adlog

Aircraft Inspection Status, (continued)

TYPE OF INSPECTION	DUE AT HOURS	DUE AT HOURS	DUE AT DATE	COMPLIED WITH HOURS	COMPLIED WITH HOURS	COMPLIED WITH DATE
Annual	NA	NA	11/1/2021	5576.0	1301.0	8/6/2021
25 Hour Oil & Filter + Inspections	5549.7	1274.7		5550.6	1275.6	7/7/2021
50 Hour	5574.7	1299.7		5576.0	1301.0	7/6/2021
150 Hour LCDS Mag	5627.7	1352.7		5625.4	1350.4	11/16/2021
10 Hour Mineral oil	5534.7	1259.7		5534.7	1259.7	4/6/2021
Annual	NA	NA	9/1/2022	5825	1550	12/1/2022
25 Hour	5600	1325		5600.6	1325.6	10/4/2021
100 Hour	5625	1350		5625.4	1350.4	11/16/2021
25 Hour Pneumatic	5650	1375		5650.8	1375.8	12/1/2021
50 Hour Prop	5675	1400		5674.9	1399.9	1/15/2022
25 Hour Prop	5700	1425		5700.3	1425.3	2/9/2022
100 Hour Prop	5725	1450		5725.0	1450.0	3/21/2022
150 Hour LCDS Mag Pt	5775	1500		5775	1500.	6/2/2022
25 Hour	5750	1475		5750.7	1475.7	11/11/2022
50 Hour	5775	1500		5775	1500	6/2/2022
10 Hour to check Prop	5738	1460		5738.5	1463.5	3/29/2022
25 Hr Insp	5800	1525		5800	1525.	7/13/2022
100 Hr Insp	5825	1550		5825	1550	12/1/2021
150 Hr LCDS Mag Pt	5925	1650				
25 Hour Pneumatic	5850	1575		5850	1575	5/21/2023
50 Hour Oil	5875	1600		5,875	1600	10/26/2023
25 Hour	5900	1625		5941	1639.5	5-27-24
100 Hour	5925	1650				
Annual			12/31/2023	5916	1614	1-15-24
50hour	5,966	1664				
100hour/Annual	6,016	1714				

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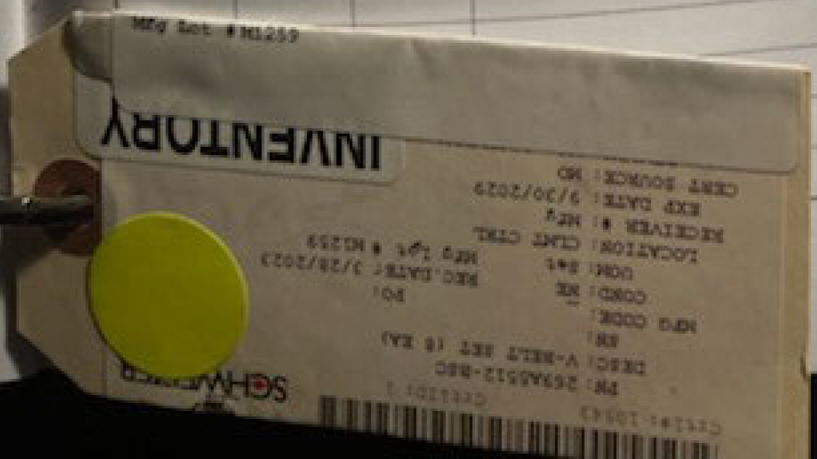
DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
5-18-24	~~1664.5~~ 5961.5	~~4961.5~~ 1164.5	Performed 25/50 hr airframe inspection and greasing IAW Sikorski DHMI dated 30 Nov 2015. Greased main Rotor Pitch and flapping with Aeroshell 14 and appropriate section of hub shaft with Mobile 28 grease. Repacked Lower spline shaft with Anderol 786 grease. fwd/Aft tail rotor shaft couplings serviced with syn-Tech 3913G grease. Lower coupling drive shaft alignment checked. Aircraft was ground run and safe to return to service. [redacted] Alfredo Ortiz A/P [redacted]



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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF [illegible] ORMED— SIGNATURE & CERTIFICATE NO[illegible] N PERFORMING WORK
			TOTAL brought forward from previous page

January 15, 2024 Hughes 269A/TH-55 MBO/HSI UK 88-0633 Hobbs: 1614.6 AFTT: 5916.6

Performed 100HR, 24 Month Repack, and Annual inspection UW Sikorski BHMI dated 30 Nov 2015. Removed Main rotor system and disassembled. All main rotor blade grips were disassembled, inspected, pitch bearings removed cleaned repacked with Aeroshell 14 grease and reinstalled UW BHMI. Elastomeric Damper S/N 4609 found to be unserviceable and replaced with new Elastomeric Damper S/N 10301. Main rotor thrust bearing cleaned and repacked with Mobile 28 grease. Swash plate disassembled cleaned and re-greased. Main Rotor assembly installed and flapping bearings serviced with Aeroshell 14 grease. Belt drive system removed and frame inspected. All 6 belt drive pulley bearings cleaned and serviced with Mobile 28 grease. Lower Spline Shaft removed and Mag Particle inspection performed by Power Aviation INC see 8130- attached to component card. Lower spline shaft installed and packed with Anderol 786 grease. New V-belts installed PN 269A5512. Belt drive system installed and main transmission pinion TIR measured to .003. Drained main transmission oil, bore scoped pinion and ring gear teeth. Inspected transmission oil screen and chip detector. Serviced main transmission with 80W-90 Spirax. Drained and flushed Sprague clutch filled with 15W-50 Oil. Lubricated all rod ends with LPS 2. Removed inspected tail rotor drive shaft assembly and tail rotor damper. Removed trail rotor blades from hub and inspected blade straps. Reassembled tail rotor blades and torqued to specified value. Drained tail rotor gear box oil and serviced with Spirax 80w-90 oil. Tail rotor drive shaft and damper installed. Tail rotor drive shaft couplings serviced with Syn-Tech 3913G1 grease. AFT Pinion nut Re-torque due in 10 flight hours. Checked at 1639.6 Transmission alignment was checked and verified. Main rotor system was phased and tracked using a Dynavibe Balancer S/N D2301280203X3 to < .2 ips lateral and < .5 ips vertical vibration. OPS and leak check good per ground run and hover check. All AD's and component times CW and updated in appropriate sections of ADLOG. I certify that this aircraft has been inspected UW the requirements of an annual inspection specified by 14 CFR Part 43 appendix D and has been found to be in an airworthy condition.

[redacted]

Alfredo Ortiz A & P U/[redacted]

3-27-24	5,941.5	1639.5	Performed 25 hr airframe service check IAW Sikorski BHMI dated 30 Nov 2015 Greased main rotor system with Aeroshell 14 and Mobile 28 as appropriate. All control rod ends serviced with LPS 2. Drained flushed Sprague clutch assembly with 80W-90 gear oil. Replaced air filiter with new BA-102 assembly. Checked Belt Drive tension and lower coupling drive shaft alignment; Tail Rotor drive shaft couplings serviced with Syntech 3912G1. Aircraft was flown and no faults found ok to return to service
			[redacted]
			Alfredo Ortiz A/P [redacted]

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THE adlog™ AIRCRAFT MAINTENANCE RECORDKEEPING SYSTEM

ENGINE MAINTENANCE RECORDS

Log No. 2

Aircraft Registration No. N 8045H

Engine Manufacturer LYCOMING

Model HIO-360-B1A

Serial No. L-20171-51A

Date installed on aircraft 12 AUG 1993

Time Between Overhauls (TBO) 1500 Hours

If used on multi-engine aircraft:

☐ Right ☐ Left

☐ Front ☐ Rear

(All applicable information must be filled in)

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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page
10/26/20	13.096	1413	1600	Drained oil from engine sump, inspected sump screen for containments. Removed spark plugs and cleaned. Reinstalled spark plugs after testing. added 8 Quart Aeroshell W100 oil. Run up leak check OK. Alfredo Ortiz [redacted] A&P [redacted]

January 15, 2024 26947H-55 N8045H SN: 86-0633 Hobbs: 1614.6 AFTT: 5916.6 TSOH: 1454.6

Lycoming HIO-360-B1A SN 1-2017-51A TSOH: 1454.6 Engine TT: 13,137.6

Performed 100 hour inspection IAW with Lycoming operators manual. Drained oil from sump, oil cooler, and cleaned oil cooler coils. Inspected sump screen and oil filter no defects noted from oil filter. Installed new Tempest 48110-2 Oil Filter. Hot Compressions #1-72 # 2 -73 #3-74 #4 75. Inspected sump chip detector. Removed heater plenum and inspected exhaust. Removed exhaust headers and installed new exhaust gasket P/N RA-970 and exhaust ring gaskets P/N 269A8225. Installed new stainless steel hardware on exhaust. Heater reinstalled. All spark plugs removed, cleaned, ,gapped and tested. Air filter was cleaned of debris and found still serviceable. Magneto timing checked. Serviced with 8 Quarts 100W oil. Removed and cleaned all fuel injectors.. Inspected all rigid fuel lines and clamps. I certify that this engine has been inspected in accordance with the requirements of 14 CFR Part 43 appendix D, and has been found to be in airworthy condition. Ground run completed. Ops and leak check good.

[redacted]

Alfredo Ortiz A&P [redacted]

3-27-24	~~5941.5~~	~~1609.5~~ ~~5941.5~~ 1,479.5	1639.5	Drained oil from engine sump. Inspected sump screen for containments. Replaced all spark plugs with new Tempest UREM38E. Oil filter replaced cut and inspected no containments found. Replaced all exhaust main fold gaskets with new RA 75118. Engine was run and leaked checked OK to return to service [redacted] Alfredo Ortiz A/[redacted]

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DATE
5-18-24

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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page
5-18-24	-	149.9.8	1658.8	Drained Oil from engine Sump. Inspected Sump Screen for containments. Serviced with 7Qts Philps 20w50 oil and 1Pt Avblend. R/R Oil filiter with New unit. Engine was run and leaked checked OK to return to service. Alfredo Ortiz [redacted] A/P