

Hobbs End	Hobbs Begin	TOTAL TODAY		Compressor Cycles to Date	4543	Location: GT4	
2174.3	2171.8	2.5		TODAY	3		
Airframe	AFTT to Date	17408.8		Total Cycles	4546	Date: 21 Aug 18	
	NEW TOTAL TODAY	17,411.3					
Total Engine Time		2.5		Turbine Cycles to Date	462	AC Model: MD369FF	
Engine TT to Date		14698.3		TODAY	3	Serial No.: 0005F	
NEW TOTAL TODAY		14700.8		Total Cycles	465	N Number: N530FU	
						Engine CAE: 895663	
						Comp. Serial No.:	
						Turbine Serial No.:	
NEXT COMPONENT DUE		Enter @ 200 hrs or less				HOOK Time: 62.7 + 0 = 62.7	
COMPONENT		SERIAL NO.		Due at AFTT or ENG TT		Torque Events	
						25,964 + 56 26,020	
NEXT INSPECTION DUE		DUE @ AFTT OR ENGTT		SUM OF POWER CHECKS			
100 HOURS AFTT		17,499.20		ALTITUDE		GAT	
150 HRS ENGTT		14746.7		N1		TORQUE	
300 HOURS AFTT		17606.3		ENG OIL PRESSURE		ENG OIL TEMP	

Pilots enter discrepancies or other comments by number. Mechanics enter all maintenance performed by number.

Aircraft crashed and destroyed,
Approx 1215hrs CDT. [REDACTED]
[REDACTED] VADP [REDACTED]

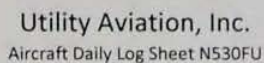
I certify that this aircraft has been inspected in accordance with a _____ inspection and was determined to be in an airworthy condition.
DATE: _____ T.T. in service _____
A&P #: _____
Acft Cargo Hook, multi-hook and long lines have been inspected and found to be in serviceable condition.
Signed _____

The following FN's and AD's have been complied with in accordance with the Manufacturer and/or FAA Instructions. Daily Pilot's Pre and Post Flight (as per Acft Log)
FN-33 M/R Hub Strap Pack Rinse Part II Tri-Flow wash
FN-52 Lead Lag link nuts, Pre
Signed _____

The undersigned attests to the following: Aircraft has been inspected and is accepted for flight. At least the last 5 pages of this log book have been read.

SIGNED:

CERTIFICATE #



SHEET NO. 042

Hobbs End	Hobbs Begin	TOTAL TODAY		Compressor Cycles to Date	4539	Location: GTU	
2107.1	2166.1	1.0					
Airframe	AFTT to Date	17,403.1		TODAY	1		
	NEW TOTAL TODAY	17,404.1		Total Cycles	4540	Date: 16 Aug 18	
Total Engine Time		1.0		Turbine Cycles to Date	458	AC Model: MD369FF	
Engine TT to Date		14,692.6				Serial No.: 0005F	
NEW TOTAL TODAY		14,693.6		TODAY	1	N Number: N530FU	
				Total Cycles	459	Engine CAE: 895663	
NEXT COMPONENT DUE				Enter @ 200 hrs or less		HOOK Time: 62.7 + 0 = 62.7	
COMPONENT		SERIAL NO.		Due at AFTT or ENG TT		Torque	
						Events: 25,883 + 2 = 25,885	
NEXT INSPECTION DUE		DUE @ AFTT OR ENGT		SUM OF POWER CHECKS			
100 HOURS AFTT		17466.2 17406.3		ALTITUDE		OAT	TOT
150 HRS ENGT	300 HRS ENGT	14746.7	14896.7	N1		N2	TORQUE
300 HOURS AFTT		17606.3		ENG OIL PRESSURE		ENG OIL TEMP	

Pilots enter discrepancies or other comments by number. Mechanics enter all maintenance performed by number.

Mammal Ivey EP Refnsler

I certify that this aircraft has been inspected in accordance with a _____ inspection and was determined to be in an airworthy condition.

DATE: _____ T.T. in service _____

A&P #: _____

Acft Cargo Hook, multi-hook and long lines have been inspected and found to be in serviceable condition.

Signed _____

The following FN's and AD's have been complied with in accordance with the Manufacturer and/or FAA Instructions. Daily Pilot's Pre and Post Flight (as per Acft Log)

FN-33 M/R Hub Strap Pack Rinse Part II Tri-Flow wash

FN-52 L [REDACTED]

Signed _____

The undersigned certifies to the following: Aircraft has been inspected and is accepted for flight. At least the last 5 pages of this log book have been read.

SIGNED:

CERTIFICATE #



Utility Aviation, Inc.
Aircraft Daily Log Sheet N530FU

SHEET NO. 041

Hobbs End	Hobbs Begin	TOTAL TODAY	Compressor Cycles to Date	4537	Location: <u>GTU</u>
<u>2166.1</u>	<u>2162.2</u>	<u>3.9</u>	TODAY	<u>2</u>	
Airframe	AFTT to Date	<u>17,399.2</u>	Total Cycles	<u>4539</u>	Date: <u>15 Aug 18</u>
	NEW TOTAL TODAY	<u>17,403.1</u>			
Total Engine Time		<u>3.9</u>	Turbine Cycles to Date	<u>456</u>	AC Model: MD369FF Serial No.: 0005F N Number: N530FU Engine CAE: 895663 Comp. Serial No.: Turbine Serial No.:
Engine TT to Date		<u>14688.7</u>	TODAY	<u>2</u>	
NEW TOTAL TODAY		<u>14,692.6</u>	Total Cycles	<u>458</u>	
NEXT COMPONENT DUE		Enter @ 200 hrs or less			HOOK Time: $62.7 + \emptyset = 62.7$
COMPONENT		SERIAL NO.	Due at AFTT or ENG TT		Torque
					Events: <u>25,830 + 53 = 25,883</u>
NEXT INSPECTION DUE		DUE @ AFTT OR ENGTT	SUM OF POWER CHECKS		
100 HOURS AFTT		<u>17406.3</u>	ALTITUDE	OAT	TOT
150 HRS ENGTT	300 HRS ENGTT	<u>14746.7</u> <u>14896.7</u>	N1	N2	TORQUE
300 HOURS AFTT		<u>17606.3</u>	ENG OIL PRESSURE	ENG OIL TEMP	

Pilots enter discrepancies or other comments by number. Mechanics enter all maintenance performed by number.

111hr airframe inspection completed

manul 1124 EP Refresher

N530FU

Date: 8/13/18 Hobbs: 2162.2 ACFTT 17,399.2

It is certified that this helicopter has been thoroughly inspected in accordance with a 100 hr, as required by FAR, found to be airworthy, and appropriate entries made in the helicopter logbook. It is further certified that the helicopter conforms to FAA specifications, that all FAA Airworthiness Directives and manufacturer's service notices and maintenance manual data have been complied with, and the helicopter records are in proper order.

Signed: Joe Marroquin

I certify that this aircraft has been inspected in accordance with a 100 HR inspection and was determined to be in an airworthy condition.
DATE: 15 AUG 18 T.T. in service 17,403.1
A&P #: [REDACTED]
Acft Cargo Hook, multi-hook and long lines have been inspected and found to be in serviceable condition.
Signed: [REDACTED]

The following FN's and AD's have been complied with in accordance with the Manufacturer and/or FAA Instructions. Daily Pilot's Pre and Post Flight (as per Acft Log)
FN-33 M/R Hub Strap Pack Ripse Part II Tri-Flow wash
FN-52 Le [REDACTED]
Signed: [REDACTED]

is accepted for flight. At least the last 5 pages of this log book have been read.

CERTIFICATE # [REDACTED]