

SERVICE DE L'AÉRONEF - AIRCRAFT RECORD

Dates	Temps de vol depuis la précédente opération d'entretien Duration of flight since last maintenance operation	Heures totales Hours since manufacture	Heures depuis entretien majeur Hours since major maintenance	Nombre d'atterrissages Number of landings	Motif de l'entretien Maintenance motive
4-19-17		TT: 1979.7 DEC 02/2015	R * R VEMD FOR MOD PER CMM 77-40-13 REV 07 P/N: B190305A05 S/N: 1631		A * P
5-12-17		TT: 1979.7	Replaced NAV/com Kx165A P/N: 069-01033-0101 S/N OFF: U1375 ON: 1708		A * P
7-10-17					

KING AVIATION SERVICES

NSSGJ	S/N 3745	ENGINE S/N 23073
TOTAL TIME	1982.9	ENG TOTAL TIME 1949.4
HOBBS	1982.9	NG 3332.56 NTL 1517.06
LANDINGS	4154	DATE 07-10-2017

C/W THE FOLLOWING INSPECTIONS IN ACCORDANCE WITH EC130B4 AIRBUS MAINTENANCE MANUAL
MSM 05-20-00, MSM 05-20-02, 05-21-00, 05-21-01, 05-21-02, 05-25-00, 04-20-00 and 05-26-00.
CHECK P as per 05-20-00 and 05-20-01
10 FH / 7 D Inspection as per 05-20-00
4 MONTH Inspection as per 04-20-00
25 HOUR Inspection as per 04-20-00
50 HOUR Inspection as per 04-20-00
150 HOUR / 12 MO Inspection as per 04-20-00, 05-21-00, 05-21-01 and 05-21-02

C/W THE FOLLOWING DISCREPANCIES DURING INSPECTION:
-Fire Extinguisher reweigh and inspection completed.
-Air Condition System Insp, Recharged and inspected for leak. A/C System checked good
-Drain and Refill MGB oil due to New Gearbox installed at 1952.4 A/C TT.
-Drain and Refill TGB oil due to New Gearbox installed at 1952.4 A/C TT.
-C/W MGR, TGB, Oil Sampling and sent out for review.
-Customer report GPS fuse blew in past, Removed and inspected fuse and wiring to fuse and found no issue. Reinstalled and operational check performed. Found ok.

C/W WITH THE FOLLOWING AIRWORTHY DIRECTIVES:
AD 2014-01-14 Air Intake cowling check, next due in 110 Hours @ 2092.9 A/C TT.
AD 2012-02-13 Tail Boom Right side for checks, next due in 50 hours @ 2032.9 A/C TT.
AD 2016-08-20 TAIL ROOM Inspection as per paragraph (f) (3) and found ok. Next due in 600 hours @ 2642.9 A/C TT.
AD 2016-25-19 Connectors 53KA or 53KB Inspection as per (f) (3) and found ok. Next due in 25 hours @ 2007.9 ACTT.
AD 2016-25-20 Bi-Directional Suspension Cross-Bar Insp, Cross Bar Insp. Cross Beam installed 11/25/09 @ 1320.5, due @ 4620.5 A/C TT.
AD 2017-04-06 United Instruments, N/A as per paragraph (c) not installed at this date.
AD 2017-11-11 ADS-B, N/A as per paragraph (a) not installed at this date.

I certify this aircraft has been inspected under the Airbus Airframe Maintenance Manual and found to be Airworthy. Aircraft returned to service in Airworthy Condition.

Nick King A&P [Signature]

TEST FLIGHT COMPLETED BY: [Signature]

SERVICE DE L'AÉRONEF - AIRCRAFT RECORD

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Détails vérifications et travaux entretien - Révisions partielles ou générales

Modifications - Essais en vol

Particulars of inspections and maintenance - Minor or major overhauls

Modifications - Test flights

Cachet - Signature réparateur

Approbation pour remise en service

Stamp and signature of overhauler

Maintenance release

7/12/17 TT: 1985.9 VEMD indicated NR Overspeed of 930 RPM. Overspeed
Inspection performed 11A/W MM 05-50-00. No discrepancies found. [Redacted] AOP [Redacted]

5/7/18 TT 1991.2 Replaced RG-350 Battery s/n 40549457 with new s/n 40908285 [Redacted] AOP [Redacted]

9-7-18



NOSE	SN 3/43	ENGINE S/N 23073
A/C TT:	1997.2	ENG TT: 1963.9
HOBBS:	1190.8	NG: 3350.08 NTL: 524.97
LANDINGS:	4175	DATE 09-07-2018

COMPLIED WITH THE FOLLOWING INSPECTION IN ACCORDANCE WITH AIRBUS MAINTENANCE MANUAL:

AFL Inspection as per 05-20-00
10 FLIGHT HOUR / 7 DAY Inspection as per 05-20-02
150 FH / 12 MONTH Inspection as per 05-21-00
150 FH Inspection as per 05-21-01
12 M Inspection as per 05-21-02
10, 100, 150 FLIGHT HOUR Inspection as per 04-20-00
1M, 6M, 12M, 10FH, 100FH, 300FH, 1800FH Inspection as per 05-25-00

AIRWORTHY DIRECTIVES:

AD 2016-08-20 Tail boom Fenestron Junction as per paragraph (2) and found ok, next due @ ACTT 2022.2
AD 2017-16-04 Rontex torso restraint Inspection as per paragraph (a) and N/A due to part number and serial number.
AD 2018-16-01 Aerospace Fischer Seat Inspection as per paragraph (c) and found N/A due to part number and serial number.
AD 2018-02-02 Oil Blockage Inspection as per paragraph (e) (1) (ii) (B) (2) and found ok.

REMOVED AND REPLACED DURING INSPECTIONS:

QTY 2 Main Rotor Bonding Cables P/N 350A31-1851-00
QTY 1 MGB Oil Filter P/N CH48108-1 with new
QTY 1 MGP cowling clip P/N 350A58-1007-2001 with new due to broken.
Drained MGB and TGB Oil.
Serviced MGB and TGB oil with new Royco 585M. 5 qts.
Removed QTY 1 Aft Anti-Collision power supply light P/N 648-50-00 S/N 1104 due to inop
Installed QTY 1 Aft serviceable Anti-Collision power supply light P/N 648-50-00 S/N 913.
Removed and Replaced Aft Position Light bulb due to inop with new P/N GE 6839.
Removed Attitude Gyro P/N 504-0111-931 /N 504011193225026 due to falling in flight.
Installed overhauled exchanged Attitude Gyro P/N 504-0111-930 S/N 50401119302501.
Installed A/C gauges to check freon level for crew comfort.

Aircraft was Inspected as per Airbus Maintenance Manuals and was found to be in Airworthy Condition. Aircraft was returned back to service in Airworthy Condition.

Nick King A&P, IA [Redacted]

REV 07

UAL

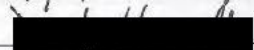
1-20-00
1-20-00
20-00
20-00
8-20-00
per 05-26-00

and operational

TT.
A/C TT.
S, due @ 4020.5 A/C TT.
1/1/1

craft returned to service in

SERVICE DE L'AÉRONEF - AIRCRAFT RECORD

Dates	Temps de vol depuis la précédente opé- ration d'entretien Duration of flight since last maintenance operation	Heures totales Hours since manufacture	Heures depuis entretien majeur Hours since major maintenance	Nombre d'atterrissages Number of landings	Motif de l'entretien Maintenance motive
 CRS2MAR183C N#: N555GJ Aircraft S/N: 3745 Date 09/11/2018 Complied with 91.413 on Transponder KT 78C PN 066-01156-0101, SN 15646. Work performed IAW FAR 43 appendix F. Complied with altitude reporting integration test. Work performed IAW FAR 43 appendix E. The aircraft was repaired and inspected in accordance with the current regulations of the Federal Aviation Administration and is approved for return to service. Details of the inspection are on file at this repair station CRS2MAR183C, under W.O. # 362 TT 1997.2  					
4/8/19	TT: 2000.4 Hrs		c/w Fire Extinguisher Weight Check & Inspection		
			Replaced ELT Battery P/N: 452-0133 S/N: 361501-006		
			with new s/n: 380768-026 per Artex Document 571-0406 Rev M		
			Exp Date: May/2024	c/w 7 day / 15 hr eng insp	
			c/w 7 day / 10 hr airframe insp		 ACP 

Détails vérifications et travaux entretien - Révisions partielles ou générales

Modifications - Essais en vol

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Cachet - Signature réparateur

Approbation pour remise en service

Stamp and signature of overhauler

Maintenance release

9/1/19 c/w 7 day / 15 hr Eng Insp. c/w 7 day / 10 hr Airframe Insp -
 7/26/19 c/w 7 day / 15 hr Eng Insp c/w 7 day / 10 hr Airframe Insp



N55GJ	SN 3745	ENGINE S/N 23073
A/C TT:	2005.5	ENG TT: 1972.2
HOBBS:	2005.5	NG: 3435.67 NTL: 1530.21
LANDINGS	4190	DATE 10-14-2019

COMPLIED WITH THE FOLLOWING INSPECTION IN ACCORDANCE WITH AIRBUS**MAINTENANCE MANUAL:**

AFL Inspection as per 05-20-00

10 FLIGHT HOUR / 7 DAY Inspection as per 05-20-02

150 FH / 12 MONTH Inspection as per 05-21-00

12 M Inspection as per 05-21-02

10 FLIGHT HOUR Inspection as per 04-20-00

1M, 6M, 12M, 10FH, Inspection as per 05-25-00

AIRWORTHY DIRECTIVES:

AD 2016-08-20 Tail boom Fenestron Junction as per paragraph (2) and found ok, next due @ ACTT 2030.5

AD 2018-25-17 AirComm Corporation, AD is N/A as per paragraph (a) (2) not installed this date.

AD 2018-26-02 Airbus Helicopters check of 53Ka and 53Kb, Inspected as per paragraph (f) (1) found ok. No further inspections required at this time due to operating conditions (not salt laden).

REMOVED AND REPLACED DURING INSPECTIONS:

Removed Tail Rotor Drive Shaft to install new Drive shaft bearings due to calendar as per AMM EC130 B4T2

QTY 5 Ball Bearings P/N 704A33651181 installed with new.

QTY 4 Elastomer Sleeves P/N 704A33698045 installed with new.

QTY 4 Rubber Bush P/N 704A33698002 installed with new.

Drained Hyd fluid Royco 785 and reserviced due to calendar time on fluid.

Installed A/C gauges to check freon level for crew comfort, added 1/2 pound.

Concord Battery Capacity check as per 24-30-71 dated Dec 04-2018 and found bad. Removed Battery P/N RG350 S/N 40908285 and installed serviceable battery same P/N, S/N 41006462 Battery has 7 months and 289.7 total time in service.

Fire Ext Weight check and found to be good.

Aircraft was ground ran and leaked checked and found ok. Installed DSS vibration gear onto Aircraft to check T/R drive shaft for vibration. T/R drive was found to be 1.939 ips and adjusted to 0.012, and removed equipment. Inspected Aircraft as per Airbus Maintenance Manuals and was found to be in Airworthy Condition. Aircraft was returned back to service in Airworthy Condition.

Nick King A&P, [REDACTED]

Note: T/R Drive shaft retorques due in 2 to 10 hours total time. No later than 2015.5 Total A/C time.

710n
 501-006
 1-0406 Rev M
 2P
 A&P 3353479

Dates	Temps de vol depuis la précédente opération d'entretien	Heures totales	Heures depuis entretien majeur	Nombre d'atterrissages	Motif de l'entretien
Dates	Duration of flight since last maintenance operation	Hours since manufacture	Hours since major maintenance	Number of landings	Maintenance motive



N55GJ

SN 3745

ENGINE S/N 23073

A/C TT: 2006.8

ENG TT: 1972.2

HOBBS: 2006.8

NG: 3437.47 NTL: 1531.06

LANDINGS 4194

DATE 12-16-2019

COMPLIED WITH THE FOLLOWING INSPECTION IN ACCORDANCE WITH AIRBUS MAINTENANCE MANUAL:
AFL Inspection as per 05-20-00
10 FLIGHT HOUR / 7 DAY Inspection as per 05-20-02
10 FLIGHT HOUR Inspection as per 04-20-00
1M, 10FH Inspection as per 05-25-00

REMOVED AND REPLACED DURING INSPECTIONS:
Removed Left-Hand Pilot window due to crack found near center post screws on preflight inspection. Removed Tech-Tool Window P/N EC120-1001-1, Clear window and Installed New 0 time window P/N EC120-1001-1 Windshield LH S/N 17742 Clear.

Aircraft work was repaired and inspected as per Airbus Maintenance Manuals Revision # 01100 dated 2019-11-04 and Tech-Tool STC # SR03640AT and was determined to be in Airworthy Condition. Aircraft was returned back to service in Airworthy Condition.

Nick King A&P, IA [REDACTED] [REDACTED] [REDACTED]

Note: T/R Drive shaft retorques are still due no later than 2015.5 Total A/C time.

37-20 - N5565 ACTT 2007.5

CW Tail Drive shaft Retorques as per Airbus Maintenance Manual (Bound Good - Returned Aircraft back to service in Airworthy Condition)

[REDACTED]

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Cachet - Signature réparateur

Approbation pour remise en service

Stamp and signature of overhauler

Maintenance release

Log Book

N 556J
Model EC 130 B4
S/N 3745

Date 16 Apr 2020
Tach/
Hobbs 2020.1

Performed FAR 91.413 + PNDOR checks & using procedures prescribed in FAR 43 App F, to include on: KT-76C P/N 066-01156-0101 S/N 15646

I certify that the aircraft has been inspected/repared in accordance with current FARs and was determined to be in an airworthy condition and is approved for return to service.

Reference Providence Industrial Corporation - Avionics WO Ref #

- PW 78-1196

FAA Cert #

#

4-17-2020 TIAF: 2010.1 Removed LH Nav Position Lamp Assy P/N: 649 0511 S/N: 0990 Installed
Avionix skyBeacon ADS-B OUT Transmitter P/N: UAV-1001856-002 S/N: 1011184 Mod 5
per skyBeacon Installation Guide UAV-1002305-001 Rev F. Ref: FAA Form 337 Dated 4-17-2020
Weight & Balance change negligible.
Replaced Fuel Tank Inlet Sleeve P/N: 706A31350046 Per AMM 28-11-00
a/w 7 day / 15 hr Eng Insp a/w 7 day / 10 hr Airframe Insp
The installed ADS-B OUT system was shown to meet the equipment
performance requirements of 14 CFR section 91.227

skyBeacon configuration
Log-in credentials:



SSID: Beacon-795E
Pass: CheckCanard

App

[illegible]

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Stamp and signature of overhauler

Maintenance release

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