309.00
RINs: 108978.30

Aircraft Registration: N8375F

Date: 03/07/2020 Page: 9 of 14

DONE BY

[[] ✓
[[] ✓
[[] ✓

Check elastomeric bearings in tail rotor fork for failure between metal cones and elastomeric elements in bearing assembly and bond failure between bearing and tail rotor fork, apply teetering force by hand (stop to stop) to rotor blades, inspect elastomers for radial-molded ridges on each bearing face as teetering takes place. Discontinuity in molded ridges indicates bearing failure. There should be no apparent motion between the cage and fork, observed motion indicates bond failure.

Check exterior skin of boom fairing and tailboom for obvious damage, cracks and loose rivets. Check boom skin around stabilizer fittings for cracks. Check stabilizer attach bolts for security. Check for no gap between boom and fuselage at boom attach point.

Clean, inspect tail rotor blades, hub, and pitch control linkage for free movement, obvious damage, wear and security. Rubber stop for condition and wear. Inspect tail rotor blades for any cracks, leading edge strips for no separation, erosion/corrosion and general condition. Clean up corrosion/erosion.

71.00 Powerplant

DONE BY

[[] ✓
[[] ✓
[[] ✓
[[] ✓
[[] ✓
[[] ✓

Remove upper and lower magnetic chip detectors.

Inspect magnetic chip detectors for metal / clean. Check magnetic chip detectors for electrical circuit light.

DUALLED BY [] Re-install upper and lower magnetic chip detectors and safety.

Remove Starter/Generator cooling duct. Remove Starter/Generator.

Inspect wear on brushes, and general condition of starter/generator. Replace o-ring on shaft. P/N M83248-1-113 or approved alternate.

DONE BY [] DUALLED BY [] Re-install Starter/Generator and safety clamp.

DONE BY [] BY [] Re-install cooling duct.



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DONE BY

Inspect engine compressor firewall seal for condition.

DUALLED BY Check Governor control arm for binding-Lubricate with WD-40

Inspect the entire engine for loose or missing bolts, broken or loose connections, security of mounting accessory and broken or missing lockwire. Check accessible areas for obvious damage and evidence of fuel or oil leakage.

Inspect all B nuts for application and alignment of torque paint (TRQ SEAL). If missing, loosen B nut, re-tighten, and apply torque paint.

Remove Fuel Nozzle.

DUALLED BY Clean Fuel Nozzle tip. Disassemble fuel nozzle and inspect and clean filter screen, re-assemble and safety.

D BY Re-install fuel nozzle and safety.

D BY Inspect the ignition lead for burning, chafing, or cracking of conduit and loose connectors. Remove and Inspect Igniter & Reinstall

D BY Inspect PC Filter for proper clamping. Remove the Scroll-to-Pc Filter Tube inspect assembly at both ends for cracks using 10X power glass. Pay particular attention to the flared ends of the tube for cracks and to the areas beneath the floating ferrules for fretting damage. Tubes found to contain cracks and/or excessive fretting damage are to be replaced. Security and attachment and correct installation of PC Filter tube required-DUALED BY

With the Scroll-to-Pc Tube Assembly still removed and using a 10X power glass, inspect the elbow in the compressor scroll for distress/cracks/proper alignment. No cracks are permissible.

Inspect the compressor scroll for cracks or breaks at the anti-ice air valve and customer bleed port. If cracks or breaks are detected, check engine for possible vibration causes.

Inspect for discharge air tube inserts that are cocked or backing out of the scroll. If cocked or loose inserts are detected, check engine for possible vibration causes.



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DONE BY

Check compressor discharge air tubes for damage or deterioration.

Inspect compressor mount inserts, bolts and nuts for looseness, fretting or oil leakage. Replace or retighten as required. Check engine for possible vibration causes.

Remove Engine oil filter. Inspect filter for metal particles.

Ultrasonically clean filter in mineral spirits or approved cleaner.

DUALLED BY Re-install filter.

BY Comply with 6/7 Bearing Oil flow check for 90cc> 210 cc

Check condition of the bleed valve gasket, without removing bleed valve. Replace gasket if air leaks can be detected.

Visually inspect the outer combustion case (sheet metal and weld seams) for cracks. Pay particular attention to weld seams in the area of the igniter plugs, dummy plug, drain valves, fuel nozzle bosses, armpit braze patch and adjacent areas. If cracks suspected perform leak check.

Remove burner drain valve. Inspect and clean the burner drain valve, Replace o-ring P/N M83248-1-903.

DONE BY

DONE BY DUALLED BY Re-install burner drain valve.

Engine air inlet fairing free from damage. No delamination noted. Open bypass door and check visible portion of engine compressor inlet for foreign object damage. Entire area of air intake for cleanliness and foreign matter, paying particular attention for looseness of clamps, brackets tie-wraps, etc. inside plenum chamber. Check access door for proper installation. Bypass door operationally checked. Seals free from damage.



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78.00 Exhaust

DONE BY

Remove Exhaust Ducts (Stacks)

[[]]

Inspect Exhaust Ducts (Stack) for Cracks and clamps & Hangers (Cushions) for condition

[[]]

DUALLED BY

Reinstall & Safety Exhaust Ducts (Stacks)

[[]]

AIRWORTHINESS DIRECTIVE

[[]]

✓ AD-88-17-09 R1 / Service Bulletin EN-39, Part III / IV. Apply torque load of 95 +/-3 inch pounds plug drag torque. Reapply torque stripe paint.

[[]]

✓ AD-94-24-04 / Service Bulletin EN-78 Part III Inspect torque stripe on tail rotor pitch control lock nut for any sign of slippage.

[[]]

✓ AD-2005-21-02 / Service Bulletin 369E-095R2, HTC-2100-3R3. Main Rotor Blade torque event inspection-MD or HTC Main rotor blades installed. After accumulation of 750 flight hours and 13,720 torque events perform main Rotor Blade inspection IAW SB369E-095R2 or HTC-2100-3R3. *See Aircraft Flight log for Torque Events logging.

[[]]

✓ AD-89-02-01 / Service Bulletin EN-44 Part II Main rotor hub assembly strap pack lamination inspection.

[[]]

✓ AD-96-10-09 / Service Bulletin EN-81 M/R Blade Inspection.

[[]]

✓ AD-2019-05-04 Inspection of Main Rotor Blades for cracks Ref: SB369E-119 / HTC 2100-9

Mission Equipment



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DONE BY

Nucomm Portable Microwave Transmitter (Downlink) Inspect Channel Master TX1 located in the rear passenger/cargo compartment for obvious damage and for security of attachment. Inspect Control Head for obvious damage and for security of attachment. Inspect antenna for damage and security of attachment.

Dart Cargo Mirror Installation Inspect mirror for damage and security of attachment, corrosion clean, paint and adjust as necessary.

Clean-Detail all exterior Mission Equipment.

Spectrolab SX16 Nightsun Searchlight: Inspect cover screws for tightness, Clean front glass if required, Inspect rubber baffle for cracks and adhesive bond, Inspect reflector for cleanliness, Inspect housing elevation drive bosses for cracked welds, Inspect wiring, boots and connector, Inspect azimuth end cap for torque and condition, Inspect gearbox, wing bolts and safety cables, Inspect wiring cables. and light assembly for attachment, Controller for security and attachment.

AERO PACIFIC MODEL AP500UM03R Right Side Dual Utility Mount- Visually inspect all parts for damage and condition. It is not necessary to remove or disassemble Mount Structure for any 100/300 Hour Inspection Items.

AERO PACIFIC MODEL AP500UM03R Right Side Dual Utility Mount- Using a 10X or greater magnification inspections lens, examine forward and aft Fork Ends at attach points to forward and Aft Mount Plate Assemblies for damage and condition.

AERO PACIFIC MODEL AP500UM03R Right Side Dual Utility Mount- Visually inspect exposed exterior surfaces of cabin wall at Attachment Points and interior of wall exposed by lifting interior plastic covering to gain access.

AERO PACIFIC MODEL AP500UM03R Right Side Dual Utility Mount- Examine surface coating for damage and condition.

AERO PACIFIC MODEL AP500UM03R Right Side Dual Utility Mount-(Reference Installation Manual Drawing T Fastener Torque Requirements Procedure) Check Torque on all attachment fasteners.

FLIR 380HDc TFU-Turret FLIR Unit (Camera)-Check Humidity Indicator for two or more sections of the indicator are dark pink, if so replace Desiccant. Update Log

FLIR 380HDc TFU-Turret FLIR Unit (Camera)-Check Nitrogen Pressure for 6-10 PSI. If less than 6 Nitrogen Purge System. Update Log



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SERVICE BULLETIN

DONE BY

[]
[]
[]

SB369E-110R2- Visual Inspection slippage mark on gear shaft has not split.

✓ SB369E-121 Main Rotor Blade Root Fitting

Z-End

[]
[]
[]

Inspect M/R Hub, M/R Swashplate, M/R Pitch Change links, All M/R Controls, Mixer for safeties. (This is performed by a Technician that did NOT inspect the Rotor Head Tasks in 62.00 Main Rotor)

Check & Balance T/R assembly. Record I.P.S. Level .112 @ 274.6°

Perform Engine Power check IAW Rotorcraft flight manual Sec.5 Performance Data PA 1000 Ft

OAT _____ Torque _____ TOT _____ N1 _____



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75F MAIN ROTOR XSMN OIL DTC
3/31/2020

1659

WORK PACK



Airframe: 4699.30 hours 0.00 cycles (LDGS)
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Torque Events: 3309.00
RINs: 108978.30

Aircraft Registration: N8375F

Date: 03/07/2020 Page: 1 of 1

63.00

DONE BY

Drain M/R Gearbox oil

[]

DONE BY

DUALLED BY Service M/R Gearbox

[]

INSPECTION REVIEW

Aircraft N 75F Aircraft TT (MX) 477513

Type of Inspection 25HR WO# 1753
Date Completed 4-28-2020

Maintenance Technician-(Initial and Sign)

I have reviewed the inspection sheet (checklist) Tasks for completion [redacted]
Flight log / Airframe / Engine log books entries made [redacted]
Aeronet Computer Tasks have been signed off [redacted]

Maintenance Technician [redacted] Date 4-28-2020

Inspector - (Initial and Sign)

I have reviewed the Inspection sheet (checklist) Tasks for completion [redacted]
Flight log-Discrepancy(s) signed off / Update 14 day blades if applicable, Update next
Insp Due [redacted]
Airframe logbook entries made [redacted]
Engine logbook entries made [redacted]
Aeronet Computer Tasks have been signed off [redacted]

Inspector [redacted] Date 4/28/20

Pilot An inspection has been completed on this aircraft. The Pilot of the first flight will need to preflight the aircraft, review and sign this sheet. Any safety of flight issues should be written up and brought to the attention of a Maintenance Technician.

PIC (Pilot in Command) [redacted] Date 4-29-2020
Payroll # 107605

Work Order

Aircraft Info. [redacted]
Parts issued [redacted]
Tasks Completed [redacted]
Close Work Order [redacted]
Update (Complete) Aircraft Record [redacted]
Steve Gowan [redacted] Date 4/28/20

Maintenance Sergeant Reviewed

Randy Martin [redacted] Date 4-30-20

N75F

Signature Page

Aircraft Registration

N75F

Date 4-28-2020

Aircraft TT (Mx Hobbs)

4775.3

Work Order Number(s)

1753

—

1

1

1

Inspections-Review the entire packet/checklist/Tasks for the area you are working on for additional inspection items.

All Aircraft Mechanics must enter information below.

[illegible]

HOUSTON POLICE DEPARTMENT

Air Support Division

Discrepancy Sheet/Adding Tasks to Work Orders

Aircraft	Mx Hobbs	Inspection	Date	WO/JOB#
N75F	4775.3	25HR	4-28-2020	1753

#	WORK ORDER/ *TASK ADDED TO	Discrepancy	Corrective Action/ TASK	Mech.	Security & Attachment?

*Adding Task to existing Work Order/Job# or Creating a New Work Order/Job#



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N75F 25HR 4-28-2020

1753

WORK PACK



Airframe: 4749.40 hours 0.00 cycles (LDGS) 0.00 landings
Engine 1: 4749.40 hours 3623.00 Ng cycles 0.00 starts
Torque Events: 3356.00
RINs: 110020.00

Aircraft Registration: N8375F

Date: 04/28/2020 Page: 1 of 6

25.00 Equipment Furnishings Cabin

Check all interior lighting-Compass, Panel, Map/Utility Lights for operation

Check Exterior lighting- Landing, Position, Anti-Collision for operation.

Verify push to test all caution panel and warning lights

Airworthiness, Registration and related certificates are in the aircraft.

Cover curtain on pilot collective for condition.

Pilot/TFO Seat bottom/back for condition of frame and webbing.Seat belts, shoulder harness and inertia reels for general condition and security, operation of buckles, and inertia reels. All securely fastened when not in use.

Battery for condition, security and attachment

Fire Extinguisher for charge and security of attachment

Cyclic, Collective and anti-torque controls: Check anti-torque pedal quick release locking pins for condition and security.

25.10 Passenger/Cargo Comp

Visually check blower belt for condition and tension.Stressed panels, covers and trim panels for condition and security.

Passenger Seat, belts, shoulder harness and inertia reels for general condition and security; proper operation of buckles and inertia reels.
All belts securely fastened when not in use.



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N75F 25HR 4-28-2020

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Date: 04/28/2020 Page: 2 of 6

DONE BY

Passenger seats for condition and security.

[REDACTED]

32.00 Landing Gear

Upper fairing fillets for freedom of movement and for general condition.

Forward / Aft landing gear dampers for condition, by observing stance of helicopter. Rear Damper to fuselage attach fittings for damage.

Skid tubes and fairings and feet for obvious damage and security of attachment. Position lights for security and obvious damage.

53.00 Fuselage

Canopy and Windscreens for damage

Cabin air inlet clear of obstructions and operation.

Fuel cell vent fairings free of obstruction and obvious damage.

Steps for security and condition of anti-skid paint.

Front and rear doors for condition of door glass, vents, and proper operation of latching. Hinge pins properly installed and secured.

Access, inspection and compartment panels, covers for secure closer.



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Date: 04/28/2020 Page: 3 of 6

DONE BY

[REDACTED]

Inspect inlet barrier filter system if installed for damage and debris, missing fasteners, or the need for servicing or repair. Inspect upper canopy for cleanliness and free from damage.

Inspect static port in aft fairing for no obstruction.

Engine Oil level correct-replenish if low. Filler cap secured. No evidence of oil leakage from or around fuselage drains.

Fuel cap secured. Take fuel sample from fuel cell drain valve.

62.00 Main Rotor

DONE BY

[REDACTED]

Tunnel control rods, control linkage and bellcranks secure and free from damage. No excessive play or binding noted in rod end bearings or controls.

Check Hub and fairing for cracks, damage and security. Main rotor hub, pitch housings and swashplate assembly for obvious damage, retention straps for cracks, corrosion or broken laminations Spray Tri-Flow on Laminates.

Blade pitch control rod bearings for excessive wear and lockwire for security. Visually inspect all main rotor blade dampers and blades attach pins for cracks, wear and corrosion. Blades attach pins tight and levers properly locked.

Lead-lag attach lug bushings for looseness. Lead-lag link attach bolts, and nuts for cracks, corrosion and damage.

Dampers for obvious damage, damper bun for bonding separation and for security. Droop stop ring, followers, rollers, and striker plates for damage and freedom of movement. Scissors assembly, crank or link for any evidence of damage or deformation.

Swashplate interrupters and magnetic pick-up secure. Upper and lower dust boots free from damage and deterioration.

Mast base area clean, and free of debris. No obvious damage to mast base and mixer bellcranks. Check mast support bolts for security.

All main rotor blades for scratches, dents, cracks, corrosion, security and bond separation at root fittings and doublers.



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DONE BY

[REDACTED]

Main rotor blade leading edge abrasion strip bonding for bonding separation. Any blisters, bubbling or lifting of abrasion strip indicates a void.

Clean using mild soap and water and coat main rotor blades with Corrosion X.

[REDACTED]

63.00/64.00 Transmission and Drivetrain, Anti-Torque

DONE BY

Check exterior skin of boom fairing and tailboom for obvious damage, cracks and loose rivets. Check boom skin around stabilizer fittings for cracks. Check stabilizer attach bolts for security. Check for no gap between boom and fuselage at boom attach point.

Check Vertical stabilizer and Check Horizontal stabilizer for damage, condition and security of attachment

Tailboom access panels secure.

Tail rotor transmission for security of mounting, chip detector wiring for damage and security. Tail rotor transmission for excessive leakage and correct oil level. Check that filler plug vent hole is facing aft.

Tail rotor control rod at gearbox and pitch control links for excessive play, free movement and security. Pitch control for evidence of seal rotation or loss of grease.

Tail rotor output shaft protective dust boots for installation and condition.

Tail rotor retaining nut and lock washer for security. No broken tangs noted; retaining nut has not rotated; torque strip intact. Check fork assembly for wear.

Check elastomeric bearings in tail rotor fork for failure between metal cones and elastomeric elements in bearing assembly and bond failure between bearing and tail rotor fork, apply teetering force by hand (stop to stop) to rotor blades, Inspect elastomers for radial-molded ridges on each bearing face as teetering takes place. Discontinuity in molded ridges indicates bearing failure. There should be no apparent motion between the cage and fork, observed motion indicates bond failure.



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[REDACTED] Clean, inspect tail rotor blades, hub, and pitch control linkage for free movement, obvious damage, wear and security. Rubber stop for condition and wear. Inspect tail rotor blades for any cracks, leading edge strips for no separation, erosion/corrosion and general condition. Clean up corrosion/erosion.

71.00 Powerplant

DONE BY [REDACTED]
Engine air inlet fairing free from damage. No delamination noted. Open bypass door and check visible portion of engine compressor inlet for foreign object damage. Entire area of air intake for cleanliness and foreign matter, paying particular attention for looseness of clamps, brackets tie-wraps, etc. inside plenum chamber. Check access door for proper installation. Bypass door operationally checked. Seals free from damage.
Entire engine for: loose bolts, fuel and air lines (b-nuts); loose or broken connections; accessories for security and broken or missing lockwire; accessible areas for obvious damage; Evidence of fuel and oil leaks
Fuel and oil lines for chafing, kinking and evidence of leakage. Oil coolers and cooler deflector for security and obvious damage.
Scavenge oil filter for extended bypass indicator.
Exhaust pipes for condition of welded joints, internal obstructions, cracks and buckling; joints for evidence of blow-by; hanger assembly for condition of support pads and spring, and security of attachment to fuselage.
Water rinse compressor IAW Rolls-Royce 72-30-00.

AIRWORTHINESS DIRECTIVE

DONE BY [REDACTED]
AD-88-17-09 R1 / Service Bulletin EN-39, Part III. Examine Tail rotor transmission installation for security by checking the torque stripes for movement of the transmission (cracks in torque paint), fretting products, gapping between the faying surfaces and/or rotation of nuts and studs.



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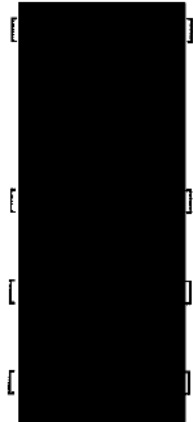
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Mission Equipment

DONE BY



Spectrolab SX16 Nightsun Searchlight: Inspect cover screws for tightness, Clean front glass if required, Inspect rubber baffle for cracks and adhesive bond, Inspect reflector for cleanliness, Inspect housing elevation drive bosses for cracked welds, Inspect wiring, boots and connector, Inspect azimuth end cap for torque and condition, Inspect gearbox, wing bolts and safety cables, Inspect wiring cables and light assembly for attachment.

Clean & Inspect Downlink Antenna using Contact cleaner

AERO PACIFIC MODEL AP500UM03R Right Side Dual Utility Mount- for Condition and FLIR 380HDc and SX-16 Night Sun for security and attachment.

FLIR 380HDc TFU-Turret FLIR Unit (Camera) Check Humidity Indicator for two or more sections of the indicator are dark pink (not blue) if so replace Desiccant P/N 4115708