

INSPECTION & MAINTENANCE RECORD

N 7514S Serial number 3333 Hobbs = 1322.9 AC TT = 5712.1 July 27, 2017

Removed and replaced Starter with overhauled starter. A & P [REDACTED] Andrew Thompson

N 7514S Serial number 3333 Hobbs = 1370.4 AC TT = 5759.6 August 25, 2017

Drained and re serviced oil, Aeroshell 100 - "non-detergent" used due to cylinder replacement. Removed and replaced #1 cylinder due to low compression. Cylinder installed repaired at Tim's aircraft engines. New oil filter installed, no debris in screen or filter. 8 new spark plugs installed. Timing checked no adjustments made. Engine run to check for leaks (none noted) and proper operation. Compression check = #1 35/80, #2 70/80, #3 72/80, #4 70/80. I certify that this Engine has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition returned to service. A & P [REDACTED] Andrew Thompson

AD 2017-16-11 Lrc. SB 632 Does Not Apply
by ~~FD~~ Ser# of Eng and Date of overhaul
9/7/17 No Further Action Required H&P [REDACTED]

INSPECTION RECORD

017

actuator Serial number
since overhaul. Due
A & P [REDACTED]

N 7514S Serial number 3333 Hobbs = 1370.4 AC TT = 5759.6 August 25, 2017

Spot painted tail rotor blades and one main rotor blade. Tail rotor balanced checked - no adjustments made, IPS < .11. Removed and replaced Right hand skid assembly both cross tubes and right hand forward Support / gear leg due to corrosion. # one engine cylinder replaced with new due to excessively low compression. I certify that this aircraft has been inspected in accordance with a 100 hour inspection and returned to service. A & P [REDACTED] Andrew [REDACTED]

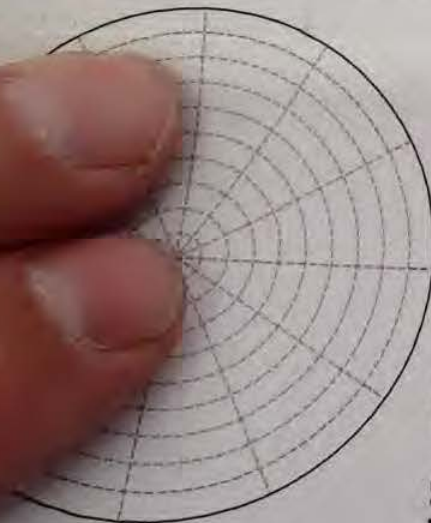
9-8-17	Hobbs	1380.3	MR Blades checked For
			< 114% Overspeed Re-installed and checked
			For vibration - CK OK - TR Driveshaft
			"Routout" Within Limits A & P [REDACTED]

INSPECTION RECORD

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and right hand forward Support / gear leg due to corrosion. # one engine cylinder replaced
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accordance with a 100 hour inspection and returned to service. A & P [redacted] Andrew
Thompson [redacted]

DYNAMICALLY BALANCED

Operator Comments



514S 3333 5759.0 Hrs

MicroVib II SN:1598 Cal:02/22/2017
Initial: 0.106 IN/S @ 3331.8 RPM Final: 0.106 IN/S @ 3331.8 RPM

Operator:

Date: 08/25/2017

AR Blades checked for
speed As-installed and checked
-CK OK. TR Driveshaft
Thrust Levers, Aft [redacted]