



DarkHorse Maintenance LLC

SPRINGFIELD, TN

N789LH

SCHWEIZER, 269C, S/N: S1911

September 11, 2022

ACFT TT: 4033.3

MAINT HOBBS: 3447.6

This ACFT was inspected I/A/W 14 CFR part 43 APPX D and the Hughes/Schweizer service manual (269/300 series) inspections and service requirements to include the 100/200/300/600 HR inspection in conjunction with the annual inspection and any calendar inspections to include the lube/grease chart requirements. Additional special inspections were included as needed and or required at this time & date. The manufacturers service bulletins/service instructions & service letters were complied with as deemed appropriate concurrently with this inspection. Any and all airworthiness directives (AD's) were complied with at this time and date to include the one-time and recurring AD's as annotated in the AD section of this aircraft's logbook.

- Researched all AD's through 11 SEPT 22 and found to be in compliance.
- C/W AD 2015-23-01 Paragraphs (d)(e)(2)(i-v) of this AD by means of visual inspection; no defects noted at this time, next inspection due at 3547.6 MAINT HOBBS.
- C/W AD 2017-14-06 under W/O# 5281 by S&S Testing (SSKR434X). A copy of the workorder is filed in the ACFT permanent records, next inspection due at 3597.6 MAINT HOBBS.
- The main rotor transmission and T/R gearbox were serviced with AEROSHELL SPRIAX gear lube. The T/R D/S and short shaft were greased with SYN-TEC coupling grease P/N: NS-3913-G1, Mobile 28, and Aeroshell 14 as required to the bearings needed re-packing/servicing.
- Flight controls were checked adjusted/rigged as needed.
- The M/R and T/R were tracked and balanced to less than .2 IPS (Dynavibe II balance system).
- The ACFT systems were checked for proper operation for continued service. See W/O # 20279 (Darkhorse) for further details.
- A Flight test was conducted to test and operate the helicopter systems for satisfactory flight and continued airworthiness condition.
- The following Components were removed from this Aircraft: M/R Elastomeric Damper(s) P/N: 269A1290-003 (3ea.) w/ S/N's: 10414, 10290, and 10406, M/R Driveshaft (Splined) Assy P/N: 269A5305-11 w/ S/N: S0345, M/R Hub (Splined) Assy P/N: 269A5305-9 w/ S/N: S0626, M/R Thrust Bearing P/N: 269A5050-063 w/ S/N: 3926, M/R Blades (3EA) P/N: 269A1185-1 w/ S/N's: S3848, S3850, and S4316, Pitch Housing Assy's (3EA) P/N: 269A1221-7 w/ S/N's: S0183, S0198, and S0194, M/R Pitch Shafts (3EA) P/N: 269A1240-5 w/ S/N's: 8617, 7827, and 8626, Upper Pulley H-Frame Bearings P/N: 269A5050-096 w/ S/N: N/A. Lower pulley H-Frame bearings P/N: 269A5050-085 w/ S/N: UNK. T/R Retention strap P/N: 269A6065-507 w/ S/N: S1878. Lower pulley coupling shaft P/N: 269A5559-003 w/ S/N: S2156. T/R XMSN P/N: 269A5600-703 w/ S/N: S0642. The Historical Cards were transferred to other Aircraft & Installation & Removal times were recorded as required.
- The Following Components were Installed on this Aircraft at this Time & Date: M/R Blades (3EA) P/N: 269A1185-1 w/ S/N: 3638 w/ TTSN: 2315.1, S/N: S3625 w/ TTSN: 2315.1, and S/N: S3627 w/ TTSN: 2315.1. M/R Elastomeric Damper P/N: 269A1290-3 (3 ea.) Assy's w/ S/N: 8071 w/ TTSN: 5422.0 Hrs., S/N: 8032 w/ TTSN: 5422.0 Hrs. & S/N: 7969 w/ TTSN: 5422.0 Hrs. M/R Driveshaft Assy P/N: 269A5326-005 w/ S/N: SZ0344 w/ TTSN: 2255.5 Hrs. M/R Hub (Splined) Assy w/ P/N: 269A5325-1 w/ S/N: S0502 w/ TTSN: 2971.1 Hrs. M/R Thrust Bearing w/ P/N: 269A5050-063 w/ S/N: 5247 w/ TTSN: 0.0 Hrs. M/R Pitch Housing (3EA) P/N: 269A1221-7 & S/N's: S1620, S1561, and S1626 these items are conditional. M/R pitch shafts (3EA) P/N: 269A1240-7 w/ S/N's: 0075 w/ TTSN: 458.9, S/N: 0098 w/ TTSN: 458.9, and S/N: 0090 w/ TTSN: 458.9. Upper pulley bearing(s) P/N: 269A5050-099 (2EA) S/N: 1301 w/ TTSN: 0.0 HRS and S/N: 1249 w/ TTSN: 0.0 HRS. Lower pulley H-Frame bearings P/N: 269A5050-085 (2EA) S/N: 3929 w/ TTSN: 0.0 HRS and S/N: 3843 w/ TTSN: 0.0 HRS. Lower pulley coupling shaft P/N: 269A5559-003 w/ S/N: 2156 w/ TTSN: 385.5. T/R Retention strap P/N: 269A6065-507 S/N: S2211 w/ TTSN: 2128.9 HRS. T/R Blades (2EA) P/N: 269A6035-23 w/ S/N: S4005 w/ TTSN: 5242.7 and S/N: S4283 w/ TTSN: 4533.9. The Historical Records were recorded with the times and dates as required and made a permanent Record in the Acft's Logbook as part of this Inspection.

I CERTIFY THAT THIS AIRCRAFT WAS INSPECTED AND FOUND TO BE IN AN AIRWORTHY CONDITION.

Donald Huffman A&P/IA



DarkHorse Maintenance LLC

SPRINGFIELD, TN

N789LH
ACFT TACH: 4162.8SCHWEIZER, 269C, S/N: S1911
MAINT HOBBS: 3547.2

April 04, 2023

Performed 100HR inspection I/AW 14 CFR FAR 43 APPX D. In conjunction with this inspection the following maintenance was performed:

- Due to excessive oil leak coming from crankshaft seal P/N LW-13792 the following components were removed and reinstalled.
- Removed tail rotor gear box P/N 269A5600-703 S/N 0665 and tail rotor drive shaft P/N 269A6040-9 S/N S0608 as an assembly.
- Removed Drive assembly and Main rotor belt transmission P/N 269A5510.
- See engine log for crankshaft front seal replacement P/N LW-13792
- Reinstalled Drive assembly and Main rotor belt transmission P/N 269A5510
- Reinstalled tail rotor gear box P/N 269A5600-703 S/N 0665 and Tail rotor drive shaft P/N 269A6040-9 S/N S0608 as an assembly.
- Removed tail rotor assembly P/N 269A6034, due to excessive play of the swash plate assembly and Conical bearing races.
- Replaced Swash Plate assembly P/N 269A6049-3 with serviceable, due to excessive play.
- Replaced tail rotor fork Bearing-inner race x2 P/N 269A6261 and bearing-outer race x2 P/N 269A6260
- Performed tail rotor assembly and shimming - fork conical bearings I/AW Schweizer HMI Appendix C figure 6-1
- Reinstalled tail rotor Assembly P/N 269A6034
- Reinstalled tail rotor blades P/N 269A6035-23 S/N 4283 S/N 4005
- M/O/C Okay
- All maintenance performed in accordance with Schweizer basic HMI.

I CERTIFY THAT THIS AIRCRAFT WAS INSPECTED I/AW A 100HR INSPECTION AND FOUND TO BE IN AN AIRWORTHY CONDITION.

Spencer Jones A&P

ENGINE LOG

Engine - page 1 of 1

WO: WO-57



DarkHorse Maintenance LLC

SPRINGFIELD, TN

N789LH

ACFT TACH: 4162.8

Lycoming, HIO-360-D1A, S/N: L-30196-51A
MAINT HOBBS:
3547.2

April 04, 2023

Performed 100 HR inspection I/A/W FAR 43 APPX D. In conjunction with this inspection the following maintenance was performed.

- Removed fuel injection servo and replaced with servicable fuel injection servo Model RSA-7AA1 S/N 70063406
- Due to excessive oil leak coming from Crankshaft seal the following components were removed. See Airframe log for Airframe components that were Removed.
- Removed scroll assembly P/N 269A8506
- Removed impeller assembly P/N 269A8527
- Replaced crankshaft front seal P/N. LW-13792 -Reinstalled impeller assembly P/N 269A8506
- Reinstalled scroll assembly P/N 269A8527
- All maintenance performed in accordance with schweizer basic HMI.

I CERTIFY THAT THIS ENGINE WAS INSPECTED I/A/W A 100HR INSPECTION AND FOUND TO BE IN AN AIRWORTHY CONDITION.

Spencer Jones A&P

Repair Data Must Bear the Endorsement of a
Licensed Mechanic, and his Rating and
License Number MUST be shown.