

AIRCRAFT LOG
AF5-1

N9B1RR

100 HR

TRANSFERRER

200 HR

300 HR

OVHL

WIB

Sponder Service

AIRCRAFT DESCRIPTION

MANUFACTURER Robinson Helicopter Co. MODEL R44 I DATE OF MFG. _____

SERIAL NUMBER 0961 REGISTRATION NUMBER N981RR

REGISTERED OWNER _____

STREET ADDRESS _____

CITY, STATE, ZIP _____

OPERATOR _____

STREET ADDRESS _____

CITY, STATE, ZIP _____

REGISTERED OWNER _____

STREET ADDRESS _____

CITY, STATE, ZIP _____

OPERATOR _____

STREET ADDRESS _____

CITY, STATE, ZIP _____

Inspection Status (Check one)

☐

F.A.R. 91.409 ANNUAL/100 HOUR

☐

F.A.R. 91.409 PROGRESSIVE

☐

F.A.R. 135.419 A.T.C.O.

☐

OTHER

DATE ENTERED _____

MAINTENANCE RESPONSIBILITY

INSPECTION RECORD

F.A.R. 43.11-91.409

DATE _____ AIRCRAFT TIME IN SERVICE _____

KIND OF INSPECTION-STATUS & DISCREPANCY LIST
SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISAPPROVING AIRCRAFT FOR SERVICE

Make/Model: R-44 Raven
Serial No.: 0961
HOBBS:996.7
A/C TT:3196.7
A/C TSO:996.7



Reg. No. N981RR
Date: .1/24/15
W/O No: 000980
ENG TT: 996.7
ENG TSO: 996.7

Description of Work Accomplished

1. Complied with 100HR/Annual Inspection IAW R44 Maintenance Manual Check List 2.400 and FAR43 App.D
2. Complied with Applicable Engine Inspection. See Engine Log Book for Inspection Details.
3. Reviewed Aircraft Records and Airworthiness Directives. AD's CW through bi-weekly issue 2015-02.
4. Sheave alignment results LH:.108 RH:.082
5. Tail rotor driveshaft runout results Aft: .006 .010 .009 .005 .003 Fwd
6. Complied with AD 14-23-16 MR blade tap test and visual inspection. No fault found
7. CW RHC R44 SB 81. Servo serial numbers installed are not listed in SB table 1.
8. Measured dent in MR blade SN 7081. Dent measured .027 deep and is with in limits IAW RHC R44 MM section 9.130

I Certify This Aircraft has been Inspected IAW 100hr/Annual Inspection Requirements and was determined to be in Airworthy Condition.


Sevier County Choppers CRS V68R343M

CE

DATE

AV

1-130

TESTED
OK

100 HR

ANNUAL

200 HR

300 HR

INSPECTION RECORD F.A.R. 43.11-91.409

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION-STATUS & DISCREPANCY LIST SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISAPPROVING AIRCRAFT FOR SERVICE
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Date: 07/18/2015

N981RR S/N 0961

Eng S/N RL-9647-40E



Hobbs: 1096.6

A/C TT: 3196.6

Eng TT: 3196.6

1. C/W A/F 100 hr Inspection IAW Robinson R44 M/M 2.200 and 2.400 check list
2. C/W applicable ENG inspection. See engine log book for inspection details.
3. Reviewed Aircraft Records, Airworthiness Directives, and Service Bullitons. AD's C/W through bi-weekly issue 2015-14 and SB's up to SB-89.
4. Sheave alignment results LH: .110 RH: .083
5. T/R drive shaft runout results AFT .006 .009 .009 .006 .005 FWD
6. C/W AD 2014-23-16 M/R blade tap test and visual inspection. No fault found.
7. C/W SB-57 KI-176 R44 tail pipe extension
8. Dent in M/R blade SN 7081 is previously reported (1/24/2015)

No discrepancies found. This A/C is found airworthy; approved for flight and return to service.

A&P# [REDACTED]

Michael Ower

Date: 08/23/2015

N981RR S/N 0961

Eng S/N RL-9647-40E



Hobbs: 1114.3

A/C TT: 3314.3

Eng TT: 3314.3

1. Inspected M/R blades IAW Robinson Helicopter R44 M/M 2.530 and 9.130 due to dents found in both M/R blades. M/R blade S/N 7196, 0.023" @ sta 190.8 and 0.008" @ sta 145.3. M/R blade S/N 7081, 0.009" @ sta 196 and 0.010" @ sta 150.5. 3rd dent previously reported 01/24/2015. All dents are found within limits. This A/C is found airworthy; approved for flight and return to service.

A&P# [REDACTED]

Michael Ower

INSPECTION RECORD

F.A.R. 43.11-91.409

KIND OF INSPECTION-STATUS & DISCREPANCY LIST

SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISAPPROVING AIRCRAFT FOR SERVICE

SERVICE

1096.6
S: 1099.6
T: 3196.6
T: 3196.6

2015-14

Hobbs: 1114.3
C TT: 3314.3
g TT: 3314.3
s. M/R blade S/N
3rd dent
nd return to

DATE

AIRCRAFT TIME
IN SERVICE

Date: 11/15/2015

N981RR S/N 0961

Eng S/N RL-9647-40E



Hobbs: 1156.4

A/C TT: 3356.4

Eng TT: 3356.4

1. C/W SB-72A M/R blade check. No bedonding found. This A/C is found airworthy and approved for flight.

A&P#

Michael Ower

Date: 12/27/2015

N981RR S/N 0961

Eng S/N RL-9647-40E



Hobbs: 1170.7

A/C TT: 3370.7

Eng TT: 3370.7

1. I certify that that this A/C has been inspected IAW RHC R44 M/M 300 hr airframe inspection.
2. Lubricated C181-3 bearing with Mobil 28 IAW RHC R44 M/M 1.140
3. Removed and replaced with new the hydraulic filter (P/N AN6235-1A) IAW RHC R44 M/M 1.170
4. C/W all Lycoming 300 hr inspections. Reference Eng Log Book

No discrepancies. I certify that this A/C is found airworthy and approved for flight.

A&P#

Michael Ower

INSPECTION RECORD

F.A.R. 43.11-91.409

Date: 01/29/2016

N981RR S/N 0961

Eng S/N RL-9647-40E



Hobbs: 1180.8

A/C TT: 3380.8

Eng TT: 3380.8

1. This rotorcraft was inspected IAW **100 HR/ ANNUAL INSPECTION** and current FAA regulations using RHC R44 Maintenance Manual checklist 1.100 and 2.410 check list
2. C/W applicable ENG inspection. See engine log book for inspection details.
3. Reviewed Aircraft Records, Airworthiness Directives through bi-weekly issue 2016-01, and Service Bulletins up to SB-89
4. Sheave alignment results LH: 0.110 RH: 0.083
5. T/R drive shaft runout results: FWD .006 .006 .008 .010 .006 AFT
6. C/W AD 2014-23-16 Main Rotor blade skin tap test and visual inspection. (No defects found) (1st flight, 100 HR/ ANNUAL)
7. C/W SB-83 Tail Rotor blade fatigue cracks (No defects found) (1st flight, 100 HR/ ANNUAL)
8. C/W SB-57 KI-176 R44 tail pipe extension
9. Dents in M/R blade SN 7081 and S/N 7196 previously reported (1/24/2015 & 8/23/2015)
10. C/W SB 72A M/R BLADE VISUAL CHECK AND TAP TEST

No discrepancies found. This rotorcraft was determined in airworthy condition and is approved for return to service.

CHRISTIAN CORTEZ

A&P# I.A.

1/29/2016

Date: 06/11/16

N981RR S/N

Eng S/N RL-

1. I
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3. R
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7. C
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9. R
10. R
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12. R

Date: 06/11/16

N981RR S/N

Eng S/N RL-

- 1.
- 2.

INSPECTION RECORD F.A.R. 43.11-91.409



Date: 06/10/2016

N981RR S/N 0961

Eng S/N RL-9647-40E

Hobbs: 1280.7

A/C TT: 3480.7

Eng TT: 3480.7

1. I certify that this A/C has been inspected IAW Robinson R44 M/M 2.200 and 2.400 check list for 100 hour inspection
2. C/W applicable ENG inspection. See engine log book for inspection details.
3. Reviewed Aircraft Records, Airworthiness Directives, and Service Bullitons. AD's C/W through bi-weekly issue 2016-11 and SB's up to SB-89.
4. Sheave alignment results LH: .063 RH: .041
5. T/R drive shaft runout results: AFT .005 .009 .010 .006 .006 FWD
6. C/W AD 2014-23-16 M/R blade tap test and visual inspection. No fault found.
7. C/W -72A Main Rotor debonding check. No debonding found
8. Dent in M/R blade SN 7081 is previously reported (1/24/2015)
9. Removed and replaced document protector with new (P/N 13-07900) due to falling apart
10. Removed and replaced R/H landing light with new (B557-2) ^{P/N 147604}
11. Lubed rod end bearing at various points with LPS 2 due to throttle sticking when rolled to max over travel.
12. Re shimmed upper scissor links IAW RHC ch 8.600 due to excessive play

No other discrepancies found. This A/C is found airworthy; approved for flight and return to service.

A&P# [REDACTED]

Michael Ower



Date: 06/10/2016

N981RR S/N 0961

Eng S/N RL-9647-40E

Hobbs: 1280.7

A/C TT: 3480.7

Eng TT: 3480.7

1. Amendment to inspection
2. Removed and replaced the ammeter with new (P/N 6246-00468) due to always showing a charge. Doesn't show discharge.

No other discrepancies found. This A/C is found airworthy; approved for flight and return to service.

A&P# [REDACTED]

Michael Ower

Date: 10/14/2016

N981RR S/N 0961

Eng S/N RL-9647-40E



Hobbs: 1377.0

A/C TT: 3577.0

Eng TT: 3577.0

1. I certify that this A/C has been inspected IAW Robinson R44 M/M 2.200 and 2.400 check list for 100 hour inspection
2. C/W applicable ENG inspection. See engine log book for inspection details.
3. Reviewed Aircraft Records, Airworthiness Directives, and Service Bullitons. AD's C/W through bi-weekly issue 2016-21 and SB's up to SB-89.
4. Sheave alignment results LH: .062 RH: .042
5. T/R drive shaft runout results: AFT .006 .009 .009 .002 .002 FWD
6. C/W AD 2014-23-16 M/R blade tap test and visual inspection. No fault found.
7. C/W SB-72A Main Rotor debonding check. No debonding found
8. Dents in M/R blade SN 7081 and S/N 7196 previously reported (1/24/2015 & 8/23/2015)
9. Removed and replaced the starting ring gear with new (P/N 72566) IAW RHC M/M ch 7.290

No other discrepancies found. This A/C is found airworthy; approved for flight and return to service.

A&P#

Michael Ower

DATE

Date:

N981RR

Eng S/N

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INSPECTION RECORD F.A.R. 43.11-91.409

AIRCRAFT TIME
IN SERVICE

KIND OF INSPECTION-STATUS & DISCREPANCY LIST
SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISAPPROVING AIRCRAFT FOR SERVICE

Date: 01/22/2017

N981RR S/N 0961

Eng S/N RL-9647-40E

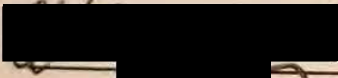
Hobbs: 1419.2

A/C TT: 3619.2

Eng TT: 3619.2

1. This rotorcraft was inspected IAW **100 HR/ ANNUAL INSPECTION** and current FAA regulations using RHC R44 Maintenance Manual checklist 1.100 and 2.410 check list. Next due A/C TT 3719.2.
2. C/W applicable ENG inspection. See engine log book for inspection details.
3. Reviewed Aircraft Records, Airworthiness Directives through bi-weekly issue 2017-02, and Service Bulletins up to SB-02.
4. Sheave alignment results LH: 0.110 RH: 0.083. Next due A/C TT 3719.2.
5. T/R drive shaft runout results: FWD .006 .007 .008 .005 .006 AFT. Next due A/C TT 3719.2.
6. C/W AD 2014-23-16 Main Rotor blade skin tap test and visual inspection. (No defects found) (1st flight, 100 HR/ ANNUAL). Next due A/C TT 3719.2.
7. C/W SB-83 Tail Rotor blade fatigue cracks (No defects found) (1st flight, 100 HR/ ANNUAL). Next due BFF and A/C TT 3719.2.
8. C/W SB-57 KI-176 R44 tail pipe extension. Next due A/C TT 3719.2.
9. C/W SB-72A M/R Blade visual inspection and tap test. Next due BFF and A/C TT 3719.2.
10. Dents in M/R blade SN 7081 and S/N 7196 previously reported (1/24/2015 & 8/23/2015)

No discrepancies found. This rotorcraft was determined in airworthy condition and is approved for return to service.

 1/22/2017
CHRISTIAN CORTEZ

A&P#  I.A.

[illegible]

ENGINE LOG
EF5-1

N9BIRR

24 001

50 HR

300 HR



R-44 Engine Accessories Installed

<i>DISCRIPTION</i>	<i>Part Number</i>	<i>Serial Number</i>
ENGINE	O-540-F1B5	RL-9647-40E
RIGHT MAGNETO	10-600646-201	E13DA233R
LEFT MAGNETO	10-600616-3	K130012E
STARTER	BC315-100-2R	04115288
ALTERNATER	ALX-8521LS	H-0110111
CARBURATOR	AV-10-6035-11	75128203
OIL COOLER	C649-2/10886A	2814
Verified <u>9/5/2016</u>	<u> </u> MICHAEL OWEN	A&P # <u> </u>

INSPECTION & MAINTENANCE RECORD

DATE	TOTAL TIME	INSPECTION OR MAINTENANCE PERFORMED AGENCY & CERTIFICATE NO.
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Make/Model: R-44 Raven
 Serial No.: 0961
 HOBBS: 996.7
 A/C TT: 3196.7
 AC TSO: 996.7

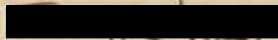


Reg. No: N981RR
 Date: 1/24/15
 W/O No: .000980
 ENG TT: 996.7
 ENG TSO: 996.7

Description of Work Accomplished

1. Complied with **Engine** 100hr Inspection IAW Lycoming O-540 Operator's Manual and R44 MM Applicable Engine Inspection Requirements.
2. Complied with SB-480E Drained Oil and Serviced System with 9 Qts of Engine 100 w plus Removed oil screens. Inspected, cleaned, and reinstalled
3. Installed serviceable Air Filter P/N B771-2
4. Inspected fuel screens, no fault found. Cleaned and reinstalled.
5. Removed, Cleaned, Inspected, gapped and Reinstalled 12 sparkplugs.
6. Complied with Cylinder Compression Check (cold), results as follows: Cyl # 1: 70/80 ; Cyl # 2: 70/80 ; Cyl # 3: 73/80 ; Cyl # 4: 71/80. Cyl # 5: 72/80 Cyl # 6: 72/80.
7. Inspected magnetos. Verified timing. Verified mag cushion pliability
8. Complied with Lyc SI 1129B alternator belt tension. No fault found
9. Reviewed Engine Records and Airworthiness Directives/Service Bulletins Compliance Records.
10. Complied with Run Up Check, Leak Check, all Operational checks and Post Maintenance Flight. Results OK. All Work Performed IAW R44 Maintenance Manual and Lycoming O-540- Operator's Manual.

I Certify This Engine Has Been Inspected IAW 100hr/Annual Inspection Requirements and Was determined to be in Airworthy Condition.


 Sevier County Choppers CRS V68R343M

JN 001
 50 112

100 00

INSPECTION & MAINTENANCE RECORD

Date: 04/18/2015

N981RR S/N 0961

Eng S/N RL-9647-40E



Hobbs: 10946.3

A/C TT: 3246.3

Eng TT: 3246.3

1. Performed a 50 Eng Inspection IAW Lycoming O-540 Operator's Manual section 4
2. Removed, cleaned, inspected, gapped, and reinstalled same spark plugs.
3. C/W SI-1080C. Overheating, Exhaust System, and Mixture control check.
4. C/W SB-480E. Oil and filter change with Screen Cleaning. C/W SB-480E. Drained oil. Remove, inspected, cleaned, and reinstalled the oil screen. Serviced oil system with 8 qts of Aeroshell 100 plus. Drained and serviced oil system with 8 qts of Aeroshell 100 plus. Removed and replaced w/ new the oil filter (P/N B321-2)

No discrepancies found. This A/C is found airworthy; approved for flight and return to service.

A&P# [REDACTED]

Michael Ower

Date: 07/07/2015

N981RR S/N 0961

Eng S/N RL-9647-40E



Hobbs: 1091.7

A/C TT: 3291.7

Eng TT: 3291.7

1. Removed alternator (P/N: ALX-8521LS, S/N: H-L070413) and installed overhauled alternator (P/N: ALX-8521LS, S/N: H-O110111) due to not charging.
2. All work performed IAW RHC R44 M/M and Lycoming Operator's Manual.

No discrepancies found. This A/C is found airworthy; approved for flight and return to service.

A&P# [REDACTED]

Michael Ower

INSPECTION & MAINTENANCE RECORD

DATE TOTAL TIME

INSPECTION OR MAINTENANCE PERFORMED
AGENCY & CERTIFICATE NO.

Hobbs: 10946.3

A/C TT: 3246.3

Eng TT: 3246.3

Date: 07/18/2015

N981RR S/N 0961

Eng S/N RL-9647-40E



Hobbs: 10946.3
~~10996.6~~

A/C TT: 3196.6

Eng TT: 3196.6

ected, cleaned, and
oil system with 8 qts of

1. C/W 100 hr ENG Inspection IAW Lycoming O-540 Operator's Manual and Robinson R44 MM applicable engine inspections requirements.
2. C/W Lycoming SI-1129B. Alternator belt tension check.
3. C/W Lycoming SI-1191A. Cylinder compress check (cold), results as follows: Cyl #1: 79 /80; Cyl #2: 76 /80; Cyl #3: 79 /80; Cyl #4: 77 /80; Cyl #5: 79 /80; Cyl #6: 79 /80
4. C/W Lycoming SI-1080C. Items for special attention. Cylinder overheating, magneto timing, exhaust system leaks, and manual mixture control check.
5. C/W SB-480E. Drained oil. Remove, inspected, cleaned, and reinstalled the oil screen. Drained and serviced oil system with 8 qts of Aeroshell 100 plus. Removed and replaced with new the oil filter (P/N B321-2)
6. C/W Lycoming SB-366B. Throttle body screw check.
7. Removed, cleaned, and installed same Air Filter (P/N B771-2)
8. Removed, inspected, cleaned, and reinstalled the same fuel screens.
9. Removed, cleaned, inspected, gapped, and reinstalled same spark plugs.
10. Inspected magnetos. Verified timing. Verified mag cushion pliability
11. Reviewed Engine Records, AD and SB compliance records.
12. Removed and replaced w/ new the #1 LWR ignition cable due to broken lead
13. Crack found on R/H side of ENG cooling shroud. Stop drilled.
14. C/W run up check, leak check, all operational check, and post maintenance flight IAW Robinson R44 MM and Lycoming O-540 Operator's Manual.
15. C/W TCM BANDA SB-643B 100 HR MAINTENANCE INSPECTION. NO DISCREPANCIES.

No discrepancies other found. This A/C is found airworthy; approved for flight and return to service.

A&P#

Michael Ower

Hobbs: 1091.7

A/C TT: 3291.7

Eng TT: 3291.7

LX-8521LS, S/N: H-

INSPECTION & MAINTENANCE RECORD

Date: 10/24/2015

N981RR S/N 0961

Eng S/N RL-9647-40E



Hobbs: 1146.9

A/C TT: 3346.9

Eng TT: 3346.9

1. C/W 50 hr Eng Inspection IAW Lycoming Operator's Manual.
2. Performed SB-480E. Drained oil, inspected oil screens and filter. Serviced oil system w/ 8 qts of Aeroshell 100W plus. Removed and replaced with new the oil filter (P/N B123-2).
3. Removed spark plugs, cleaned, gapped, inspected and reinstalled the same plugs.

No discrepancies. This A/C is found airworthy and approved for flight.

Michael Ower

A&P#

Date: 12/17/15

N981RR S/N 0961

Eng S/N RL-9647-40E



A/C TT: 3370.7

Eng TT: 3370.7

1. I certify that that this A/C has been inspected Lycoming Operators Manual 300 hr inspection.
2. Inspected the Valves IAW Lycoming SB 301B
3. Inspected exhaust valves IAW Lycoming SB 388C: cyl#1 0.026", cyl#2 0.030", cyl#3 0.023", cyl#4 0.020", cyl#5 0.023", cyl#6 0.016"

No Discrepancies. I certify that this A/C is found airworthy and approved for flight.

Michael Ower

A&P#

Date: 01/29/16

N981RR S/N

Eng S/N RL-9

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- Ins
- Rev
- CM
- Op

No

INSPECTION & MAINTENANCE RECORD



Date: 01/29/2016

N981RR S/N 0961

Eng S/N RL-9647-40E

Hobbs: 1180.8

A/C TT: 3380.0

Eng TT: 3360.0

1. I certify that this engine has been inspected IAW **100 HR inspection** per section 4.4 of the Lycoming O-540 Operator's Manual and Robinson R44 MM applicable engine inspections requirements.
2. C/W Lycoming SI-1129B. Alternator belt tension check.
3. C/W Lycoming SI-1191A. Cylinder compress check (warm), results as follows: Cyl #1: 79 /80; Cyl #2: 77 /80; Cyl #3: 79 /80; Cyl #4: 77 /80; Cyl #5: 79 /80; Cyl #6: 78 /80
4. C/W Lycoming SI-1080C. Items for special attention. Cylinder overheating, magneto timing, exhaust system leaks, and manual mixture control check.
5. C/W Lycoming SB-480E. Drained oil. Remove, inspected, cleaned, and reinstalled the oil screen. Drained and serviced oil system with 8 qts of Aeroshell 100 plus 20/50. Removed and replaced with new the oil filter (P/N B123-2)
6. C/W Lycoming SB-366B. Throttle body screw check.
7. Removed, cleaned, and installed same Air Filter (P/N B771-2)
8. Removed, inspected, cleaned, and reinstalled the same fuel screen.
9. Removed, reconditioned, inspected, and reinstalled same spark plugs.
10. Inspected magnetos. Verified Engine timing to **25 degrees**.
11. Reviewed Engine Records and AD's through Bi-weekly **2016-01**.
12. C/W run up check, leak check, all operational check, and post maintenance flight IAW Robinson R44 MM and Lycoming O-540 Operator's Manual.

No discrepancies found. This rotorcraft was determined in airworthy condition and is approved for return to service.

1/29/2016
CHRISTIAN CORTEZ

A&P# [REDACTED] I.A.

INSPECTION & MAINTENANCE RECORD

Date: 4/16/2016

N981RR S/N 0961

Eng S/N RL-9647-40E



1. C/W 50 hr Eng Inspection IAW Lycoming Operator's Manual.
2. Performed SB-480E. Drained oil, inspected oil screens and filter. Serviced oil system w/ 8 qts of Aeroshell 100W plus. Removed and replaced with new the oil filter (P/N B123-2).
3. Removed spark plugs, cleaned, gapped, inspected and reinstalled the same plugs.

No discrepancies. This A/C is found airworthy and approved for flight.

A&P#

Michael Ower

Hobbs: 1210.8

A/C TT: 2430.8

Eng TT: 3430.8

Date: 04

N981RR

Eng S/N

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INSPECTION & MAINTENANCE RECORD



Hobbs: 1280.7

A/C TT: 3480.7

Eng TT: 3480.7

Date: 06/10/2016

N981RR S/N 0961

Eng S/N RL-9647-40E

1. I certify that this Eng has been inspected IAW Lycoming O-540 Operator's Manual and Robinson R44 MM applicable engine inspections 100 hour requirements.
2. C/W Lycoming SI-1129B. Alternator belt tension check.
3. C/W Lycoming SI-1191A. Cylinder compress check (cold), results as follows: Cyl #1: 78 /80; Cyl #2: 77 /80; Cyl #3: 79 /80; Cyl #4: 78 /80; Cyl #5: 78 /80; Cyl #6: 79 /80
4. C/W Lycoming SI-1080C. Items for special attention. Cylinder overheating, magneto timing, exhaust system leaks, and manual mixture control check.
5. C/W SB-480E. Drained oil. Remove, inspected, cleaned, and reinstalled the oil screen. Drained and serviced oil system with 8 qts of Aeroshell 100. Removed and replaced with new the oil filter (P/N B321-2)
6. C/W Lycoming SB-366B. Throttle body screw check.
7. Removed, cleaned, and installed same Air Filter (P/N B771-2)
8. Removed, inspected, cleaned, and reinstalled the same fuel screens.
9. Removed, cleaned, inspected, gapped, and reinstalled same spark plugs.
10. Inspected magnetos. Verified timing.
11. Reviewed Engine Records, AD and SB compliance records.
12. Crack found on R/H side of ENG cooling shroud. Stop drilled.
13. C/W run up check, leak check, all operational check, and post maintenance flight IAW Robinson R44 MM and Lycoming O-540 Operator's Manual.
14. C/W TLM BANDS 100 HA MALNATO INSPECTION SR 6390

No other discrepancies found. This A/C is found airworthy; approved for flight, and return to service.

A&P#

Michael Ower

100 HB

INSPECTION & MAINTENANCE RECORD

Date: 08/03/2016

N981RR S/N 0961

Eng S/N RL-9647-40E



1. C/W 50 hr Eng Inspection IAW Lycoming Operator's Manual.
2. Performed SB-480E. Drained oil, inspected oil screens and filter. Serviced oil system w/ 8 qts of Aeroshell 100W plus. Removed and replaced with new the oil filter (P/N B123-2).
3. Removed spark plugs, cleaned, gapped, inspected and reinstalled the same plugs.

No discrepancies. This A/C is found airworthy and approved for flight.

A&P# [REDACTED]

Michael Ower

Hobbs: 1330.5

A/C TT: 3530.5

Eng TT: 3530.5

Date: 09/05/2016

N981RR S/N 0961

Eng S/N RL-9647-40E



1. Removed and Replaced starter (P/N BC315-100-2 S/N 08136273) with OVHled starter (P/N BC315-100-2R S/N 04115288). Operation test performed. No discrepancies.
2. Replaced starting ring gear (P/N 72566) with a new starting ring gear (P/N 72566). All work done IAW RHC Ch 7.290 and Lycoming SI 1141A.

This A/C is found to be airworthy, and is approved for flight and return to service.

A&P# [REDACTED]

Michael Ower

Hobbs: 1356.9

A/C TT: 3556.9

Eng TT: 3556.9

ROBINSON HELICOPTER
COMPANY

P/N: **BC315-100-2R**
STARTER ASSY OH/EXCH

L/L: **NO**

S/N:
04115288



3530.5

Removed

3556.9

5288).

and

PTER

/EXCH



Date: 10/14/2016

N981RR S/N 0961

Eng S/N RL-9647-40E



Hobbs: 1377.0

A/C TT: 3577.0

Eng TT: 3577.0

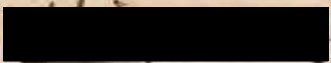
1. I certify that this Engine has been inspected IAW Lycoming O-540 Operator's Manual and Robinson R44 MM applicable engine inspections 100 hour requirements.
2. C/W Lycoming SI-1129B Alternator belt tension check.
3. C/W Lycoming SI-1191A. Cylinder compress check (warm), results as follows: Cyl #1: 78 /80; Cyl #2: 75 /80; Cyl #3: 76 /80; Cyl #4: 79 /80; Cyl #5: 77 /80; Cyl #6: 77 /80
4. C/W Lycoming SI-1080C. Items for special attention. Cylinder overheating, magneto timing, exhaust system leaks, and manual mixture control check.
5. C/W SB-480E. Drained oil. Remove, inspected, cleaned, and reinstalled the oil screen. Drained and serviced oil system with 9 qts of Aeroshell 100. Removed and replaced with new the oil filter (P/N B321-2)
6. C/W Lycoming SB-366B. Throttle body screw check.
7. Removed, cleaned, and installed same Air Filter (P/N B771-2)
8. Removed, inspected, cleaned, and reinstalled the same fuel screens.
9. Removed, cleaned, inspected, gapped, and reinstalled same spark plugs.
10. Inspected magnetos. Verified timing.
11. Reviewed Engine Records, AD and SB compliance records.
12. C/W run up check, leak check, all operational check, and post maintenance flight IAW Robinson R44 MM and Lycoming O-540 Operator's Manual.
13. C/W 100 Hour Inspection. No discrepancies found. This A/C is found airworthy; approved for flight, and return to service.

A&P#

Michael Ower

100 HR

INSPECTION & MAINTENANCE RECORD

DATE	TOTAL TIME	INSPECTION OR MAINTENANCE PERFORMED AGENCY & CERTIFICATE NO.
Date: 01/22/2017		Hobbs: 1419.2
N981RR S/N 0961		A/C TT: 3619.2
Eng S/N RL-9647-40E		Eng TT: 3619.2
- I certify that this engine has been inspected IAW 100 HR inspection per section 4.4 of the Lycoming O-540 Operator's Manual and Robinson R44 MM applicable engine inspections requirements. Next due A/C TT <u>3719.2</u>. - C/W Lycoming SI-1129B. Alternator belt tension check. Next due A/C TT <u>3719.2</u>. - C/W Lycoming SI-1191A. Cylinder compress check (warm), results as follows: Cyl #1: <u>78</u> /80; Cyl #2: <u>77</u> /80; Cyl #3: <u>76</u> /80; Cyl #4: <u>77</u> /80; Cyl #5: <u>79</u> /80; Cyl #6: <u>78</u> /80. Next due A/C TT <u>3719.2</u>. - C/W Lycoming SI-1080C. Items for special attention. Cylinder overheating, magneto timing, exhaust system leaks, and manual mixture control check. Next due A/C TT <u>3719.2</u>. - C/W Lycoming SB-480E. Drained oil. Remove, inspected, cleaned, and reinstalled the oil screen. Drained and serviced oil system with 8 qts of Aeroshell 100 plus 20/50. Removed and replaced with new the oil filter (P/N B123-2). Next due A/C TT <u>3669.2</u>. - C/W Lycoming SB-366B. Throttle body screw check. Next due A/C TT <u>3719.2</u>. - C/W TCM Bendex SB-364B 100 hr maintenance interval for TCM A/C magneto inspection. Next due A/C TT <u>3719.2</u>. - Removed, cleaned, and installed same Air Filter (P/N B771-2). Next due A/C TT <u>3719.2</u>. - Removed, inspected, cleaned, and reinstalled the same fuel screen. Next due A/C TT <u>3719.2</u>. - Removed, reconditioned, inspected, and reinstalled same spark plugs. Next due A/C TT <u>3669.2</u>. - Inspected magnetos. Verified Engine timing to 25 degrees. Next due A/C TT <u>3719.2</u>. - Reviewed Engine Records and AD's through Bi-weekly 2017-02. - C/W run up check, leak check, all operational check, and post maintenance flight IAW Robinson R44 MM and Lycoming O-540 Operator's Manual.		
No discrepancies found. This engine was found to be serviceable and approved for return to service.		
 CHRISTIAN CORTEZ - 1/22/2017 A&P#  I.A.		

DATE

Date: 04

N981RR S

Eng S/N R

1.

2.

3.

4.

Date: 04

N981RR S

Eng S/N R

1.

2.

3.

INSPECTION & MAINTENANCE RECORD

DATE	TOTAL TIME	INSPECTION OR MAINTENANCE PERFORMED AGENCY & CERTIFICATE NO.
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Date: 04/01/2017

N981RR S/N 0961

Eng S/N RL-9647-40E



Hobbs: 1469.2

A/C TT: 3669.2

Eng TT: 3669.2

1. CW 50 hr Eng Inspection IAW Lycoming Operator's Manual. **Next due Eng TT 3719.2**
2. Performed SB-480E. Drained oil, inspected oil screens and filter. Serviced oil system w/ 8 qts of Aeroshell 100W plus. Removed and replaced with new the oil filter (P/N B123-2). **Next due Eng TT 3719.2**
3. Performed Lycoming SI 1080C. Check for overheating, exhaust leak check, mixture control check. **Next due Eng TT 3719.2**
4. Removed spark plugs, cleaned, gapped, inspected and reinstalled the same plugs. **Next due Eng TT 3719.2**

No discrepancies. This A/C is found airworthy and approved for flight.

[Redacted] A&P# [Redacted]

Michael Ower

Date: 04/06/2017

N981RR S/N 0961

Eng S/N RL-9647-40E



Hobbs: 1473.6

A/C TT: 3673.6

Eng TT: 3673.6

1. I certify that that this ^{ENG} ~~A/C~~ has been inspected Lycoming Operators Manual 300 hr inspection. **Next due Eng TT 3973.6**
2. Inspected the Valves IAW Lycoming SB 301B **Next due Eng TT 3973.6**
3. Inspected exhaust valves IAW Lycoming SB 388C: cyl#1 0.027", cyl#2 0.029", cyl#3 0.024", cyl#4 0.022", cyl#5 0.022", cyl#6 0.015" **Next due Eng TT 3973.6**

No Discrepancies. I certify that this A/C is found airworthy and approved for flight.

[Redacted] A&P# [Redacted]

Michael Ower

50 HR

100 HR