



Investigator Name

Title

Division

Date: 11/02/2022

Subject: CEN22LA333 Memorandum for the Record
Maintenance Record Excerpts

Contact: Alexander Lemishko, IIC, NTSB

Review of the maintenance records did not show any maintenance deficiencies or uncorrected defects. Excerpts are attached to this memorandum.

AIRWORTHINESS DIRECTIVE / FACTORY BULLETIN COMPLIANCE RECORD

A.D./BULL. NUMBER	ITEM AFFECTED	DATE & HRS. AT COMP.	METHOD OF COMPLIANCE	TYPE OF A.D. 1 TIME/RECUR.	NEXT COMP. DATE/HRS./CYCLE
2009-02-03	Max Hdg Gearbox	2-12-2009 153.7	New Gearbox Sk 253925Y	1 Time	N/A
AD 2009-26-12	MREB	2-12-2009 161.5	NDT	RCR	2615
SB-72	MREB	2-12-2009 161.5	NDT	RCR	2615
SB-72	Fuselage	2-12-2009 161.5	Ops Check	1 Time	N/A
SB-74	MREB Hdg Taper V	2-12-2009 163.2	Taper Check	1 Time	N/A
SB-72	MR Blades	9-1-11 172.6	NDT	Recur.	272.6
AD 2011-12-10	MR Blades	9-1-11 172.6	NDT	Recur.	272.6
SB-74	Sprag Clutch	9-1-11 172.6	Not Due Yet		Due at 500 hrs TT.
AD 2007-11-01	ECAB-4 and GAT B. Mr	6-25-22 589.7	N/A by P/N	1 Time	N/A
AD 2010-28-03	TR Spring	6-25-22 589.7	N/A by S/N	1 Time	N/A
AD 2013-05-15	Blades	6-25-22 589.7	N/A by P/N	1 Time	N/A
AD 2014-23-16	Blades	6-25-22 589.7	N/A by P/N	1 Time	N/A
AD 2016-26-04	Blades	6-25-22 589.7	N/A by P/N	1 Time	N/A
AD 2017-09-10	TR Blade	6-25-22 589.7	N/A by P/N	1 Time	N/A
AD 2018-18-08	TR Blade	6-25-22 589.7	N/A by P/N	1 Time	N/A
AD 2019-13-13	TR Blade	6-25-22 589.7	N/A by P/N	1 Time	N/A
AD 2020-12-08	TR Blade	6-25-22 589.7	N/A by P/N	1 Time	N/A

MAINTENANCE RECORD

AIRFRAME LOG

N442JE

Make: Robinson, Model: R-44, S/N: 10250

Hobbs: 78.1

TTAF: 78.1

February 6, 2006

Complied with an Annual inspection at this time. Installed new induction air filter. Serviced aircraft battery. Adjusted shroud alignment. All AD's complied with thru this date. Performed altimeter and transponder test required by 91.411 and 91.413. Test performed IAW appendix E & F. Altimeter tested to 20,000 ft. I certify this Airframe has been inspected IAW an Annual inspection IAW FAR part 43 Appx. D. and Robinson checklists and was determined to be in airworthy condition at this time W.O. [redacted] [redacted]

Signed: [redacted]

END

03-12-06

REMOVE AND REPLACE HORIZONTAL STABILIZER
WITH NEW MANUFACTURED REPLACEMENT PARTS
FROM ROBINSON. IAW R-44 MAINTENANCE MANUALS
AND ACCEPTED PROCEDURES.

JEFFREY C. WRIGHT ATP IA 274062

3-20-07

Hobbs 116.14

AD's checked through B/W 2007-06 for Ferry
Flight from SLE → HIO when accompanied
w/ Ferry Permit [redacted]

MAINTENANCE RECORD

F.A.R. 43.9

DATE OF
COMPLETION

AIRCRAFT TIME
IN SERVICE

DESCRIPTION OF WORK PERFORMED
OR APPROVED DATA USED

AGENCY & CERTIFICATE NO.
WORK PERFORMED/RETURNED TO SERVICE

N442JE

Robinson R44II sn# 10250

Date: 8/13/2010 W.O.# SV-10-3858

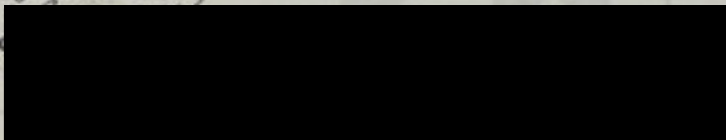
Hobbs: 161.5 ACTT: 161.5

Complied with an Annual inspection of this Airframe LAW FAR. 43 Appendix D. Complied with Amoc for AD 2597-26-12 Dated July 9, 2010 and RHC R44 SB 72 Dated April 30, 2010 no defects noted at this time next due at hobbs time 261.5. Complied with RHC R44 SB -77 clutch fuse wiring found to be OK no further action required. AD's checked thru biweekly 2010-16: No new AD's.

I certify that this aircraft has been inspected in accordance with an Annual ~~Hour~~ inspection and was determined to be in airworthy condition.

Regarding the above mentioned work this aircraft is approved for return to service.

Signed



INSPECTION RECORD

F.A.R. 43.11-91.409

KIND OF INSPECTION - STATUS & DISCREPANCY LIST

SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISAPPROVING AIRCRAFT FOR SERVICE

DATE

AIRCRAFT TIME
IN SERVICE

PAGE NO. 1

LOG BOOK ENTRY

LOG ENTRY TYPE:	Airframe Log Entry	Engine Type: IO-540-AE1A5
AIRCRAFT		MTX Hubbs
AIRCRAFT TYPE	R44B	Airframe TT: 247.10 hours
JOB NO:	9120	Engine TSO:
REGISTRATION	N402JE	Engine TT:
SERIAL NO:	10250	

Job Title: Garmin Install

- Completed a preliminary inspection. Defects noted, if any, will be listed as new items on this work order.
- Removed the following equipment: Bendix/King KMD 150MFD p/n 066-01174-0101, s/n 27101650, Bendix/King KT76C transponder p/n 066-01156-0101, s/n 16645, Altitude digitizer model SSD120-30XA, s/n A57115, NAT intercom model AA80-020, s/n 19430.
- Installed the following equipment: Garmin GTN 750H p/n 010-00620-AD (Robinson p/n C831) and Garmin GMA35c remote audio panel p/n 010-00631-41 in accordance with Garmin GTN750 installation manual p/n 190-01007-02, GMA35C installation manual 190-0058011, and Robinson R44 series maintenance manual paragraph 38-14, 38-48, and 38-49. GTN 750H and GMA35C installed in the center radio stack, determined this location to be a minor alteration from the manufacturer's installation location per 14CFR part 43 appendix A. Utilized previously installed C1-2480200 com antenna (fwd upper tailboom antenna) for GTN750H comm. Fabricated new cyclic switch cover using 0.032" 2024T3 aluminum and installed p/n 8227-2 switch for use of "intelligence voice command" function of GTN750H. Installed GA-35 WAAS antenna in top aft antenna position of tailboom. Garmin GTX45R installed in accordance with Garmin GTX 345 AML installation manual 190-00734-20 and STC SR0212458. Fabricated mounting bracket using 0.032" 2024T3 aluminum and installed GTX45R under LH aft seat using MS275470AD3 X rivets. Trans-Cal altitude digitizer p/n SSD120-35C-RS232 installed in accordance with Trans-Cal installation document 881625 Rev. A. Comant C1-122 comm antenna installed on forward removable belly panel for existing King 196A (com 2). Amended weight and balance and equipment list. FAA form 337 filed this date.
- Performed VFR cert and correspondence check, tested and inspected ATC transponder and alt reporting IAW FAR43, Appendix E and F to comply with FAR 91.413. I certify that transponder tests required by 14 CFR part 91.413 have been performed and found to comply with 14 CFR part 43 appendix F. No defects found.
- Performed final inspection, no defects noted.

All work performed IAW R44 Maintenance Manual and Lycoming IO-540 Operators Manual. I certify that this aircraft has been inspected IAW the above listed inspections and is determined to be in an airworthy condition and returned to service.

NAME: Mike Dixon

INSPECTION & MAINTENANCE RECORD

DATE

TOTAL
TIME

INSPECTION OR MAINTENANCE PERFORMED
AGENCY & CERTIFICATE NO.



ENGINE LOG N442JE

Make: Lycoming, Model: IO-540-AE1A5, S/N: L-29115-48A

January 19, 2005

Hobbs: 63.1

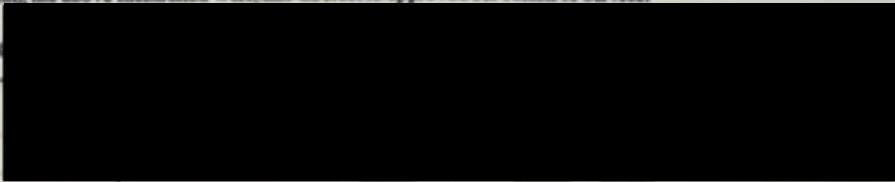
TSN: 63.1

Complied with a 100 hr inspection at this time. Changed oil and filter. Cut and inspected filter for metal. Serviced engine with 9 QTS Aeroshell 15W50oil and a CH48108-1 oil filter. Compressions: 1-79/80, 2-78/80, 3-75/80, 4-79/80, 5-77/80, 6-79/80. CW AD 2002-26-01 fuel injection line inspection. All engine AD's and SB's complied with thru this date. I certify this Engine has been inspected IAW a 100hr inspection IAW FAR part 43 Appx. D. and Robinson checklists and was determined to be in airworthiness.

Signed:



INSPECTION & MAINTENANCE RECORD

DATE	TOTAL TIME	INSPECTION OR MAINTENANCE PERFORMED AGENCY & CERTIFICATE NO.
N442JE	Robinson R44II sn# 10250	
Date: 08/13/2010	W.O.# SV-10-5838	
Hobbs: 161.5	ACTT: 161.5	Eng. TT: 161.5
Lycoming IO-540-AE1A5	sn# L-29115-48A	
Performed a Annual Inspection FAR. 43 appendix D. Compression check #1 78/80 #2 78/80 #3 79/80 #4 79/80 #5 77/80 #6 78/80. Complied with AD2008-14-07 para (c.) by visual inspection of injector fuel lines and clamps per Lycoming SB-342F- found ok next due at hobbs time 161.5. AD's checked thru biweekly 2010-16- no new AD's. Service Bulletins checked thru this date.		
I certify that this engine has been inspected in accordance with an Annual inspection and was determined to be in airworthy condition.		
Regarding the above mentioned work this aircraft is approved for return to service.		
Signature: 		

INSPECTION & MAINTENANCE RECORD

DATE

TOTAL
TIME

INSPECTION OR MAINTENANCE PERFORMED
AGENCY & CERTIFICATE NO.

08 AUG 2017

TACH 227.1 HRS

A/C TOTAL TIME 227.1 HRS

Engine was ground run to operating temps. Oil and oil filter was removed. All linkages and engine controls were checked for smooth, full travel and security—checks as good. Spark plugs were removed, inspected, cleaned gapped and tested as- good. The old oil filter and oil was inspected-- showing no remarkable metal content. I certify that this engine has been inspected in accordance with a 100 hour inspection and determined to be in an airworthy condition.

01 FEB 19 AIRCRAFT TOTAL TIME 238.0 HRS AC TACH TIME 238.0 HRS

All work and service was done in accordance with Robinson Helicopter Company (RHC) Maintenance Manual instructions contained in RHC Service Letters, Service Bulletins or as directed in applicable Airworthiness Directives. Compression check shows all cylinders better than 70:80: #1@ 76, #2@ 74, #3@ 74, #4@ 72, #5@ 76, #6@ 78 with no audible blowby. Spark plugs cleaned, gapped and test as good. Oil filter (CH 108-1) and oil changed (8 qts Aeroshell 100+). Oil filter cut open and inspected. No metal contaminates found in filter. Engine oil "finger" screen removed inspected for contaminates, cleaned and reinstalled—no metal particles found. I certify that this engine has been inspected in accordance with an 100 hour inspection and determined to be in an Airworthy condition.