

N103SU

SN: 210895D

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Maintenance Record

N103SU
S/N: 210895D
ENG S/N: CAE835942
Hook: 891.2

Hobbs: 2079.4
TTAF: 12801.5
TTENG: 3346.7

Date: 12/20/20
TE's: 8743
CYC: 3477

1. C/W manufactures 100 hour airframe inspection as dictated in CSP-HMI-2 section 05-20-00 (see attached checklist)
2. Removed and replaced tail strobe
3. Removed and replaced pilots push to talk switch
4. Removed and replaced pilots start switch.
5. Drained tail rotor transmission, serviced with Mobil AGL
6. Removed AFS intake filters, cleaned, serviced and reinstalled.
7. Removed overrunning clutch P/N 369A5350-41 S/N HT17740 TSO 833.2 to comply with AD 90-19-02. Installed serviceable overrunning clutch P/N 369A5350-41 S/N 4104 TSO 292.8
8. Balanced tail rotor to 0.06 IPS.
9. Run/ leak check performed, no defects noted.

I certify this airframe has been inspected IAW the manufactures 100 hour inspection program and has been found airworthy at this time.

All Work performed IAW CSP-HMI-2

Chris Burdzy

AD : ICA SHEETS ATTACHED

Maintenance Record

N103SU
S/N: 210895D
ENG S/N: CAE835942
Hook: 896.3

Hobbs: 2085.1
TTAF: 12807.2
TTENG: 3352.4

Date: 12/21/20
TE's: 8763
CYC: 3479

1. C/W airframe 300 hour inspection checklist as dictated in 05-20-10 (see attached checklist)
2. Run/ leak check performed, no defects noted.

All Work performed IAW CSP-HMI-2

Chris Burdzy

MAINTENANCE RECORD

N103SU
S/N: 210895D
ENG. S/N: CAE-835942

Hobbs: 2023.4
TTAF: 12745.5
TTENG: 3290.7

Date: 12-7-20
TE's: 8509
CYC: 3447

Hook: ~~824.0~~

841.5 AD

Replaced facet oil filter after finding bypass indicator popped. Upon inspection of filter, no contaminants were found. Bowl had minor carbon flakes. Cleaned bowl and replaced filter with new filter PN: 038088-08 and seal kit PN: 1741125. Performed ground 20 minute ground run and test flight, no bypass indication.

Signed

Tommy Eldridge

MAINTENANCE RECORD

N103SU
S/N: 210895D
ENG. S/N: CAE-835942

Hobbs: 2032.5
TTAF: 12754.6
TTENG: 3299.8

Date: 12-9-20
TE's: 8540
CYC: 3453

HOOK: ~~830.8~~

848.3

Removed dual tach indicator PN: 369D24518 SN: 1063 due to needles hanging on startup and not mating up for several minutes after startup. Gauge also has moisture accumulation in glass. Installed overhauled indicator PN: 369D24518 SN: 1204 iaw CSP-HMI-3 chp. 95-00-00. Ops check good.

Signed

Tommy Eldridge

Maintenance Record

N103SU

ACFT S/N: 210895D

Hobbs: 1993.5

12/1/20

TTAF: 12715.6

TE'S: 8398

ENG S/N: CAE-835942

ENGTT: 3260.8

CYC: 3435

Hook Hours: 815.9

1. Complied with 100 hour airframe inspection IAW CSP-HMI-2, 05-20-00.
2. Complied with AD's and ICA's see Signature ICA's AD's sheets dated this Date 1 Dec 2020. Performed BI weekly AD check through 2020-25. *AD : ICA SHEETS ATTACHED*
3. Drained and serviced TR gearbox with mobile AGL
4. Removed Main rotor blades for cleaning and Inspection
5. Performed T/R balance to .005 IPS
6. Performed run up and leak check.

I certify this Aircraft has been inspected/ serviced/ repaired per MDHI CSP HMI 2 and was found to be in serviceable condition at this time.

Jerrold W. Owen. A&P [REDACTED]

Signature Utility Services

MAINTENANCE RECORD

N103SU
S/N: 210895D
ENG. S/N: CAE835942

Hobbs: 1989.7
TTAF: 12711.8
TTENG: 3257.0
HT: 812.9

Date: 11-28-20
TE's: 8383
CYC: 3429

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- Removed cargo hook PN: 528-028-00 SN: 01022 from primary position at HT: 1049.0.
 - Installed serviceable cargo hook PN: 528-028-00 SN: 01121 into primary position. HT: 0.0
 - Drained and bled/serviced hydraulic system with 5606. Performed operational check of both hydraulic and electrical release mechanisms. No defects noted.
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All work performed I.A.W. ICA for Talon LC Hydraulic Cargo Hook Kits.

Signed  Carson Romanelli  P

Maintenance Record

N103SU
S/N: 210895D
ENG S/N: CAE-833787
Hook Time: 300.4

Hobbs: 1383.6
TTAF: 12105.7
TTENG: 12365.4

Date: 2/23/20
TE's: 5788
CYC: 9192

1. Complied with 100 Hour/ Yearly/ Annual inspection. (See attached checklists)
2. Checked, and adjusted main rotor and tail rotor flight controls rigging.
3. Removed and replaced upper and lower main rotor pitch control links due to wear.
4. Removed, cleaned, oiled and reinstalled engine air inlet AFS filters.
5. Removed and replaced worn tail rotor pitch control links.
6. Removed and replaced tail rotor blade pitch bearings.
7. Removed main rotor blades for cleaning and inspection, no defects noted.
8. Cleaned and lubricated main rotor attach pins, no defects noted.
9. Removed and replaced upper longitudinal control link due to wear, PN 369A7607-501.
10. Reinstalled main rotor blades onto hub.
11. Removed and replaced worn engine oil filler neck.
12. Drained tail rotor transmission oil, inspected tail rotor chip plug no defects noted. Serviced tail rotor transmission with Mobil AGL.
13. Removed overrunning clutch PN 369A5340-41 S/N 6744 TSO 105.5 to comply with AD 90-19-02.
14. Installed overrunning clutch PN 369A5350-41 S/N 4104 TSO 0.0. (See attached form 8130-3)
15. Serviced clutch with 2197 oil.
16. Defueled the aircraft, raised and leveled on jack pads and aircraft weighing kit to record basic empty weight.
17. Vacuum leak checked the airframe, no defects noted.
18. Bled fuel system.
19. Adjusted front right door latch.
20. Performed ground runs and leak check no defects noted.
21. Balanced the tail rotor to 0.02IPS @102%.
22. Performed main rotor track and balance to 120 knots, balanced to 0.05IPS.

I certify that this aircraft has been inspected IAW a 100/ Annual and Yearly inspection, appendix D to part 43, as well as an engine 150 hour inspection and has been found to be in airworthy condition at this time. All applicable recurring airworthiness directives have been complied with at this time (see attached AD sheet). All applicable ICA's have been complied with (see ICA checklist). All work has been preformed IAW CSP-HMI-2 and RR C20B MM.

Christopher Burdzy _____