

Airframe

YEAR	DATE	TACH	T.T.	Description of Inspections, Test, Repair, and Alterations
10 JUL	2018	4207	.2	THIS AIRCRAFT N9421P SN 0118, WAS PURCHASED IN NONFLYABLE STORAGE CONDITION.
				THIS AIRCRAFT HAS BEEN REASSEMBLED WITH NEW MAIN ROTOR BLADES, RECONDITIONED M/R GRIPS, NEW BATTERY, SERVICEABLE TRANSMISSION & TAIL ROTOR. GEAR BOX, ENGINE TOP END WAS DISASSEMBLED, INSPECTED, CYLINDERS RECONDITIONED, REPLACED OIL & COMPRESSION RINGS & REASSEMBLED. SEE COMPONENT HISTORICAL CARDS FOR TSN & TSO OF REPLACED COMPONENTS. ALL AD'S COMPLIED WITH TO DATE. AIRCRAFT RUN UP & TEST FLIGHT OK. MAIN ROTOR & TAIL ROTOR BALANCED TO 405 IPS. ALL WORK COMPLETED IN ACCORDANCE WITH CURRENT SCHWEIZER HMI & LYCOMING MANUALS. AIRCRAFT RETURNED TO SERVICE.
				LIST OF NEW, USED AND OR OVERHAULED COMPONENTS USED TO ASSEMBLE AIRCRAFT & PUT INTO AIRWORTHY STATUS.
				SLICK MAGS (NEW) 4370 & 4347 SN 07120497, 07011211
				M/R PITCH RODS 269A1220-13 SN 0500, 0542, 0476
				M/R PITCH SHAFTS 269A1240-7 SN 4858, 4865, 4851
				TRANSMISSION 269A5175-19 SN 0501
				TAIL BOOM - 269A2520-17 SN 80096
				HORIZONTAL STAB 269A2516 SN 0460-306
				UPPER H-FRAME BEARINGS 269A2520-076
				LOWER H-FRAME BEARINGS 269A
				STARTER - PIN-0204 SN 7014911
				ALTERNATOR - ALW 852168 SN ED 32217
				T/R G/R - 369A5400 SN 87083
				T/R HUB ASSY 269A1034-15 SN 0159
				M/R BLADES 269A1185-1 SN 82747, 82757, 84397
				GEL BATTERY SN G02999138
				CONNECTING ROD - LW11750 SN - N/A

A/C # N9421P
 Model: 269 C-1 SN: 0118
 TT: 5362.5 SMOH: 1328.4

Date: 08/10/19

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

Jay R. Conley AP [Signature]

Air France

YEAR DATE	TACH	T.T.	Description of Inspections, Test, Repair, and Alterations
13OCT2019	N9421P	SN# 0118 TT: 5365.4	
Tach: 1673.9			
Complied with AD 2017-14-06 MPI of lower pulley coupling shaft, next due at 1823.9 hrs.			
Complied with AD 2017-19-07, fuel line, next due at 1723.9 hrs.			
Jay R. Conley AP [redacted] A			
17 Feb 2020	N 9421 P	ACSN: 0118	
Tach: 1695.0 Hobbs: 5387.4 TSOH: 1308.9			
Performed a 25 Hr. inspection IAW Schweizer HMI Sec: 2, Table B-1, App: B page 680 and Lycoming OM Sec: 4, item 1 and 2. Aircraft returned to service.			
Jay R. Conley AP [redacted] A			
4FEB2020	N 9421 P	Tach: 1720.0 Hrs	
Performed 50 Hr. inspection IAW Schweizer HMI Sec. 2, Table 2 - B and Lycoming Op. manual Sec. 4, page 4-1 - 4-4. Operational check performed satisfactory, aircraft returned to service.			
Jay R. Conley AP [redacted] A			

ENGINE

YEAR	DATE	TACH	T.T.	Description of Inspections, Test, Repair, and Alterations
15 FEB	2019	4220	.4	#4 CYLINDER FAILED COMPRESSION CHECK. REMOVED CYLINDER FROM AIRCRAFT & HAD VALVES & CYLINDER PORTS RESURFACED. REASSEMBLED WITH NEW PISTON, RINGS & CONNECTING ROD. COMPRESSION CHECKS OK #1 72/80 #2 75/80 #3 72/80 #4 75/80 ALL WORK PERFORMED I.A.W LYCOMING MAINTENANCE MANUALS. GROUND RUN & TEST FLIGHT OK. AIRCRAFT RETURNED TO SERVICE [REDACTED] ACP [REDACTED]
8/10/16	2019	4219		Compression as follows #1) 74/80 #2) 73/80 #3) 74/80 #4) 74/80. Maintenance performed in accordance with Lycoming maintenance manual. [REDACTED] ACP [REDACTED] IA
				A/C # N9421P Date: 08/10/19 Model: 269 C-1 SN: 0118 Eng: Lycoming O-360-C1A SN: L-37693-36A SMOH: 1326.4 I certify that this engine has been inspected in accordance with an annual inspection and was determined to be in airworthy condition. [REDACTED] Jay R. Conley AP [REDACTED] A
				21OCT2019 N9421P A/C SN# 0118 TT: 5365.4 Removed lower pulley coupling shaft SN#: \$1211 to comply w/ AD 2017-14-06. Shaft reinstalled, work performed I.A.W Schweizer HMI Sec. 10-74 and Sec. 3-14 para; h - j. Operational and flight check performed satisfactory. [REDACTED] Jay R. Conley AP [REDACTED] A

ENGINE

YEAR	TACH	T.T.	Description of Inspections, Test, Repair, and Alterations
21OCT2019	N9421P	A/CSN# 0118 TT: 5365.4	Removed lower pulley coupling shaft SN#: \$1211 to comply w/ AD 2017-14-06. Shaft reinstalled, work performed I.A.W Schweizer HMI Sec. 10-74 and Sec. 3-14 para; h - j. Operational and flight check performed satisfactorily. Jay R. Conley AP [REDACTED] IA
13OCT2019	N9421P	SN# 0118 TT: 5365.4 Tach: 1673.9	Complied with AD 2017-14-06 MPI of lower pulley coupling shaft, next due at 1823.9 hrs. Complied with AD 2017-19-07, fuel line, next due at 1723.9 hrs. Jay R. Conley AP [REDACTED] IA
17 Feb 2020	N 9421 P	ACSN: 0118 Tach: 1695.0 Hobbs: 5387.4 TSOH: 1308.9	Performed a 25 Hr. inspection IAW Schweizer HMI Sec: 2, Table B-1, App: B page 860 and Lycoming OM Sec: 4, item 1 and 2. Aircraft returned to service. Jay R. Conley AP [REDACTED] IA
27 FEB2020	N9421 P	Tach: 1704.0	T/R G/B input shaft oil seal seeping. Removed T/R D/S and T/R xmsn. Disassembled T/R G/B. Inspected G/B and drive shaft for wear and play, no irregularities noted. Replaced input shaft oil seal and o-rings and reassembled G/B. Reinstalled T/R D/S and xmsn., Operational and flight test performed satisfactory, aircraft returned to service. All work performed IAW Schweizer HMI Sec: 10, para 10-83, 10-84, 10-85.APP: C. 2-4, 2-5, 5-7, 5-9, 1U-90 and 10-94 Jay R Conley AP [REDACTED] IA

Scheduled

YEAR	TACH	T.T.	Description of Inspections, Test, Repair, and Alterations																					
6 DEC 2019	1664	4207	N 9421P MAKE SCHWEIZER MODEL 269C-1 THE ALTIMETER AND STATIC SYSTEM TESTS REQUIRED BY F.A.R. PART 91.411 HAS BEEN PERFORMED THIS DATE 6 DEC. 19 ALTIMETER TESTED IN COMPLIANCE WITH APPENDIX E PART 43 TO 2000 FEET. DATE 6 DEC. 19 STATIC SYSTEM CHECK PERFORMED BY RAY ALLEN'S ELECTRONICS, INC. BUTLER, GA. F.A.A. SIGNED [redacted] DATE 6 DEC. 19 UNITED STATES AIR FORCE TESTED INAW FAR STD AT 43 APPIE PAXA C DATE 6 DEC. 17 I CERTIFY THIS ATC TRANSPONDER (MAKE) GARMIN (MODEL) GTX-320A (SERIAL#) [redacted] HAS BEEN TESTED, INSPECTED AND FOUND TO COMPLY WITH APPENDIX E OF PART 43 AND PART 91.413. FAA R/S/HS4R243M SIGNED [redacted] DATE 6 DEC. 19 TESTS PERFORMED BY RAY ALLEN'S ELECTRONICS, INC. BUTLER, GA. <table border="1"> <thead> <tr> <th>test alt. ft.</th> <th>tol.</th> <th>actual +or-ft.</th> <th>friction</th> <th>tol.</th> <th>actual +or-ft.</th> <th>case leak</th> </tr> </thead> <tbody> <tr> <td>-1000</td> <td>20</td> <td>+15</td> <td>1000</td> <td>70</td> <td>20</td> <td>0</td> </tr> <tr> <td>0</td> <td>20</td> <td>+20</td> <td>2000</td> <td>70</td> <td>20</td> <td>hysteresis</td> </tr> </tbody> </table>	test alt. ft.	tol.	actual +or-ft.	friction	tol.	actual +or-ft.	case leak	-1000	20	+15	1000	70	20	0	0	20	+20	2000	70	20	hysteresis
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A/C #: N9421P Model: 269C-1 Tach: 1671.4 Hrs			SN#: 0118 TTSN: 1156.3 Date: 08/10/19																					
I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition [redacted] Jay R. Conley AP [redacted] A																								
13OCT2019 N9421P SN# 0118 TT: 5365.4 Tach: 1673.9 Complied with AD 2017-14-06 MPI of lower pulley coupling shaft, next due at 1823.9 hrs. Complied with AD 2017-19-07, fuel line, next due at 1723.9 hrs. [redacted] Jay R. Conley AP [redacted] A																								

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YEAR	DATE	TACH	T.T.	Description of Inspections, Test, Repair, and Alterations
	17 Feb 2020	N 9421 P	ACSN: 0118	
	Tach: 1695.0	Hobbs: 5387.4	TSOH: 1308.9	
	Performed a 25 Hr. inspection IAW Schweizer HMI Sec: 2, Table B-1, App: B page 660 and Lycoming OM Sec: 4, item 1 and 2. Aircraft returned to service.			
	[Redacted Signature]			
	Jay R. Conley AP [Redacted] A			
	APR 4 FEB 2020	N 9421 P	Tach: 1720.0 Hrs	
	Performed 50 Hr. inspection IAW Schweizer HMI Sec. 2, Table 2 - B and Lycoming Op. manual Sec. 4, page 4-1 - 4-4. Operational check performed satisfactory, aircraft returned to service.			
	[Redacted Signature]			
	Jay R Conley AP [Redacted] A			

ANNUALS

YEAR DATE	MY TACH	T.T.	Description of Inspections, Test, Repair, and Alterations
10 JUL 2018	1669 .2	4207 .2	AC # <u>N9421P</u> DATE <u>10 JUL 18</u> MODEL <u>269C-1</u> SN <u>0118</u> TACH <u>1669.2</u> TTIS <u>4207.2</u> SMOH <u>N/A</u> I CERTIFY THAT THIS <u>AIRFRAME</u> HAS BEEN INSPECTED VAW AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION. <u>[Signature]</u> A&P IA SIGNATURE CERTIFICATE # / TYPE
10 JUL 2018	1669 .2	4207 .2	AC # <u>LYCOMING</u> DATE <u>10 JUL 18</u> MODEL <u>HQ-360-C1A</u> SN <u>L-37693-36A</u> TACH <u>1669.2</u> TTIS <u>4207.2</u> SMOH <u>818.7</u> I CERTIFY THAT THIS <u>ENGINE</u> HAS BEEN INSPECTED VAW AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION. <u>[Signature]</u> A&P IA SIGNATURE CERTIFICATE # / TYPE
8/10 2019	1671.4	5333.5	A/C #: N9421P Date: 08/10/19 Model: 269C-1 SN#: 0118 Tach: 1671.4 Hrs TTSN: 5363.5 Hrs ENG/SMOH: 1284.3 Hrs I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition. <u>[Signature]</u> Jay R. Conley AP <u>[Signature]</u> IA
8/10 2019	1671.4	5333.5	A/C # N9421P Date: 08/10/19 Model: 269 C-1 SN: 0118 Eng: Lycoming O-360-C1A SN:L-37693-36A SMOH: 1326.4 I certify that this engine has been inspected in accordance with an annual inspection and was determined to be in airworthy condition. <u>[Signature]</u> Jay R. Conley AP <u>[Signature]</u> IA

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