

N557DC

S/N 1630

5 MAY 2018

LANDING GEAR HOBBS 186.2

ACTT 5022.6 (LG Hobbs + 4487.2)

ENGINE SMOH 421.6 (ACTT- 4531.0) L-26836-51A

Installed three serviceable M/R blades P/N 269A1185-1 S/N's S1413, S1713 and S1411. Performed track and balance. This aircraft is approved for return to service.

Larry Joslyn

N557DC

S/N 1630

4 June 2018

LANDING GEAR HOBBS 721.2

ACTT 5208.4 (LG Hobbs + 4487.2)

ENGINE SMOH 677.4 (ACTT- 4531.0) L-26836-51

This Helicopter has been Inspected IAW daily, 25, 50, 100, 300, 400, 600, 1200 hour & Annual Inspection IAW Schweizer Basic HMI, Appendix B, and Schweizer lubrication Chart. Serviced and charged battery. Lubricated lower pulley and tail rotor drive shaft splines with Syn-Tech grease. Inspected main rotor drive shaft thrust bearing journal and thrust bearing spacer tube 269A1318-5 Per SB B-297. Inspected T/R drive shaft spline per Section 10 of HMI to comply with SB B299.1. Performed landing gear LST per SW-17-29. The components were within specified limits. Complied with applicable AD's 2017-16-11(N/A by model), SB's, Transponder / Avionic Certification requirements and checked component mandatory replacement life.

CW AD79-23-3 - Spar Corrosion Inspection SIN 162 - Tail Rotor blades

CW AD82-15-3 - Visual Inspection Idler Pulley Support Bracket

CW AD98-18-11 - Visual Inspection Main Rotor Blade Abrasion Strip

CW AD2015-19-07 Visual inspection fuel injection lines

CW AD2015-23-01 T/R Drive Inspection

CW AD2017-14-6 Lower coupling Drive Shaft - SB B-307 and Tachometer Markings - Schweizer SB 257.1

Performed torque checks and serviced items as required: Swash Plate Retainer Nut 269A1340, Main Transmission Pinion Nut 269A5449-5, M/R Retaining Nut -269D5313-5(200Hr) and T/R Xmsn spline nut 269A6029 (200 hours). Installed new Air filter BA2. Performed track and balance on main and tail rotor assy's - less than .02 ips. Performed post maintenance run-up and operational check - normal, no leaks noted. This aircraft is approved for return to service - END.

John D Brown