



MAINTENANCE RECORD

N89ZC

S/N: 1098D

ENG. S/N: CAE-833590

Hobbs: 2349.0

TTAF: 13637.0

TTENG: 10445.1

Date: 2/18/2019

TE's: 26518

CYC: 5443

- Complied with 100 Hour Airframe Inspection (100 hour/annual insp. Checklist) IAW current MDHI maintenance manual CSP-HMI-2 Chapter 05-20-00 Table 1.
- Complied with 300 Hour Airframe Inspection (300-Hour Inspection Checklist) IAW current MDHI maintenance manual CSP-HMI-2 Chapter 05-20-10 Table 1.
- Complied with "Special Inspections" IAW current MDHI maintenance manual CSP-HMI-2 Chapter 05-20-20 Table 1.
- Complied with "Special Inspection Hourly" Transmission 600Hr oil and filter change. Installed new transmission oil filter PN 1761470 and serviced with new Mobil AGL oil IAW current MDHI maintenance manual CSP-HMI-5 Chapter 05-20-20
- Complied with a 150 and 300 Hour Engine Inspection IAW current Rolls-Royce M250-C20 Series Operation and Maintenance Manual Chapter 72-00-00 Table 603.
- Complied with all required ICA items and applicable A.D.'s/DN's. Reference Rotor Blade AD/DN & ICA sign off sheets dated 2/18/2019. Biweekly AD's checked thru 2019-03

Complied with the following other maintenance:

- Removed unserviceable tail rotor pitch control link 2 ea. PN 369X21723-13 for axial play out of limits and installed new tail rotor pitch control link 2 ea. PN 369X21723-13 IAW current MDHI maintenance manual CSP-HMI-2 Chapter 64-30-00
- Removed over running clutch 369A5350-41 SN HT6701 TSO 178.5 for sprag bearing inspection and installed inspected over running clutch 369A5350-51 SN 3096G41 TSI 0.0 TSO 1307.7 IAW current MDHI maintenance manual CSP-HMI-2 Chapter 63-10-00
- Removed unserviceable cannon plug PN MS3126F12-8P from tail boom to aft fuselage for crack back shell and installed new cannon plug PN MS3126F12-8P IAW current MDHI maintenance manual CSP-HMI-3 Chapter 98-15-01 and AC 43.13. Ops check good
- Performed tail rotor vibe check IAW current MDHI maintenance manual CSP-HMI-2 Chapter 05-20-00 and found to be in limits .037 IPS.
- Performed maintenance operational run up and leak check, no leaks noted at this time.

-Tail rotor gearbox mounting hardware to tail boom torque check due Hobbs 2351.0 and NLT 2359.0

I certify that this aircraft identified above has been inspected in accordance with the following inspections; 100,300 Hour Airframe inspection, "Special Inspections Hourly" inspection & 150,300 Hour Engine inspection and was determined to be in an Airworthy condition.

Signed _____ Brian Bussiere _____ A&P



MAINTENANCE RECORD

N89ZC
S/N: 1098D

Hobbs: 2302.2
TTAF: 13590.2

Date: 1/23/19

Performed aircraft discrepancy items:

- Removed unserviceable fuel quantity probe PN 369D296303-5 for improper readings on fuel gauge and installed new fuel quantity probe PN 369D296303-5 IAW current MDHI maintenance manual CSP-HMI-2 Chapter 28-00-00. Ops check good
- Applied new pro seal B1/2 sealant to joint between two windows on co-pilot side for water leak.

I certify that this aircraft identified above has been determined to be in an Airworthy condition.

Signed [Signature] Brian Bussiere [Redacted] A&P

2018

MAINTENANCE RECORD

N89ZC

Hobbs: 2256.4

Date: 12/14/18

S/N: 1098D

TTAF: 13544.4

-Removed unserviceable heater control valve PN 369A8013-505 for not closing during flight and installed repaired heater valve control valve 369A8013-505 IAW current MDHI maintenance manual CSP-HMI-2 Chapter 21-40-00. Ops check good

I certify that this aircraft identified above has been determined to be in an Airworthy condition.

Signed Brian Bussiere A&P

2018



MAINTENANCE RECORD

N89ZC

S/N: 1098D

ENG. S/N: CAE833590

Hobbs: 2255.2

TTAF: 13543.2

TTENG: 10351.3

Date: 12-13-18

TE's: 25836

CYC: 5414

Performed overtemp inspection due to reported temperature of 874C for 5 seconds. Removed combustion liner for inspection and installed overhauled liner. Performed visual inspection of first stage turbine nozzle and wheel. No cracks or other defects noted. Tested TOT gauge for calibration using Fluke 714, Calibration due 12-20-18, and found to read no more than 1C high at all ranges. Checked thermocouple for resistance and ambient temperature indication. Reassembled all parts removed for access and reset Diamond J TOT indicator.

All work performed referring to Rolls Royce OMM 10W3.

Ground runs/leak checks performed OK.

Signed

Jeff Schlott Cert # AP

Parts Removed/Installed

Part Description: Combustion Liner Assy.

P/N OFF: 23056130

S/N OFF: 8-71-231

TSO: UNK

P/N ON: 23056108

S/N ON: 10-90-5

TSO: 0.0

2018



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N89ZC
S/N: 1098D
ENG. S/N: CAE833590

Hobbs: 2255.2
TTAF: 13543.2
TTENG: 10351.3

Date: 12-13-18
TE's: 25836
CYC: 5414

Performed overtemp inspection due to reported temperature of 874C for 5 seconds. Removed combustion liner for inspection and installed overhauled liner. Performed visual inspection of first stage turbine nozzle and wheel. No cracks or other defects noted. Tested TOT gauge for calibration using Fluke 714, Calibration due 12-20-18, and found to read no more than 1C high at all ranges. Checked thermocouple for resistance and ambient temperature indication. Reassembled all parts removed for access and reset Diamond J TOT indicator.

All work performed referring to Rolls Royce OMM 10W3.

Ground runs/leak checks performed OK.

Signed

Jeff Schlott Cert # AP

Parts Removed/Installed

Part Description: Combustion Liner Assy.

P/N OFF: 23056130

S/N OFF: 8-71-231

TSO: UNK

P/N ON: 23056108

S/N ON: 10-90-5

TSO: 0.0

2018

AUTHORIZED RELEASE CERTIFICATE
FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG

3. Form Tracking Number:

PII-13067

Address:

AeroWeld Inc. Repair Station # XW8R874J

San Marcos, California USA 92078

5. Work Order/Contract/Invoice
Number:

15-4933

6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	Combustion Liner Assy.	23056108	1	10-90-5	Overhauled

12. Remarks:

O/H inspected per Rolls Royce OHM 10W3. Repair per FAA/DER repair data AL-1006 .
Work Order including work accomplished issued 8-13-15 is enclosed.

Aeroweld Inc. Repair Station certifies that the work specified in blocks 11 and 12 was performed in accordance with EASA IR 145 and with respect to that work, the engine components is approved for return to service under EASA acceptance Certificate Number 145.5650

13a. Certifies the items identified above were manufactured in conformity to:

- ☐ Approved design data and are in a condition for safe operation.
☐ Non-approved design data specified in Block 12.

14a. ☒ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12

Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

13b. Authorized Signature:

13c. Approval/Authorization No.:

14b. Authorized Signature:

14c. Approval/Certificate No.:

13d. Name (Typed or Printed):

13e. Date (dd/mm/yyyy):

14d. Name (Typed or Printed):

14e. Date (dd/mm/yyyy):

Robert Haldeman

13/AUG/2015

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.



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S/N: 1098D

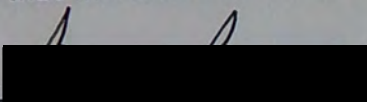
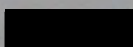
Hobbs: 2178.3
TTAF: 13466.3

Date: 10/29/2018

- Removed unserviceable start generator PN 23032-027 SN 7474 TSO 124 for AC not starting and installed overhauled start generator PN 23032-027 SN 18892 TSO 0.0 IAW current MDHI maintenance manual CSP-HMI-2 Chapter 71-00-00

Performed maintenance operational run up and leak check, no leaks noted at this time.

I certify that this aircraft identified above has been determined to be in an Airworthy condition.

Signed  Brian Bussiere  A&P

2018



MAINTENANCE RECORD

N89ZC
S/N: 1098D

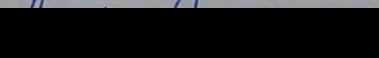
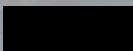
Hobbs: 2170.5
TTAF: 13458.5

Date: 10/24/18

-Removed main rotor transmission PN 369D25100-501 SN 0894 TT UNK TSO 2988.1 for overhaul due and installed repaired main rotor transmission PN 369D25100-901 SN 1270 TT UNK TSO 0.0 TSR 0.0 IAW current MDHI MM CSP-HMI-2 Chapter 63-20-00, 63-15-10 and 63-10-00.
-Removed unserviceable over running clutch PN 369A5350-41 SN HT14758 TSN UNK TSO 199.4 for oil leakage and installed overhauled over running clutch PN 369A5350-41 SN HT6701 TSN UNK TSO 0.0 IAW current MDHI MM CSP-HMI-2 Chapter 63-10-00.

Performed maintenance operational run up and leak check, no leaks noted at this time.

I certify that this aircraft identified above has been determined to be in an Airworthy condition.

Signed  Brian Bussiere  A&P

2018



MAINTENANCE RECORD

N89ZC

S/N: 1098D

ENG. S/N: CAE-833590

Hobbs: 2125.5

TTAF: 13413.5

TTENG: 10221.6

Date: 12 Oct 2018

TE's: 24917

CYC: 5340

Completed the following maintenance items:

- 1.) 100 Hour airframe inspection IAW CSP-HMI-2, 05-20-00, Table 1.
- 2.) 150 Hour engine inspection IAW RR 10W2, 72-00-00, Table 603.
- 3.) 300 Hour airframe inspection IAW CSP-HMI-2, 05-20-10, Table 1.
- 4.) 300 Hour engine inspection IAW RR 10W2, 72-00-00, Table 603.
- 5.) Drained, flushed, and serviced tail rotor gearbox with Mobil AGL.
- 6.) Drained and serviced overrunning clutch with 254.
- 7.) Cleaned Engine Inlet Barrier Filters.
- 8.) Complied with applicable AD's, SB's and ICA's see attached Rotor Blade sign off sheets dated this date. Bi-weekly AD's current to 2018-20.
- 9.) Performed maintenance operational run up and leak check.
- 10.) Replaced VHF/FM Transceiver P/N: 921012-1, S/N: F4152 with P/N: 921012-1, S/N: F1805
- 11.) Replaced green main rotor blade P/N: 500P2100-105, S/N: 888C with P/N: 500P2100-105, S/N: 308C.
- 12.) Performed Main Rotor Track and Balance IAW CSP-HMI-2, Sec. 18-10-00.
 - a. Balanced at .067 IPS

Next 100 hour inspection due at Hobbs: 2225.5

Next 300 hour inspection due at Hobbs: 2425.5

Overrunning clutch 300 hour inspection due at Hobbs: 2354.5

I certify that this aircraft and engine was inspected in accordance with all applicable 100/150/300 hour inspection checklists and was determined to be in an airworthy condition.

Signed

Colton Wood [redacted] A&P



MAINTENANCE RECORD

N89ZC
S/N: 1098D
ENG. S/N: CAE833590

Hobbs: 2073
TTAF: 13361
TTENG: 10169.1

Date: 09-25-18
TE's: 24639
CYC: 5326

Operational T.O.T. exceedance of 820 C for 8 seconds was recorded. Removed OCC and combustion liner. Overhaul inspection of 23056130 combustion liner was performed by Rauch Performance Turbine. Performed visual inspection of nozzle and wheel. No defects noted. Reinstalled combustion liner and OCC. Cleared exceedance from Diamond J T.O.T. indicator and recorded exceedance in Turbine section of engine log.

All work done per Rolls Royce Maint Manual 10W2. Ground run, leak checks performed ok.

Signed

Jeff Schlott Cert # AP



MAINTENANCE RECORD

N89ZC
S/N: 1098D
ENG. S/N: CAE833590

Hobbs: 2054.3
TTAF: 13342.3
TTENG: 10150.4

Date: 09-18-18
TE's: 24567
CYC: 5300

Complied with a 100 hour inspection. Changed oil T/R gearbox (AGL). Removed, inspected and reinstalled M/R Trans, T/R Gearbox and Engine chip plugs. Complied with required ICA items and applicable A.D's. Reference Rotor Blade ICA Form and A.D. Compliance Form for signoffs. Bi-weekly AD's checked through 2018-18

Installed parts removed during sudden stoppage inspection.

Installed serviceable 369D27609-501 M/R transmission removed from N8306F.

Installed new E500N5215 Engine/transmission driveshaft.

Installed serviceable 369F5510-1 main rotor driveshaft removed from N34CM.

Installed serviceable 369D21001-501 M/R scissor assembly with new 369X1003-501 link.

Installed serviceable 500P2100-105 M/R blade to replace damaged/destroyed blade.

Inspected, repaired and re-installed M/R blades SN's: 094D and 760D. Inspected and re-installed M/R blades SN's: 090D and 888C.

Re-installed and adjusted M/R blade and damper pins after NDI performed by Rauch Performance Turbine.

Removed 22A731 tach generator from M/R transmission and replaced with new 22A731 tach generator SN:12714.

All work done per CSP-HMI-2 and Rolls Royce Maint Manual 10W2. Ground run, leak checks performed ok.

I certify that this aircraft/engine identified above has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition. Next 100 hour due 2154.3 Hobbs time.

Signed

Jeff Schlott Cert # AP



MAINTENANCE RECORD

Parts On/Off

Part Description: M/R transmission

P/N ON: 369D25100-505

S/N ON: U0894

TSO: 2871.9

P/N OFF: 369D25100-505

S/N OFF: 1023

TSO: 684.3

Part Description: Engine/transmission driveshaft

P/N ON: E50N5215

S/N ON: KAM1-131

TSO: 0

P/N OFF: 369D25515

S/N OFF: 0620

TSO: 5 years

Part Description: M/R driveshaft

P/N ON: 369F5510-1

S/N ON: 5009-1465

TSN: 4392.4

RIN's: 177170.8

P/N OFF: 369F5510-1

S/N OFF: 2118

TSN: 655.5

RIN's: 43576.5

Part Description: M/R Blade

P/N ON: 500P2100-105

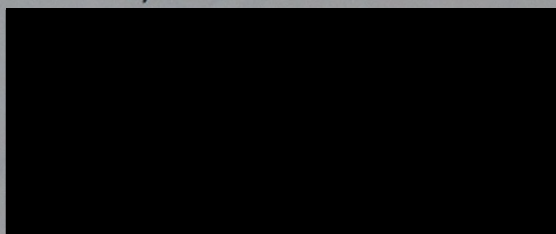
S/N ON: 161C

TSN: 200

P/N OFF: 500P2100-105

S/N OFF: 905B

TSN: 3003.6



2018

N89ZC
S/N: 1098D
Engine SN: CAE833590

Hobbs: 2054.3
ACTTSN: 13342.3
ENGTTSN: 10150.4

Date: September 6, 2018
TE: 24567
ENG CYC: 5300

Sudden Stoppage Inspection.

Performed Conditional Inspection Table 4 Level 2 Requirements due to Main Rotor Blade Strike while in flight damaged beyond repair.

Removed MR Blade **500P2100-105**, SN:905B TTSN = 3003.6, Damaged beyond repair.

Removed MR Transmission SN:1023 for Overhaul.

Removed MR Drive shaft SN:2118.

Removed MR Hub Assembly SN:1423 for Overhaul.

MR Blade and Damper Pins Sent for NDT.

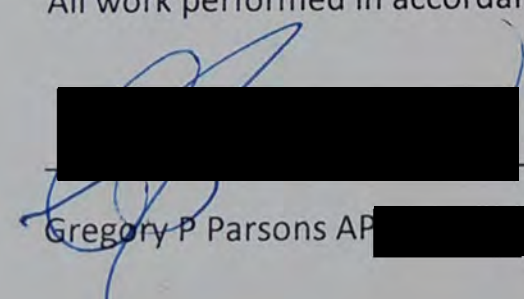
Removed Overrunning Clutch Assembly SN:HT6701 for Overhaul.

Removed Engine to Transmission Interconnect Shaft SN:0620.

Removed Engine Assembly due to Sudden Stoppage.

- ✓ Installed -0- TSO MR Hub Assembly SN:1025.
Installed Serviceable Overrunning Clutch Assembly PN:369A5350-41, SN:HT14758, 1337.0 TSO, 83.2 TS
300 hour Inspection.
Removed Starter Generator SN:21761 due to insufficient time remaining.
Installed -0- TSO Starter Generator PN:23032-027 SN:7474.
Installed 5 New 369X1011 upper MRH PC link bearings.
Installed 5 New 369X7951-11 lower MRH PC link bearings.
Performed MR Damper Stretch Check, results recorded on RB AD and SB listing sheet dated 8/29/18.
Installed engine assembly CAE-833590 following inspection and repair due to Sudden Stoppage.

All work performed in accordance with MDHC CSP-HMI-2.


[Redacted]
Gregory P Parsons AP [Redacted]

N89ZC
S/N: 1098D
Engine SN: CAE833590

Hobbs: 2054.3
ACTTSN: 13342.3
ENGTTN: 10150.4

Date: September 6, 2018
TE: 24567
ENG CYC: 5300

Sudden Stoppage Inspection.

Modules as removed from aircraft: **CAC-35697, CAG-36906, CAT-38663P.**

Engine disassembled to Modules due to MR Sudden Stoppage Level II Inspection requirements.
Gearbox Assembly **CAG-36906** Sent to OH.

CAT-38663P PT Inner shaft splines cleaned and inspected.

Removed N2 coupling for NDT.

Installed new **6870832HT** PMA N2 Coupling **SN HTM-501.**

Compressor Inspected for FOD, no issues noted.

Reassembled engine with -O-TSO Gearbox Assembly **CAG-27464.**

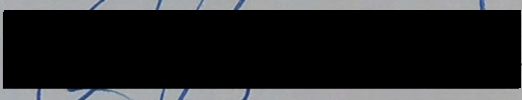
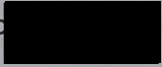
Removed N2 Gov. **SN 28990** due to blue grease wash-out.

Installed time continued N2 Gov. PN **M250-10847 SN 17110, 448.9 TSO.**

--**AD 2018-13-01** NA By N2 Governor PN installed = M250-10847 post CEB-1402, 1413 & 1424 Embodied.

All work performed in accordance with RRM250 Maintenance Instruction 10W2 6th Edition 23rd revision,
72-00-00, PARA 1.D.(4),(b), items 1-4

(*)Item 5, Post maintenance 30 minute ground run and post run Magnetic Plug Inspection required prior
to release for service.


Gregory P Parsons AP 



MAINTENANCE RECORD

N89ZC

S/N: 1098D

ENG. S/N: CAE-833590

Hobbs: 2052.3

TTAF: 13340.3

TTENG: 10148.4

Date: 8/15/18

TE's: 24563

CYC: 5298

-Removed serviceable engine turbine PN 23069745 SN CAT-38663P TSN 2498.6 for oil leak between engine gearbox and turbine and installed same serviceable engine turbine PN 23069745 SN CAT-38663P TSN 2498.6 with a new oring PN 6851501-160HT IAW current Rolls-Royce M250-C20 Series Operation and Maintenance Manual Chapter 72-50-00.

-Removed unserviceable aircraft battery PN RG-500 SN 40622072 TSN UNK for weak start and installed serviceable Concorde AC battery PN RG500 SN 40844702 per MD Helicopters Maintenance Manual CSP-HMI-3 Section 96-05-00. Ops check good.

Performed maintenance operational run up and leak check, no leaks noted at this time.

I certify that this aircraft identified above has been determined to be in an Airworthy condition.

Signed [REDACTED] Brian Bussiere [REDACTED] A&P

2018



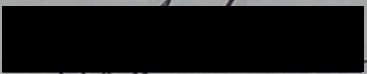
MAINTENANCE RECORD

A/C:N89ZC
S/N:1098D
ENG. S/N:CAE-833590

Hobbs: 2026.2
TTAF:13334.6
TTENG: 10122.3

Date: 7/28/18
TE's: 24429
CYC: 5280

- 1) Longitudinal trim motor found to be working intermittent. Removed trim motor PN 369A7171-15 SN 008039A and installed serviceable trim motor PN 369A7171-11 ops check good.
- 2) collective cargo hook switch found to be inop. Removed cargo hook switch PN C1006 and installed new serviceable switch C1006 ops check good.
- 3) All work done IAW MDHI CSP-HMI-2 and collective box cover ICA


Robert Green A&P 

Dated 7/28/18

2018



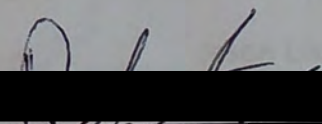
MAINTENANCE RECORD

A/C:N89ZC
S/N:1098D
ENG. S/N:CAE-833590

Hobbs: 2026.2
TTAF:13334.6
TTENG: 10122.3

Date: 7/28/18
TE's: 24429
CYC: 5280

- 1) Longitudinal trim motor found to be working intermittent. Removed trim motor PN 369A7171-15 SN 008039A and installed serviceable trim motor PN 369A7171-11 ops check good.
- 2) collective cargo hook switch found to be inop. Removed cargo hook switch PN C1006 and installed new serviceable switch C1006 ops check good.
- 3) All work done IAW MDHI CSP-HMI-2 and collective box cover ICA


Robert Green A&P 

Dated 7/28/18

2018



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ENG. S/N: CAE- 833590

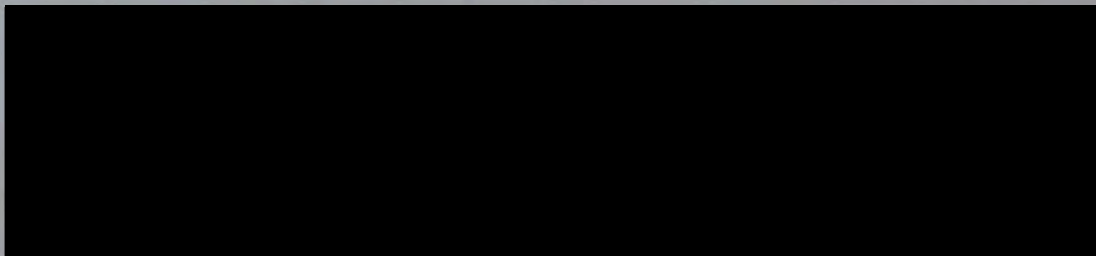
Hobbs: 2009.7
TTAF: 13297.7
TTENG: 10105.7

Date: 7/22/18
TE's:
CYC:

Replaced t/r feather bearings with new p/n: 369A1716-17 & 369A1716-19. Replaced t/r p/c links with new p/n: 369X21723-13.

Signed

Jason Lackey [REDACTED] A&P



2018



MAINTENANCE RECORD

N89ZC

S/N: 1098D

ENG. S/N: CAE- 833590

Hobbs: 1989.3 ✓

TTAF: 13277.3 ✓

TTENG: 10085.3

Date: 7/12/18

TE's: 24231

CYC: 5258

Complied with the following maintenance items:

- 1.) 100 hour airframe inspection IAW CSP-HMI-2, 05-20-00 Table 1.
- 2.) 150 hour engine inspection IAW RR 10W2, 72-00-00, Table 603.
- 3.) Drained tail rotor gearbox and serviced with Mobil AGL.
- 4.) Removed, checked, and cleaned main rotor, tail rotor, and engine chip detectors.
- 5.) Removed FCU filter assy p/n: 2539508 and replaced strainer assy p/n: 2539508 with new
- 6.) Removed fuel nozzle s/n: AG27382 for trouble shooting inconsistent start temperatures, and installed overhauled fuel nozzle p/n: 23077068 s/n: AG88566 TSO 0.0
- 7.) Bled fuel system and performed vacuum leak check.
- 8.) Complied with applicable AD's, SB's and ICA's see Rotor Blade sign off sheets dated this date. AD's current to Bi-weekly 2018-14.

Performed ground run and leak check, ok. All work completed IAW MD Helicopters MM CSP-HMI-2 and RR 10W2.

I certify that this aircraft and engine was inspected in accordance with a 100/150 hour inspection and was determined to be in an airworthy condition.

Signed

Jason Lackey A&P

2018



MAINTENANCE RECORD

N89ZC
S/N: 1098D
ENG. S/N: CAE- 833590

Hobbs: 1989.3
TTAF: 13277.3
TTENG: 10085.3

Date: 7/12/18
TE's: 24231
CYC: 5258

Complied with the following maintenance items:

- 1.) 100 hour airframe inspection IAW CSP HMI-2, 05-20-00 Table 1 ✓
- 2.) 150 hour engine inspection IAW RR 10W2, 72 00 00, Table 603 ✓
- 3.) Drained tail rotor gearbox and serviced with Mobil AGL.
- 4.) Removed, checked, and cleaned main rotor, tail rotor, and engine chip detectors.
- 5.) Removed FCU filter assy p/n: 2539508 and replaced strainer assy p/n: 2539508 with new ✓
- 6.) Removed fuel nozzle s/n: AG27382 for trouble shooting inconsistent start temperatures, and installed overhauled fuel nozzle p/n: 23077068 s/n: AG88566 TSO 0.0 ✓
- 7.) Bled fuel system and performed vacuum leak check.
- 8.) Complied with applicable AD's, SB's and ICA's see Rotor Blade sign off sheets dated this date. AD's current to Bi-weekly 2018-14.

Performed ground run and leak check, ok. All work completed IAW MD Helicopters MM CSP-HMI-2 and RR 10W2.

I certify that this aircraft and engine was inspected in accordance with a 100/150 hour inspection and was determined to be in an airworthy condition.

Signed

Jason Lackey A&P



MAINTENANCE RECORD

N89ZC

S/N: 1098D

ENG. S/N: CAE- 833590

Hobbs: 1989.3

TTAF: 13277.3

TTENG: 10085.3

Date: 7/12/18

TE's: 24231

CYC: 5258

Complied with the following maintenance items:

- 1.) 100 hour airframe inspection IAW CSP-HMI-2, 05-20-00 Table 1.
- 2.) 150 hour engine inspection IAW RR 10W2, 72-00-00, Table 603.
- 3.) Drained tail rotor gearbox and serviced with Mobil AGL.
- 4.) Removed, checked, and cleaned main rotor, tail rotor, and engine chip detectors.
- 5.) Removed FCU filter assy p/n: 2539508 and replaced strainer assy p/n: 2539509 with new
- 6.) Removed fuel nozzle s/n: AG27382 for trouble shooting inconsistent start temperatures, and installed overhauled fuel nozzle p/n: 23077068 s/n: AG88566 TSO 0.0
- 7.) Bled fuel system and performed vacuum leak check.
- 8.) Complied with applicable AD's, SB's and ICA's see Rotor Blade sign off sheets dated this date. AD's current to Bi-weekly 2018-14.

Performed ground run and leak check, ok. All work completed IAW MD Helicopters MM CSP-HMI-2 and RR 10W2.

I certify that this aircraft and engine was inspected in accordance with a 100/150 hour inspection and was determined to be in an airworthy condition.

Signed

Jason Lackey A&P

2018



MAINTENANCE RECORD

N89ZC

S/N: 1098D

ENG. S/N: CAE- 833590

Hobbs: 1974.6

TTAF: 13262.6

TTENG: 10070.7

Date: 7/9/18

TE's:

CYC:

TOT indicator not recording flight data. Removed TOT indicator p/n: 61000-034 s/n: 11432 and installed serviceable unit p/n: 61000-0034 s/n: 15359L and ops tested. Replaced cyclic trigger switch with new p/n: A218-158698-05 due to intermittent operation.

Signed

Jason Lackey [redacted] A&P

2018



MAINTENANCE RECORD

N89ZC

S/N: 1098D

ENG. S/N: CAE-833590

Hobbs: 1902.7

TTAF: 13190.7

TTENG: 9998.7

Date: 6-14-18

TE's: 23837

CYC: 5215

Performed 100 Hour Airframe Inspection IAW current MDHI maintenance manual CSP-HMI-2 Chapter 05-20-00 Table 1.

Performed 300 Hour Airframe Inspection IAW current MDHI maintenance manual CSP-HMI-2 Chapter 05-20-10 Table 1.

Installed Overrunning Clutch 369A5350-41, SN: HT6701 -0- TSO

Installed Serviceable MR Dampers 369D21400-503, SN's: 15187, 005437-22896, 21925, 17304, 20192. -0- TS Pull Test.

Installed dual Tach 369D24518, SN: 30820 -0- TSO

Installed Voltage Regulator VP214, SN: 47714 -0- TSO.

Replaced all 5 upper MR PC Link rod end bearings with new.

Removed MR Blade SN: 906B to support N289PP. Installed -0- TSN MR Blade 500P2100-105, SN: 760D.

Performed 150/300/ Hour Engine Inspection IAW current Rolls-Royce M250-C20 Series Operation and Maintenance Manual Chapter 72-00-00 Table 603 Alternate Scheduled Inspections.

Complied with all required ICA items as applicable. Ref: Rotor Blade ICA sign off sheets dated 6/14/2018.

Complied with all applicable AD, SB & DN inspection items. Ref: Rotor Blade Recurring AD, SB & DN Listing dated 6/14/2018. Bi-weekly AD's checked thru: 6/10/2018.

Installed engine assembly CAE-833590, Engine TTSN = 9997.1, TCSN = 5197.

Removed FCU 23070606, SN: 335897 due to no idle adjustment. Installed FCU 23070606, SN: BR57194 TTSO = 1401.3.

Performed maintenance operational run up and leak check, no leaks noted at this time.

Performed tail rotor balance to .025

Performed MR Track and Balance.

I certify that this aircraft has been inspected in accordance with a 100/300 Hour Airframe Inspection and Engine 150/300 Hour Inspection was found to in an Airworthy condition at this time.

Signed

Gregory P. Parsons

&P

2018

ROTOR BLADE, LLC
MAINTENANCE RECORD

N89ZC
S/N: 1098D
ENG. S/N: CAE833590

Hobbs: 1902.7
TTAF: 13190.7
TTENG: 9998.7

Date: 6-14-2018
TE's: 23837
CYC: 5215

I certify that this aircraft S/N 1098D has been inspected in accordance with an annual inspection and was determined to be in an airworthiness condition. Bi-Weekly AD's checked thru 2018-12 on FAA.Gov website. Fire Extinguisher inspected, no defects noted.

Signed [Redacted] Edward McGuire AP [Redacted] A

2018



2018

MAINTENANCE RECORD**N89ZC****S/N:** 1098D**ENG. S/N:** CAE-833590**Hobbs:** 1902.7**TTAF:** 13190.7**TTENG:** 9998.7**Date:** 6-14-18**TE's:** 23837**CYC:** 5215

Performed 100 Hour Airframe Inspection IAW current MDHI maintenance manual CSP-HMI-2 Chapter 05-20-00 Table 1.

Performed 300 Hour Airframe Inspection IAW current MDHI maintenance manual CSP-HMI-2 Chapter 05-20-10 Table 1.

Installed Overrunning Clutch 369A5350-41, SN: HT6701 -0- TSO

Installed Serviceable MR Dampers 369D21400-503, SN's: 15187, 005437-22896, 21925, 17304, 20192. -0- TS Pull Test.

Installed dual Tach 369D24518, SN: 30820 -0- TSO

Installed Voltage Regulator VP214, SN: 47714 -0- TSO.

Replaced all 5 upper MR PC Link rod end bearings with new.

Removed MR Blade SN: 906B to support N289PP. Installed -0- TSN MR Blade 500P2100-105, SN: 760D.

Performed 150/300/ Hour Engine Inspection IAW current Rolls-Royce M250-C20 Series Operation and Maintenance Manual Chapter 72-00-00 Table 603 Alternate Scheduled Inspections.

Complied with all required ICA items as applicable. Ref: Rotor Blade ICA sign off sheets dated 6/14/2018.

Complied with all applicable AD, SB & DN inspection items. Ref: Rotor Blade Recurring AD, SB & DN Listing dated 6/14/2018. Bi-weekly AD's checked thru: 6/10/2018.

Installed engine assembly CAE-833590, Engine TTSN = 9997.1, TCSN = 5197.

Removed FCU 23070606, SN: 2539508 due to no idle adjustment. Installed FCU 23070606, SN: BR57194 TTSO = 1401.3.

Performed maintenance operational run up and leak check, no leaks noted at this time.

Performed tail rotor balance to .025

Performed MR Track and Balance.

I certify that this aircraft has been inspected in accordance with a 100/300 Hour Airframe Inspection and Engine 150/300 Hour Inspection was found to in an Airworthy condition at this time.

Signed _____

Gregory P. Parsons [REDACTED] A&P



MAINTENANCE RECORD

N89ZC
S/N: 1098D

Hobbs: 1901.1
TTAF: 13189.1

Date: 05-25-18
TE's: 23822

Removed landing gear fairings to access cracked rub plates. Removed both R/H rubplates for replacement. Found damaged /corroded skin around both R/H landing gear struts. Removed R/H landing gear skid assembly, dampers, struts, and diagonal braces. Removed all 4 RH keel beam bearings and replaced with new bearings. Removed damaged/corroded skin segments and related/attached parts. Replaced unserviceable skin and related parts with new 369H2500-16 skin, 369A2500-2 doubler, and other serviceable parts. Installed new AM39H2551-4 and CAI-8650-4 rub plates and touched up paint. Installed repaired/serviceable 369H6006 diagonal braces, 369H6001-32 R/H aft strut, 369XH6001-42 R/H forward strut, and 369D290006-10 R/H skid assembly. Installed overhauled 369D26301-131 landing gear damper SN:HT-17102-2 and 369D26300-131 L/G damper SN:HT16845-2. Reinstalled 369X23500-505 Tail boom assembly SN:0918 removed to facilitate other maintenance. Reinstalled 369D23600-503 Vertical stabilizer SN:1783 removed to facilitate other maintenance. Reinstalled 369D2360-503 Horizontal stabilizer SN:0562 removed to facilitate other maintenance. Installed serviceable 369A7171-15 Longitudinal trim actuator SN:008039A to replace 369A7171-17 trim actuator removed for use in N112AS. Installed serviceable 369H7352 pilot collective stick to replace stick removed for use in N743MH and re-shimmed co-pilot collective gearbox to reduce backlash. Replaced worn 369A7372-5 rod end on collective bungee.

All work done per CSP-HMI-2 and AC 43.13-1B.

Signed

Jeff Schlott Cert # A[REDACTED]

2018



MAINTENANCE RECORD

N89ZC
S/N: 1098D
ENG. S/N: CAE-835530

Hobbs: 1901.1
TTAF: 13189.1
TTENG: 5703.8

Date: 5/18/2018
TE's: 23822
CYC: 3893

- ✓ 1. Installed serviceable M/R Hub assembly ^{2468.9}~~2455.8~~ hours remaining ready for M/R hub balance.
2. Installed M/R dampers red P/N 369D21400-503 S/N LK27656, white P/N 369D21400-503 S/N LK27654, Blue P/N 369D21400-503 S/N LK27631, Yellow P/N 369D21400-503 S/N LK27671, Green P/N 369D21400-503 S/N LK27638.
3. Fuel cell bracket assy. Found to be in unserviceable condition. Removed unserviceable bracket P/N 369A8112 and installed serviceable bracket P/N same.
4. Installed LH fuel cell and RH fuel cell. Leak check good.
5. Installed serviceable M/R transmission TSO: 531.1 and new serviceable tail rotor drive shaft coupling P/N E369D25501-9 S/N KAM2-152.
6. Installed new serviceable tach generator.
7. Installed new serviceable oil cooler blower 1200.0 HRs remaining.
8. Installed serviceable fuel rollover valve P/N 369H8108-503M S/N UNK.

Signed

Robert Green A&P

M/R Hub assy.

ON

P/N 369D21200-503

S/N 1432

OFF

P/N UNK

S/NUNK

2018



2018

MAINTENANCE RECORD

Tach generator

ON

P/N 22A731

S/N 3031

OFF

P/N UNK

S/N UNK

✓ Oil cooler blower

ON

P/N 369D25630-101

S/N GB181

OFF

P/N UNK

S/N UNK

M/R transmission

ON

P/N 369D25100-505

S/N 1023

OFF

P/N UNK

S/N UNK

Tail rotor drive shaft coupling

ON

P/N E369D25501-9

S/N KAM2-152.

OFF

P/N UNK

S/N UNK

Bracket Assy.

ON

P/N 369A8112

S/N UNK

OFF

P/N same

S/N UNK

LH fuel cell

ON

P/N 369H8101-3

S/N 15-84968

OFF

P/N Same

S/N same

RH fuel cell

ON



2018

MAINTENANCE RECORD

P/N PN 369H8101-5	S/N UNK
OFF	
P/N same	S/N UNK

M/R damper red	
ON	
P/N 369D21400-503	S/N LK27656
OFF	
P/N J-15640-6-V	S/N LK30955

M/R damper white	
ON	
P/N 369D21400-503	S/N LK27654
OFF	
P/N UNK	S/N UNK

M/R damper Blue	
ON	
P/N 369D21400-503	S/N LK27631
OFF	
P/N J-15640-6-V	S/N LK31381

M/R damper Yellow	
ON	
P/N 369D21400-503	S/N LK27671
OFF	
P/N	
J-15640-6-V	S/N LK31384

M/R damper Green	
ON	
P/N 369D21400-503	S/N LK27638
OFF	
P/N J-15640-6-V	S/N LK31360



MAINTENANCE RECORD

Fuel rollover valve

ON

P/N 369H8108-503M

S/N UNK

OFF

P/N UNK

S/N UNK

2018