

lité

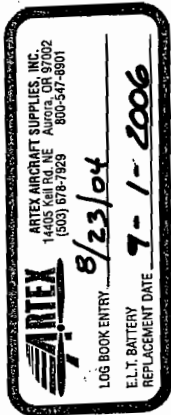
2883

LIVRET D'AÉRONEF
AIRCRAFT LOG BOOK

Book #2

Beginning: March 08, 2004

Ending:

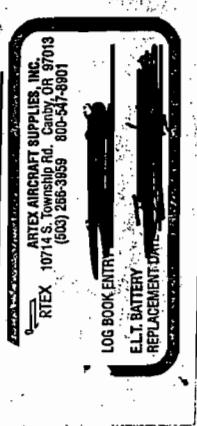


MODE D'EMPLOI - INSTRUCTIONS FOR USE

- 1° Toutes les inscriptions doivent être faites à l'encre par le personnel qualifié du propriétaire, utilisateur, réparateur.
1° The entries in this Log Book shall be made in ink by persons authorised by the owner, user or overhauler.
- 2° Aucune inscription ne doit être effacée ou grattée ; aucune page ne doit être arrachée.
2° No entry shall be rubbed out or scratched out ; no page shall be torn out.
- 3° Le livret doit être renseigné à l'occasion de chaque opération d'entretien. Seuls les temps de vol et atterrissages cumulés doivent être inscrits. Ceux-ci sont calculés en ajoutant les valeurs résultant de l'exploitation du carnet de route depuis précédente visite d'entretien aux totaux cumulés précédents.
3° The aircraft log should be filled in after each maintenance operation. Cumulative flight hours and landings only should be entered. These are to be calculated by adding values issued from the Journey Log Book since the previous maintenance operation to the previous cumulative totals.
- 4° Les travaux d'entretien, consignes de navigabilité, remplacement de pièces ou d'accessoires, modifications, révisions partielles ou générales, nature et résultats des essais en vol consécutifs, doivent être mentionnés aux rubriques prévues à cet effet (éventuellement agraffer les listes de travaux, modifications, pièces remplacées, procès verbaux d'essais.....aux pages correspondantes du livret). Les cachets et signatures des réparateurs doivent être apposés à l'issue de chaque opération d'entretien.
4° All details regarding maintenance, airworthiness directives, replacements of parts or accessories, modifications, minor or major overhauls, nature and results of consequent test flight shall be entered in the appropriate columns. Details of work done, modifications, replacement of parts, official reports of tests, etc..... can be attached to the corresponding pages of this book. All entries shall be signed for and stamped with the official stamps of the or overhauler after each maintenance operation.
- 5° Ce livret doit être présenté à toute demande des autorités qualifiées ou de leurs délégués.
5° This book shall be produced on demand for the inspection of any authorised person.

AÉRONEF - AIRCRAFT - AERONAVE

2883



1 - Marques de nationalité :
 et d'immatriculation :
 Nationality and registration marks :
 Matricula y nacionalidad :

2 - Classification (catégorie, subdivision) : Voir Certificat de Navigabilité
 Classification (category, sub-division) :
 Classification (categoria, subdivision) :

Constructeur :
 Constructor : **EUROCOPTER FRANCE**
 Constructor :

Type :
 Type : **AS 350 B2**
 Tipo :
 5 - N° de série :
 Serial - N° : **2 8 8 3**
 N° da serie :

Livret établi à :
 Log book established at :
 ECD - DONAUWÖRTH on **le 29. September 1995**

**PRODUCTION ORGANIZATION
 APPROVAL DGAC P 02**



SERVICE DE L'AÉRONEF - AIRCRAFT RECORD

74

Dates	Temps de vol depuis la précédente opération d'entretien Duration of flight since last maintenance operation	Heures totales Hours since manufacture	Heures depuis entretien majeur Hours since major maintenance	Nombre d'atterrissages Number of landings	Motif de l'entretien Maintenance motive
Date: 04/02/07	Hobbs: 8706.4 ACTT: 11,554.0	N613TV S/N: 2883	Date: 04/06/2007	Hobbs: 8707.7 ACTT: 11,555.3	N613TV S/N: 2883 <ul style="list-style-type: none"> Complied w/ A.D. 2003-22-06, dated 12/3/2003, Para. (a) & (b), T/R pitch change links. Visual inspection and measurement of spherical bearings, Red: axial: .001", radial: .001", Yellow: axial: .002", radial: .0015" both are acceptable & within limits at this time. Para. (a) due again before next start not to exceed 10 hrs T.I.S. Para. (b) due again within 30 hours.
Technician: [Redacted]	Certificate: [Redacted]	[Redacted]	Technician: [Redacted]	Certificate: [Redacted]	<ul style="list-style-type: none"> Removed Relay for NR warning horn P/N GPK25F24V. Installed New Relay for NR warning horn same P/N. Performed functional ground run check of NR warning system, and determined all operations to be normal at this time.
Date: 04/03/2007	Hobbs: 8707.7 ACTT: 11555.3	N613TV S/N 2883	Date: 04/06/07	Hobbs: 8707.7 ACTT: 11,555.3	<ul style="list-style-type: none"> Complied with Eurocopter's BLF, ALF, 10 / 25 / 30 Hr. inspection items i.a.w. MWC Ch. 05.32.00.601 & MSR 05.20.02 & 05.99.00 as applicable. Complied with Turbomeca's A.L.F., 8 & 30 Hr. inspection items as applicable per mod status and times for this engine in accordance with T.E.C. 1D1 M.M. chapter 05-20-01, and chapter 5-20-03, pages 801-803. Complied w/ A.D. 2002-03-52 dated 4/4/2002, Para. (a) & Note 2, Starflex bushes, by visual inspection for adhesive gap, no defects noted, this A.D. is due again before next start not to exceed 4 hours T.I.S. Complied w/ A.D. 2001-26-55 dated 12/27/2001, Para. (a) Tail Rotor skin cracks, by visual inspection, none determined, this AD is due again BFF not to exceed 10 hrs T.I.S. Complied with S.B. 05.00.40 R1, Tail rotor Blade inspection, per Para 2.B. determined there to be no discrepancy at this time. Inspected LH and RH Dart Heli-Step for condition and security.
Technician: [Redacted]	Certificate: [Redacted]	[Redacted]	Technician: [Redacted]	Certificate: [Redacted]	<ul style="list-style-type: none"> Complied with FAA S.A.I.B. SW-07-22R1, dated April 3, 2007 (Ref. Eurocopter Telex Information T.F.S. No. 00000382, dated March 28, 2007). Performed inspection of the following and determined there to be no discrepancies at this time. Inspected serrated washers on the lower servo-control rod end fittings for condition and security. Ensured appropriate measurements of lower servo-control rod end fittings. Ensured the proper torque load of lower servo-control rod end fitting jam nut and applied torque striping. Visual inspection for condition and security of lower servo-control rod end fittings required at each pre-flight inspection as per FAA S.A.I.B. SW-07-22R1, dated March 28, 2007.
Date: 04/04/2007	Hobbs: 8707.7 ACTT: 11,555.3	N613TV S/N 2883	Date: 04/06/07	Hobbs: 8707.7 ACTT: 11,555.3	<ul style="list-style-type: none"> Complied with Emergency A.S.B. 67.00.39 R1 T.F.S No. 00000365, dated 3/26/2007, "Load Compensator Lever." Per Para 2.C., record compliance with A.S.B. in the helicopter documents, and resumed flights.
Technician: [Redacted]	Certificate: [Redacted]	[Redacted]	Technician: [Redacted]	Certificate: [Redacted]	<ul style="list-style-type: none"> Emergency resumed flight

Date: 04/16
 Emergent
 Check of cabin floor control console
 Emergency resumed flight
 Technician

SERVICE DE L'AÉRONEF - AIRCRAFT RECORD

Détails vérifications et travaux entretien - Révisions partielles ou générales

Modifications - Essais en vol

Particulars of inspections and maintenance - Minor or major overhauls

Modifications - Test flights

Date: 04/12/2007 Hobbs: 8728.1 ACTT: 11575.7 N613TV S/N 2883

- Complied with Eurocopter's BLF, ALF, 10 / 25 / 30 Hr. inspection items i.a.w. MWC Ch. 05.32.00.601 & MSR 05.20.02 & 05.99.00 as applicable.
- Complied with Turbomeca's A.L.F., 8 & 30 Hr. inspection items as applicable per mod status and times for this engine in accordance with T.E.C. 1D1 M.M. chapter 05-20-01, and chapter 5-20-03, pages 801-803.
- Complied w/ A.D. 2003-22-06, dated 12/3/2003, Para. (a) & (b), TR pitch change links, Visual inspection and measurement of spherical bearing, Red: axial: .002", radial: .001", Yellow: axial: .002", radial: .001". Both are acceptable & within limits at this time. Para. (a) due again BFF. Para. (b) due again within 30 hours.
- Complied w/ A.D. 2002-03-52 dated 4/4/2002, Para. (a) & Note 2, Starflex bushes, by visual inspection for adhesive gap, no defects noted, this A.D. is due again before next start not to exceed 4 hours T.I.S.
- Complied w/ A.D. 2001-26-55 dated 12/27/2001, Para. (a) Tail Rotor skin cracks, by visual inspection, none determined, this AD is due again BFF not to exceed 10 hrs T.I.S.
- Complied with S.B. 05.00.40 R1, Tail rotor Blade inspection, per Para 2.B. determined there to be no discrepancy at this time.
- Inspected LH and RH Dart Heil-Step for condition and security.

Technician: [redacted] Certificate: [redacted]

Date: 04/16/2007 Hobbs: 8733.4 ACTT: 11581.0 N613TV S/N 2883

- Emergency A.S.B. 53.00.37 R0, T.F.S No. 00000360, dated 4/11/2007, "Check of the conformity of the center cross member at X 2325 under the cabin floor", is N/A due to aircraft configured without a collective-to-yaw control coupling, as per para 1.A.1. Recorded compliance with Emergency A.S.B. 53.00.37 R0 in the helicopter documents, and resumed flights, as per para 2.C.

Technician: [redacted] Certificate: [redacted]

Cachet - Signature réparateur

Approbation pour remise en service

Stamp and signature of overhauler

Maintenance release

April 20, 2007, ACTT: 11,606.4 Eng TT: 4,968.1
N613TV s/n: 2883 Hobbs: 8,758.8
Landings: 11,240
Ng cycles: 7,366.45, PT / Starts: 5648

- Complied with Eurocopter's A.L.F, B.F.F, 10 / 25 / 30 / 50 / 100 Hr Inspections in accordance with, MWC 05.32.00.601 & MSR 05.20.02 and 05.99 as applicable.
- Complied with A.D. 2004-05-23, dated 4/14/04, greasing of M/R swashplate, Swashplate greased with Aeroshell #7, Next due ACTT 11,706.4
- Complied with A.D. 2003-22-06, Para (a) & (b) dated 12/03/03, TR pitch change links, by visual & by measurement, Red Axial: .002", Radial: .002", Yellow Axial: .002" Radial: .0015" Determined to be within limits. Next due at or before 11,636.4 ACTT.
- Complied with A.D. 2003-02-05 Para. (a), Sliding Door Roller, dated 2/10/03 by measurement, determined to be acceptable at this time. Due next at or before 11,706.4 ACTT.
- A.D. 2002-03-52 Para. (a) Starflex bush debonding dated 2/6/02 by visual inspection for adhesive gap, N/A due to P/N Starflex installed at this time.
- Complied with A.D. 2001-26-55 Para. (a) TR skin cracks, dated 12/27/01 by visual inspection, no defects noted, due next BFF not to exceed 10 hours T.I.S.
- Complied with Eurocopter Telex No. 00000215, 2/17/05 Inadvertent Collective locking in the down position, FAA SAIB SW-05-20 dated 12/2/04, determined there to be no discrepancies at this time.
- Complied with S.B. 05.00.08 R5, Para. 1 C (2) (b), inspection of TRDS and bearings. Determined there to be no discrepancies at this time.

SERVICE DE L'AÉRONEF - AIRCRAFT RECORD

Dates	Temps de vol depuis la précédente opération d'entretien Duration of flight since last maintenance operation	Heures totales Hours since manufacture	Heures depuis entretien majeur Hours since major maintenance	Nombre d'atterrissages Number of landings	Motif de l'entretien Maintenance motive
	<ul style="list-style-type: none"> • Complied with S.B. 05.00.40, per Para. 2. B.1. Inspection of T/R skin, Determined there to be no discrepancies at this time. • Complied with A.S.B. 05.00.41 Para 2.B.1 dated 11/04/04, Inspection of the sliding door, Measurements determined to be within limits at this time. • Eurocopter's Telex 05.00.47 R1/T.F.S No. 0000229 dated 6/8/2005 Per Para.2 B Check of Sliding Door Rear Roller Support Shaft and Rear Fitting. N/A by P/N and Mood status installed at this time. • Complied with S.B. 67.00.27 Par. 2.B.2. Collective lock inspection, collective lock measurement was determined to be within limits at this time. • Complied with S.B. 63.00.14 Para 2.B, Poly V Trapezoidal Belt Tension, Determined Tension to be within limits at this time. • Complied with S.B. 63.00.16 Para 2.B.1, check of Hydraulic pump pulley, Determined there to be no discrepancies. • Inspected ELT i.a.w. FAR 91.207 (d), and Artex Inst. Man. 570-1032 Par. 4.1 determined there to be no discrepancies at this time. • Inspected and weighed cabin fire extinguisher, determined to be within limits with no discrepancies. • Inspected Tail Camera and its mount for Security, Condition of Attachment and cleanliness. Determined there to be no discrepancies at this time. • Complied with inspection of Avionics installation for security, attachment and any chaffing of wiring and cables and installed components, determined there to be no discrepancies. • Complied with inspection of Tyler mount for Security, Condition and Attachment, Determined there to be no discrepancies at this time 				
	<ul style="list-style-type: none"> • Complied with Daily check of the RH & LH Heli-Access Steps for physical integrity & security i.a.w Dart ICA-D350-591 5.1 • SOAP samples taken from, MGB and TRGB. • Operational & functional checks performed for work accomplished, with operations normal i.a.w. T.E.C. MM 71-02-13 pages 801-808 & AFM 8.3 pages 3-5 • The aircraft, airframe, engine identified above was repaired and or inspected in accordance with current FAR's and manufacturers specifications. It was determined to be airworthy at this time and is approved for return to service. Pertinent details of the repair and or inspection are on file at this repair station under work order #20042007, date 4/20/2007. 				

Signature:  for FAA certified repair station # EKLRS79D, Westcor Aviation Inc.

April 25
No. 137
Eng. IT-4
Perform
mm's both
power
Remove
Compl
05-52-00 8
Compl
Time: Visit
0011 Valt
Para. (e) D
Compl
visual insp
TIS
Compl
Here to be
Inspect
Installe
repairs
each new
bushing P
Check
be within

Détails vérifications et travaux entretien - Révisions partielles ou générales

Modifications - Essais en vol

Particulars of inspections and maintenance - Minor or major overhauls

Modifications - Test flights

April 25, 2007, ACTT: 11,611.3, Hobbs: 8763.7, Landings: 11,244
 N613TV s/n: 2883
 EngTT: 4973.0, Ng cycles: 7370.85, PT / Starts: 5652

- Performed Engine Vibration Removal Front point 9.0 mm/s rear point 8.0 mm/s both within limits at this time.
- Power checks and Bleed valve pilot satisfactory at this time, before engine removal.
- Removed engine assembly s/n 9212 from airframe to facilitate for maintenance.
- Complied with Eurocopter's BFF / ALF 10 / 25 / 30 Hr. inspection items i.a.w. MET Ch. 05.32.00.601 & MSR 05.20.02 & 05.99.00 as applicable.
- Complied with A.D. 2005-22-06, dated 12/3/2003, Para. (a) & (b), TR pitch change links, Visual inspection and measurement of spherical bearing, RED: axial: .0015", radial: .001", Yellow: axial: .0015", radial: .0015". Both are acceptable & within limits at this time.
- Para. (a) Due again at BFF. Para. (b) due again within 30 hrs.
- Complied with A.D. 2001-26-55 dated 12/27/2001, Para. (a) Tail Rotor skin cracks, by visual inspection, none determined, this AD is due again at BFF not to exceed 10 hrs T.I.S.
- Complied with S.B. 05.00.40 R1, Tail rotor Blade inspection, per Para 2.B. determined there to be no discrepancies at this time.
- Inspected LH and RH Dart Heli- Steps for condition and security.
- Installed Engine s/n 9212 back on to the airframe.
- Installed 5 each new Tail Rotor driveshaft bearings P/N 593404 s/n N/A, installed 5 each new outer rubber bush P/N 704A33698002 and installed 5 each new inner rubber bushing P/N 704A33698027.
- Checked the balance of the intermediate shaft i.a.w. MET 65.10.00.603, determined to be within limits at this time.

Cachet - Signature réparateur

Approbation pour remise en service

Stamp and signature of overhauler

Maintenance release

- Performed Capacity check on upper battery PIN RG-355 i.a.w. Manufacturers instructions for continued airworthiness Manual Rev J, determined battery to be within limits 21.5 volts.

- Operational and functional checks performed for work accomplished, with operations normal i.a.w. T.E.C. MM 71-02-13 pages 801-808 and AFM 8.3 pages 3-5. The aircraft, airframe, engine identified above was inspected repaired and or altered in accordance with current FAR's and manufacturers specifications. It was determined to be airworthy at this time and is approved for return to service. Pertinent details of the inspection, repair and of alteration are on file at this repair station under work order 21042307, date 4/25/2007.

Signature: [Redacted] for FAA certified repair station # EKLR579D, Westcor Aviation Inc.

Date: 4-25-07 ACTT: 11,611.9

Hobbs: 8764.3 Landings: 11,244

- Operational and functional flight checks performed for work-accomplished i.a.w. T.E.C. MM 71-02-13 pages 801-808 and AFM 8.3 as applicable with operations and functions normal i.a.w. T.E.C. MM and A.F.M.
- Engine power checks pilot satisfactory.
- Verify / Adjusted Main Rotor NR to 393.2 in flight.

Pertinent details of the repair and or inspection are on file at this repair station under work order # 21042307, date 4/25/2007.

Technician's Signature: [Redacted] certificate: [Redacted]



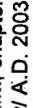
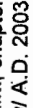
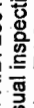
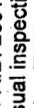
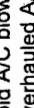
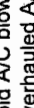
Pilot's Signature: [Redacted] certificate: [Redacted]

Engine

OAT: 25 PA: 3000 TO%: 18 NG: 98

NR: 313 T4: 720

SERVICE DE L'AÉRONEF - AIRCRAFT RECORD

Dates	Temps de vol depuis la précédente opération d'entretien Duration of flight since last maintenance operation	Heures totales Hours since manufacture	Heures depuis entretien majeur Hours since major maintenance	Nombre d'atterrissages Number of landings	Motif de l'entretien Maintenance motive
Date: 04/27/2007	Hobbs: 8772.4 ACTT: 11,620.0 N613TV S/N 2883				
<ul style="list-style-type: none"> Replaced Upper Air Conditioning Blower Motor brushes P/N 420800018, with new brushes same P/N. Performed Functional check of AC system and determined all operations to be normal at this time. 					
Technician:  Certificate: 					
Date: 04/30/2007	Hobbs: 8776.7 ACTT: 11,624.3 N613TV S/N 2883				
<ul style="list-style-type: none"> Oil tube from rear bearing leaking, tighten tube and reinstalled oil line, performed leak check and determined no leaks at this time. 					
Technician:  Certificate: 					
Date: 05/01/2007	Hobbs: 8778.7 ACTT: 11,626.3 N613TV S/N 2883				
<ul style="list-style-type: none"> Removed seals for Engine Rear Bearing Oil Inlet P/Ns 0292501940, and 9752100120. Installed New seals for Engine Rear Bearing Oil Inlet same P/Ns. All work performed i.a.w. Turbomeca Airiel 1D1 M.M. Task 72-43-10-900-801-A01. Performed functional ground run and leak check. Determined all operations to be normal at this time, no defects noted. 					
Technician:  Certificate: 					
Date: 05/04/2007	Hobbs: 8793.6 ACTT: 11641.2 N613TV S/N 2883				
<ul style="list-style-type: none"> Complied with Eurocopter's BLF, ALF, 10 / 25 / 30 Hr. inspection items i.a.w. MWC Ch. 05.32.00.601 & MSR 05.20.02 & 05.99.00 as applicable. Complied with Turbomeca's A.L.F., 8 & 30 Hr. inspection items as applicable per mod status and times for this engine in accordance with T.E.C. 1D1 M.M. chapter 05-20-01, and chapter 5-20-03, pages 801-803. Complied w/ A.D. 2003-22-06, dated 12/3/2003, Para. (a) & (b), TR pitch change links, Visual inspection and measurement of spherical bearing, Red axial: .001", radial: .001", Yellow: axial: .002", radial: .0015". Both are acceptable & within limits at this time. Para. (a) due again BFF. Para. (b) due again within 30 hours. Complied w/ A.D. 2002-03-52 dated 4/4/2002, Para. (a) & Note 2, Starflex bushes, by visual inspection for adhesive gap, no defects noted, this A.D. is due again before next start not to exceed 4 hours T.I.S. Complied w/ A.D. 2001-26-55 dated 12/27/2001, Para. (a) Tail Rotor skin cracks, by visual inspection, none determined, this AD is due again BFF not to exceed 10 hrs T.I.S. Complied with S.B. 05.00.40 R1, Tail rotor Blade inspection, per Para 2.B determined there to be no discrepancy at this time. Inspected LH and RH Dart Heli-Step for condition and security. 					
<ul style="list-style-type: none"> Upon return from flight pilot reported overhead blower motor was inoperative. Removed old A/C blower motor P/N 420800001, S/N 1216. Installed overhauled A/C blower motor P/N 420800001, S/N 1131. Performed functional check of A/C blower motor and determined all operations to be normal at this time. 					
Technician:  Certificate: 					

Date: 05/11
 • Complec
 i.a.w. MW
 • Complec
 applicabl
 T.E.C. 1D
 • Complec
 change lin
 Yellow: a
 this time
 • Remove
 Installed
 • Complec
 bushes, b
 due again
 • Complec
 cracks, by
 to exceed
 • Complec
 determin
 • Inspect
 Technician

SERVICE DE L'AÉRONEF - AIRCRAFT RECORD

Détails vérifications et travaux entretien - Révisions partielles ou générales

Modifications - Essais en vol

Particulars of inspections and maintenance - Minor or major overhauls

Modifications - Test flights

Cachet - Signature réparateur

Approbation pour remise en service

Stamp and signature of overhauler

Maintenance release

Date: 05/10/2007 Hobbs: 8814.1 ACTT: 11,661.7 N613TV S/N 2883

- Oil leak on Eng. Main return line tighten line and resafetied as required.
- Performed functional ground run and leak check. Determined all operations to be normal at this time, no defects noted.
- Performed test flight no leaks noted at this time.

Technician: 

Certificate: 

Date: 05/11/2007 Hobbs: 8818.5 ACTT: 11,666.1 N613TV S/N 2883

- Complied with Eurocopter's BLF, ALF, 10 / 25 / 30 Hr. inspection items i.a.w. MWC Ch. 05.32.00.601 & MSR 05:20.02 & 05.99.00 as applicable.
- Complied with Turbomeca's A.L.F., 8 & 30 Hr. inspection items as applicable per mod status and times for this engine in accordance with T.E.C. 1D1 M.M, chapter 05-20-01, and chapter 5-20-03, pages 801-803.
- Complied w/ A.D. 2003-22-06, dated 12/3/2003, Para. (a) & (b), TR pitch change links, Visual inspection and measurement of spherical bearings, Yellow: axial: .003", radial: .0015". Both are acceptable & within limits at this time. Para. (a) due again BFF. Para. (b) due again within 30 hours.
- Removed Red Pitch Change Link P/N 350A33-2145-01 s/n S15565, Installed New PCL same P/N, s/n S12631, in the Red position.
- Complied w/ A.D. 2002-03-52 dated 4/4/2002, Para. (a) & Note 2, Starflex bushes, by visual inspection for adhesive gap, no defects noted, this A.D. is due again before next start not to exceed 4 hours T.I.S.
- Complied w/ A.D. 2001-26-55 dated 12/27/2001, Para. (a) Tail Rotor skin cracks, by visual inspection, none determined, this AD is due again BFF not to exceed 10 hrs T.I.S.
- Complied with S.B. 05.00.40 R1, Tail rotor Blade inspection, per Para 2.B. determined there to be no discrepancy at this time.
- Inspected LH and RH Dart Heli-Step for condition and security.

Technician: 

Certificate: 

Date: 5/18/2007 Hobbs: 8847.3 ACTT: 11694.9 N613TV S/N 2883

- Complied with Eurocopter's BLF, ALF, 10 / 25 / 30 Hr. inspection items i.a.w. MWC Ch. 05.32.00.601 & MSR 05.20.02 & 05.99.00 as applicable.
- Complied with Turbomeca's A.L.F., 8 & 30 Hr. inspection items as applicable per mod status and times for this engine in accordance with T.E.C. 1D1 M.M, chapter 05-20-01, and chapter 5-20-03, pages 801-803.
- Complied w/ A.D. 2003-22-06, dated 12/3/2003, Para. (a) & (b), TR pitch change links, Visual inspection and measurement of spherical bearing, Red: axial: .0015", radial: .001", Yellow: axial: .0025", radial: .0015". Both are acceptable & within limits at this time. Para. (a) due again BFF. Para. (b) due again within 30 hours.
- Complied w/ A.D. 2002-03-52 dated 4/4/2002, Para. (a) & Note 2, Starflex bushes, by visual inspection for adhesive gap, no defects noted, this A.D. is due again before next start not to exceed 4 hours T.I.S.
- Complied w/ A.D. 2001-26-55 dated 12/27/2001, Para. (a) Tail Rotor skin cracks, by visual inspection, none determined, this AD is due again BFF not to exceed 10 hrs T.I.S.
- Complied with S.B. 05.00.40 R1, Tail rotor Blade inspection, per Para 2.B. determined there to be no discrepancy at this time.
- Inspected LH and RH Dart Heli-Step for condition and security.

Technician: 

Certificate: 

Date: 05/18/2007 Hobbs: 8848.7 ACTT: 11,696.3 N613TV S/N 2883

- Replaced R/H condenser blower motor commutator brushes using new P/N 420800018 (2 ea.)
- Performed functional check of AC system condenser and evaporator blower motor assemblies and determined all operations to be normal at this time.

Technician: 

Certificate: 

SERVICE DE L'AÉRONEF - AIRCRAFT RECORD

Dates	Temps de vol depuis la précédente opération d'entretien	Heures totales	Heures depuis entretien majeur	Nombre d'atterrissages	Motif de l'entretien
Dates	Duration of flight since last maintenance operation	Hours since manufacture	Hours since major maintenance	Number of landings	Maintenance motive

May 21, 2007, ACTT: 11,700.3 Eng TT: 5,062.0
 N613TV s/n: 2883 Hobbs: 8,852.7 Landings: 11,321
 Ng cycles: 7,428.90, PT / Starts: 5706

- Complied with Eurocopter's A.L.F. B.F.F. 10 / 25 / 30 / 50 / 100 / 200 Hr Inspections in accordance with, MWC 05.32.00.601 & Maintenance Program 05.20.02 and 05.99 as applicable.
- Complied with A.D. 2004-05-23, dated 4/14/04, greasing of M/R swashplate, Swashplate greased with Aeroshell #7, Next due ACTT 11,800.3
- Complied with A.D. 2003-22-06, Para (a) & (b) dated 12/03/03, TR pitch change links, by visual & by measurement, Red Axial: .002"; Radial: .001"; Yellow Axial: .0035" Radial: .001" Determined to be within limits. Next due at or before 11,730.3 ACTT.
- Complied with A.D. 2003-02-05 Para. (a), Sliding Door Roller, dated 2/10/03 by measurement, determined to be acceptable at this time. Due next at or before 11,800.3 ACTT.
- A.D. 2002-03-52 Para. (a) Starflex bush debonding dated 2/8/02 by visual inspection for adhesive gap, N/A due to P/N Starflex installed at this time.
- Complied with A.D. 2001-26-55 Para. (a) TR skin cracks, dated 12/27/01 by visual inspection, no defects noted, due next BFF not to exceed 10 hours T.I.S.
- Complied with Eurocopter Telex No. 00000215, 2/17/05 Inadvertent Collective locking in the down position, FAA SAIB SW-05-20 dated 12/2/04, determined there to be no discrepancies at this time.
- Complied with S.B. 05.00.08 R5, Para. 1 C (2) (b), inspection of TRDS and bearings. Determined there to be no discrepancies at this time.

- Complied with S.B. 05.00.40, per Para. 2. B.1. Inspection of T/R skin, Determined there to be no discrepancies at this time.
- Complied with A.S.B. 05.00.41 Para 2.B.1 dated 11/04/04, Inspection of the sliding door, Measurements determined to be within limits at this time.
- Eurocopter's Telex 05.00.47 R1/T.F.S No. 00000229 dated 8/8/2005 Per Para.2 B Check of Sliding Door Rear Roller Support Shaft and Rear Fitting. N/A by P/N and Mod status installed at this time.
- Complied with S.B. 67.00.27 Par. 2.B.2. Collective lock inspection, collective lock measurement was determined to be within limits at this time.
- Complied with S.B. 63.00.14 Para 2.B, Poly V Trapezoidal Belt Tension, Determined Tension to be within limits at this time.
- Complied with S.B. 63.00.16 Para 2.B.1, check of Hydraulic pump pulley, Determined there to be no discrepancies.
- Inspected ELT i.a.w. FAR 91.207 (d), and Artex Inst. Man. 570-1032 Par. 4.1 determined there to be no discrepancies at this time.
- Inspected and weighed cabin fire extinguisher, determined to be within limits with no discrepancies.
- Inspected Tail Camera and its mount for Security, Condition of Attachment and cleanliness. Determined there to be no discrepancies at this time.
- Complied with inspection of Avionics installation for security, attachment and any chaffing of wiring and cables and installed components, determined there to be no discrepancies.
- Complied with inspection of Tyler mount for Security, Condition and Attachment, Determined there to be no discrepancies at this time

De P

• Inspect motor brush
 • Complete security i.a.w.
 • SOAP sam
 • Replaced
 • Replaced spherical bearing
 1854-211 s/n
 30954
 • Drained and
 • Replaced
 • Replaced
 • Replaced installed in
 • Installed in
 • Open
 • Operate
 • The a
 • Accord
 • To be air
 • be

Date: 05/21/07

Remo
 Install
 Perfor
 blowe
 this tin

Technician:

Signature

SERVICE DE L'AÉRONEF - AIRCRAFT RECORD

Détails vérifications et travaux entretien - Révisions partielles ou générales

Modifications - Essais en vol

Particulars of inspections and maintenance - Minor or major overhauls

Modifications - Test flights

- Inspected RH & LH Aft Air Conditioning Condenser motors and upper AFT Evap motor brushes, determined them to be within limits.
- Complied with Daily check of the RH & LH Helix-Access Steps for physical integrity & security i.a.w Dart ICA-D350-591 5.1

- SOAP samples taken from, MGB and TRGB.
- Replaced Scavenge oil filter with new facet filter P/N 1742510.
- Replaced six each spherical bearing bolts due to TLL, Removed six each P/N 350A31-1854-21 s/n 21179, 21584, 21325, 21411, 19860, 21408. Installed six each new spherical bearing bolts P/N 350A31-1854-21 s/n 30962, 30956, 30960, 30964, 30961, 30954.

- Drained and Reservised Hydraulic system with new Royco 782 Hydraulic Fluid.
- Replaced Hydraulic Filter with new Filter P/N 806966.
- Replaced #1 T/R yaw control bearing with new bearing P/N 350A27-1191-23.
- Replaced Scissor link on main rotor head removed P/N 350A27-27-1191-23-s/n N/A.
- Installed new Scissor link P/N 350A37-1126-02 s/n S3043.
- Installed new Engine Air intake seal P/N 350A54-1084-21.

- Operational & functional checks performed for work accomplished, with operations normal i.a.w. T.E.C. MM 71-02-13 pages 801-808 & AFM 8.3 pages 3-5
- The aircraft, airframe, engine identified above was repaired and or inspected in accordance with current FAR's and manufacturers specifications. It was determined to be airworthy at this time and is approved for return to service. Pertinent details of the repair-and or inspection are on file at this repair station under work order [redacted] 2-107, date 5/21/2007, WA 21

Signature: [redacted] for FAA certified repair station # EKLR579D, Westcoast Aviation BDC.

Cachet - Signature réparateur

Approbation pour remise en service

Stamp and signature of overhauler

Maintenance release

Date: 5/25/2007 Hobbs: 8871.4 ACTT: 11719.0 N613TV S/N 2883

- Complied with Eurocopter's BLF, ALF, 10 / 25 / 30 Hr. inspection items i.a.w. MWC Ch. 05.32.00.601 & MSR 05.20.02 & 05.99.00 as applicable.
- Complied with Turbomeca's A.L.F., 8 & 30 Hr. inspection items as applicable per mod status and times for this engine in accordance with T.E.C. 1D1 M.M, chapter 05-20-01, and chapter 5-20-03, pages 801-803.
- Complied w/ A.D. 2003-22-06, dated 12/3/2003, Para. (a) & (b), TR pitch change links, Visual inspection and measurement of spherical bearing, Red: axial: .001", radial: .001", Yellow: axial: .003", radial: .0015". Both are acceptable & within limits at this time. Para. (a) due again BFF. Para. (b) due again within 30 hours.
- Complied w/ A.D. 2002-03-52 dated 4/4/2002, Para. (a) & Note 2, Starflex bushes, by visual inspection for adhesive gap, no defects noted, this A.D. is due again before next start not to exceed 4 hours T.I.S.
- Complied w/ A.D. 2001-26-55 dated 12/27/2001, Para. (a) Tail Rotor skin cracks, by visual inspection, none determined, this AD is due again BFF not to exceed 10 hrs T.I.S.
- Complied with S.B. 05.00.40 R1, Tail rotor Blade inspection, per Para 2.B. determined there to be no discrepancy at this time.
- Inspected LH and RH Dart Helix Step for condition and security.

Technician: [redacted] Certificate: [redacted]

Date: 05/23/2007 Hobbs: 8859.7 ACTT: 11,707.3 N613TV S/N 2883

- Removed R/H Condenser Blower Motor P/N 420800001, s/n 1100.
- Installed Overhauled Blower Motor same P/N, s/n 1076.
- Performed functional check of AC system condenser and evaporator blower motor assemblies and determined all operations to be normal at this time.

Technician: [redacted] Certificate: [redacted]

SERVICE DE L'AÉRONEF - AIRCRAFT RECORD

78

Dates	Temps de vol depuis la précédente opération d'entretien Duration of flight since last maintenance operation	Heures totales Hours since manufacture	Heures depuis entretien majeur Hours since major maintenance	Nombre d'atterrissages Number of landings	Motif de l'entretien Maintenance motive
Date: 06/04/2007	Hobbs: 8897.8	ACTT: 11745.4	N613TV	S/N 2883	
<ul style="list-style-type: none"> Complied with Eurocopter's BLF, ALF, 10 / 25 / 30 Hr. inspection items i.a.w. MWC Ch. 05.32.00.601 & MSR 05.20.02 & 05.99.00 as applicable. Complied with Turbomeca's A.L.F., 8 & 30 Hr. inspection items as applicable per mod status and times for this engine in accordance with T.E.C. 1D1 M.M, chapter 05-20-01, and chapter 5-20-03, pages 801-803. Complied w/ A.D. 2003-22-06, dated 12/3/2003, Para. (a) & (b), TR pitch change links, Visual inspection and measurement of spherical bearing, Red: axial: .002", radial: .001", Yellow: axial: .003", radial: .002". Both are acceptable & within limits at this time. Para. (a) due again BFF. Para. (b) due again within 30 hours. Complied w/ A.D. 2002-03-52 dated 4/4/2002, Para. (a) & Note 2, Starflex bushes, by visual inspection for adhesive gap, no defects noted, this A.D. is due again before next start not to exceed 4 hours T.I.S. Complied w/ A.D. 2001-26-55 dated 12/27/2001, Para. (a) Tail Rotor skin cracks, by visual inspection, none determined, this AD is due again BFF not to exceed 10 hrs T.I.S. Complied with S.B. 05.00.40 R1, Tail rotor Blade inspection, per Para 2.B. determined there to be no discrepancy at this time. Inspected LH and RH Dart Heli-Stop for condition and... 	Technician: [REDACTED] Certificate: [REDACTED]	Date: 06/08/2007 Hobbs: 8917.6 ACTT: 11,765.2 N613TV S/N 2883	<ul style="list-style-type: none"> Removed Loaner Transponder from Landmark / Corporate jets P/N 066-1062-00 s/n 16129. Installed Inspected Transponder P/N 066-1062-00 s/n 43498 from Duncan Aviation see Form 8131-3 dated 2/09/2007 under Wo# FN1KA for work performed. Transponder Integration check performed by Landmark / Corporate jets see separate entry for details. 	Technician: [REDACTED] Certificate: [REDACTED]	June 20, 2007 1.) The following: Tyler, Nose Flir UM II Flir UM II Flir UM II MRC Sira MRC Sira MRC Sira MRC Sira MRC Sira MRC MW MRC MW Wysong E Wysong E Wysong E Wysong E Wysong A Wysong A Geneva A Horia CS Geneva A Geneva A 2.) A Master modification 3.) Aircraft v Inc. WO# 20 #XGIR979K

Détail Part

SERVICE DE L'AÉRONEF - AIRCRAFT RECORD

Détails vérifications et travaux entretien - Révisions partielles ou générales
 Modifications - Essais en vol

Cachet - Signature réparateur
 Approbation pour remise en service
 Stamp and signature of overhauler
 Maintenance release

Particulars of inspections and maintenance - Minor or major overhauls
 Modifications - Test flights

June 20, 2007 ACTT: 8917.6 EngTT: N/A Ng: N/A Nf: N/A Land: N/A N613TV

1.) The following accessory equipment was removed from the aircraft:

- Tyler Nose Mounted Gimbal Camera Mount. 1 ea.
- Flir UM III Gimbal Camera. 1 ea.
- Flir UM III Electronic Control Box. 1 ea.
- Flir UM III Portable Laptop Controller. 1 ea.
- MRC Strata TXU. 1 ea.
- MRC Strata TCU. 1 ea.
- MRC Strata HPU. 1 ea.
- MRC Strata RCU. 1 ea.
- MRC Strata RXU. 1 ea.
- MRC MW Transmitter Remote Control. 1 ea.
- MRC MW Receiver Remote Control. 1 ea.
- Wysong Enterprises Inc. Video Chalk. 1 ea.
- Wysong Enterprises Inc. Easy Pen. 1 ea.
- Wysong Enterprises Inc. Cell Phone Audio Interface. 1 ea.
- Wysong Enterprises Inc. Microwave Radio Support Structure. 1 ea.
- Wysong Enterprises Inc. Flir UM III Electronic Box Mount Pan. 1 ea.
- Wysong Monitor Mounting provisions located on pilot's seat back. 1 ea.
- Geneva Aviation Inc. MW heading system interface. 1 ea.
- Horia CSG 50 Color bar generator and mounting tray. 1 ea.
- Geneva Aviation Inc. G10887 Power supplies and mounting tray. 3 ea.

2.) A Master Equipment Change List was completed to reflect the removed equipment. The weight and balance was updated for all modifications done under Geneva Aviation Inc. WO# 2007-026. An FAA Form 337 was filed with FAA FSDO Seattle, WA.

3.) Aircraft was returned to service only with respect to work performed. Details for these completions may be found on Geneva Aviation Inc. WO# 2007-026 Dated: June 21, 2007. Stephen J. Cudnopskey, Rep Cert # [REDACTED] Inspector, Geneva Aviation Inc. Repair Station #XGIR979K.

SERVICE DE L'AÉRONEF - AIRCRAFT RECORD

Dates	Temps de vol depuis la précédente opération d'entretien	Heures totales	Heures depuis entretien majeur	Nombre d'atterrissages	Motif de l'entretien
Dates	Duration of flight since last maintenance operation	Hours since manufacture	Hours since major maintenance	Number of landings	Maintenance motive

June 20, 2007 ACFT: 8917.6 EngTT: N/A N#: N/A Lt: N/A Land: N/A N613TV

1.) Installed the following equipment and structures I/A/W Geneva Aviation Inc. STC# SR00643SE and an FAA Form 8110-3 for the electrical changes from Systems DER Veri Herd DERT-170121-SW Dated May 22, 2007:

- Hitachi HD Encoder. 1 ea.
- NuComm MW Transmitter. 1 ea.
- NuComm MW Receiver. 1 ea.
- Geneva Aviation Inc. G12450 Microwave Radio Rack. 1 ea.
- Electrical Provisions for an Ikgami HDL-20 Portable Camera. 1 ea.

2.) The NSI SP4LC Computer was relocated to the G12450 Microwave Radio Rack.

3.) A Master Equipment Change List was completed to reflect the installed equipment. The weight and balance was updated for all modifications done under Geneva Aviation Inc. WO# 2007-026. An FAA Form 337 was filed with FAA FSDO Seattle, WA.

4.) Aircraft was returned to service only with respect to work performed. Details for these completions may be found on Geneva Aviation Inc. WO# 2007-026. Dated: June 9, 2007. Stephen J. Cudnofsky, Rep Cert # [REDACTED] Inspector, Geneva Aviation Inc. Repair Station #XGIR979K.

N613TV EUROCOPTER AS350B2 T.T.11,765.2 Hobbs 8917.6 S/N 2883 dated:6-20-07

The following equipment has been relocated.

- 1. Garmin GDL 69A S/N 47750513
- 2. B.F. Goodrich Skywatch S/N 81726

The following equipment has been removed

- 1. Toshiba 3CCD Camera head S/N12611749
- 2. Toshiba IK-TU51CU Camera control unit S/N 51611064

Aircraft has been weighted and weight and balance has been revised.
See FAA Form 337 dated 6-20-07

[REDACTED] Donald R. Lee
A&P [REDACTED]

June 20, 2007
1.) Installed Structures Geneva
2.) Re-dist Electrical Geneva
3.) A Mast modificat Geneva
4.) A dyna be found on EMI Test n Inc Repair
June 20, 2007
1.) A/Dyni
5-16 with
3 Minute I
ENG Equi
2.) An EM
3.) Aircraf
WO# 2007
#XGIR979

SERVICE DE L'AÉRONEF - AIRCRAFT RECORD

Détails vérifications et travaux entretien - Révisions partielles ou générales
 Modifications - Essais en vol
 Particulars of inspections and maintenance - Minor or major overhauls
 Modifications - Test flights

Cachet - Signature réparateur
 Approbation pour remise en service
 Stamp and signature of overhauler
 Maintenance release

June 20, 2007 ACTT: 8917.6 EngTT: N/A Ng: N/A NE: N/A Land: N/A N613TV
 1.) Installed the following equipment and structures I/A/W Geneva Aviation Inc. STC# SR00643SE and FAA Forms 8110-3 from Structures DER Dave McClenahan DERT-635407-NM Dated May 31, 2007 and from Systems DER Vert Herd DERT-710121-SW: Geneva Aviation Inc. G12420 Gyro Camera Control Unit Installation. 1 ea.
 Geneva Aviation Inc. G12600 Portable Monitor Mount. 1 ea.
 Geneva Aviation Inc. G12500 HD Converter Box. 1 ea.
 2.) Re-distributed 12 VDC Power from Astron Power Converter to the Accessory section of the previously installed Geneva Aviation Inc. Electrical Panel I/A/W STC# SH4747NM.
 3.) A Master Equipment Change List was completed to reflect the installed equipment. The weight and balance was updated for all modifications performed under Geneva Aviation Inc. WO# 2007-026. An FAA Form 337 was filed with FAA FSDO Seattle, WA.
 4.) A dynamic Electrical Load Test I/A/W STC# SR00643SE Document GA183-2E Section 5 Paragraphs 5.10 thru 5.16 on first run-up.
 5.) An EMI Test I/A/W Geneva Aviation Inc. Document GA1-2TP Rev B. Dated Oct-16-98 will be performed at first flight. Details may be found on Geneva Aviation Inc. WO# 2007-029 Dated: June 9, 2007. This aircraft is approved for Return to Service for first flight. An EMI Test must occur during this flight for STC completion. Stephen J. Cudnofsky, Rep Cert # [REDACTED] Inspector, Geneva Aviation Inc. Repair Station #XGIR979K

June 20, 2007 ACTT: 8917.6 EngTT: N/A Ng: N/A NE: N/A Land: N/A N613TV
 1.) A Dynamic Load Analysis was performed on Run-up I/A/W STC # SR00643SE Document GA183-2E Section 5 Paragraphs 5.10 thru 5.16 with following results. Generator Load 1 Minute after start with all Accessory and Aircraft Systems powered on: 164.0 Amps. After 3 Minute Run time with the Accessory and Aircraft Systems powered on: 151.0. The Accessory Power Buss circuit installed to support the ENG Equipment: 14.4 Amps. This is within the limits for the electrical system and Power Branch for the ENG Equipment.
 2.) An EMI Test I/A/W Geneva Aviation Inc. Document GA1-2TP Rev. B. was successfully performed and documented on June 19, 2007.
 3.) Aircraft was returned to service with respect to work performed. Details for these completions may be found on Geneva Aviation Inc. WO# 2007-026 Dated: June 9, 2007. Stephen J. Cudnofsky, Rep Cert # [REDACTED] Inspector, Geneva Aviation Inc. Repair Station #XGIR979K.

SERVICE DE L'AÉRONEF - AIRCRAFT RECORD

Dates	Temps de vol depuis la précédente opération d'entretien Duration of flight since last maintenance operation	Heures totales Hours since manufacture	Heures depuis entretien majeur Hours since major maintenance	Nombre d'atterrissages Number of landings	Motif de l'entretien Maintenance motive
Date: 06/20/2007	Hobbs: 8917.6	ACTT: 11765.2	N613TV S/N 2883	Date: 06/28/07	Hobbs: 8942.0 ACTT: 11,789.6 N613TV S/N 2883 <ul style="list-style-type: none"> • Evacuated AC system and recovered 2lbs. 2ozs. of Freon R-134a. • Performed vacuum check for 40 minutes and determined there to be no leaks at this time. • Charged AC system with 2lbs. 8ozs. of Freon R-134a. • Applied black "Cork Tape" to both the upper and fwd. evaporator expansion valves. • Replaced power wire connector on LH condenser blower motor. • Performed ground run and AC performance check and determined all operations to be normal at this time.
Dates				Technician: [REDACTED]	Certificate: [REDACTED]

SERVICE DE L'AÉRONEF - AIRCRAFT RECORD

Détails vérifications et travaux entretien - Révisions partielles ou générales

Modifications - Essais en vol

Particulars of inspections and maintenance - Minor or major overhauls

Modifications - Test flights

Cachet - Signature réparateur

Approbation pour remise en service

Stamp and signature of overhauler

Maintenance release

June 29, 2007 ACTT: 11,793.9 ENG TT: 5,155.6
 N613TV s/n: 2883 Hobbs: 8,946.3 Landings: 11,393
 NG cycles: 7487.20 PT cycles / Starts: 5745

- Complied with Eurocopter's BFF / ALF / 10 / 25 / 30 / 50 and Mandatory Two star 10 % 100 hr inspection items, in accordance with MWC 05.21.00.601 / 05.21.00.603, & MSR 05.20.02 and 05.99 as applicable.
- Performed ALF per T.E.C. MM 05-20-01 page 2.
- Complied with A.D. 2003-22-06, dated 12/3/2003, Para. (a) & (b) T/R pitch change links, by measurement, both acceptable at this time. Due next at or before 11,810.3 ACTT. R: axial .003" radial .001". Y: axial .002" radial .002"
- Complied with A.D. 2003-02-05 dated 2/10/03, Para (a) (d), measurement of sliding door roller and track, determined to be acceptable at this time, due next at or before 11,211.4 ACTT.
- Complied with A.D. 2001-26-55 dated 12-27-01, Para. (a) Tail Rotor skin cracks, by visual inspection, none determined, this AD is due again BFF not to exceed 10 hours T.I.S.
- Complied with A.D. 2004-05-23, dated 4/14/04, Para (a). Lubrication of the swashplate, Lubricated with Aeroshell # 7. Next Due @ ACTT 11,810.3
- Complied with S.B. 63.00.14 2.B. Poly V Trapezoidal Belt Tension, Determined Tension to be within limits at this time.
- Complied with S.B. 63.00.16 Para 2.B.1, check of Hydraulic pump pulley, Determined there to be no discrepancies.
- Complied with A.S.B.05.00.41 R2 dated 6/29/06 Sliding door aft roller and middle rail, determined measurements to be acceptable at this time.
- Complied with S.B. 05.00.40.R1 inspection of T/R blade, determined there to be no defects at this time.
- Complied with S.B. 67.00.27, measurement of collective lock, determined to be within limits at this time.
- Complied with Eurocopter's Telex 00000215 dated 12-02-04, inadvertent collective locking in the down position, determined there to be no discrepancies at this time.

July 24, 2007, ACTT: 11,810.1 Hobbs: 8,962.5 Landings: 11,417
 N613TV s/n: 2883
 EngTT: 5171.8, Ng cycles: 7503.65, PT / Starts: 5759

- Complied with Eurocopter's B.F.F., A.L.F., 10 / 25 / 30 / 50 / 100 / 200 / 250 / 300 / 400 / 500 / 550 Hour, Type T, Type F / S inspection items i.a.w. MWC Ch. 05.32.00.601 & Maintenance Program 05.20.02 & 05.99.00 as applicable.
- Complied with Eurocopter's 500 hr // 2 Year "T" inspection items in accordance with Maintenance Program 05-20-02, including the Basic Inspection i.a.w. MET 05.23.00.601 as applicable.
- Complied with 1000 hr // 4 year inspection items as required per the Maintenance Program, Engine to MGB inspection, Tail Rotor drive shaft Flex Couplings inspection and Tail Rotor Driveshaft inspection as applicable.
- Complied with 2000 hr // 6 year inspection items as required per the Maintenance Program, MGB Suspension Cross Bar, Oil Temperature Warning System inspection as applicable.
- Complied with A.D. 2004-05-03, dated 4/14/04, Para. (a) Lubrication of M/R swashplate lubricated bearing with Aeroshell # 7 grease. Next Due: 11,910.1 ACTT.
- Complied with AD 2003-22-06 dated 12/03/03, TR pitch change links, Para. (a) And (b), by inspection and measurement, determined there to be no discrepancies at this time and measurements to be within limits. Red Axial: .001" Radial: .0005" Yellow Axial: .003" Radial: .0015", Next due at or before 11,840.1 ACTT.
- Complied with AD 2003-02-05 dated 2/10/03, Para. (e), Sliding Door Roller, by measurement, determined to be acceptable and within limits at this time. Due next at or before 11,910.1 ACTT.

I certify this Aircraft has been inspected in accordance with inspections as listed above and was determined to be in airworthy condition at this time.

• Technician:  Certificate 

SERVICE DE L'AÉRONEF - AIRCRAFT RECORD

Dates	Temps de vol depuis la précédente opération d'entretien Duration of flight since last maintenance operation	Heures totales Hours since manufacture	Heures depuis entretien majeur Hours since major maintenance	Nombre d'atterrissages Number of landings	Motif de l'entretien Maintenance motive
<ul style="list-style-type: none"> • Complied with AD 2001-26-55 dated 12/27/01, Para. (a) TR skin cracks, by visual inspection, determined there to be no discrepancies at this time. Due next BFF not to exceed 10 hours T.I.S. • Complied with A.D. 2000-20-19 dated 11/20/2000, Inspection of MRH and Ground Resonance components per Para. (a) And (b) referencing S.B. 01.17a, determined there to be no discrepancies at this time. Action next due: 12.310.1 ACTT. • Complied with S.B. 05.00.08 R5 1.C. in its entirety, T/R driveshaft bearing inspection, determined there to be no discrepancies at this time. • Complied with S.B. 05.00.40 R2, Para 2.B.1. Inspection of T/R skin, determined there to be no discrepancies at this time. • Complied with S.B. 05.00.41R1, Para 2.B.1 Inspection of Sliding door roller and rail, determined there to be no discrepancy at this time. • Complied with S.B. 67.00.27, Para 2.B2. Collective lock inspection, measurement and general condition, determined to be within limits at this time. • Complied with S.B. 29.00.04 Para. 2B.1/2/3/04, inspection and lubrication of the HYD pump drive pulley and lubrication of the splines, as incorporated into Maintenance Program Checklist. • Complied with S.B. 05.00.11 R5 1.C. (2) T/R Blade inspection checked with disassembly and determined there to be no discrepancies at this time. • Complied with Eurocopters Telex No. 00000215, 2/17/05 Inadvertent Collective locking in the down position, FAA SAIB SW-05-20 dated 12/2/04 determined there to be no discrepancies at this time. • Complied with S.B. 63.00.14 2.B. Check of Hydraulic pump Drive Belt Tension, Incorporating MOD 079563 and eliminating S.B. 63.00.14 due to Post Mod status, determined Belt Tension to be within limits at this time. 					
				<ul style="list-style-type: none"> • Installed new Hydraulic Pump Belt due to 1500 TLL, P/N 704A33-690-008 with 0.0 time on part at time of install. • Complied with S.B. 63.00.16 Para 2.B.1, check of Hydraulic pump pulley, Determined there to be no discrepancies. • Alert Service Bulletin No 52.00.30 Rev 1, and Telex T.F.S. 00000399, Modification to Sliding door medium pin and fitting, Corresponds to modifications 073298 and 73308. PCW on 12/22/2006 ACTT: 11,256.0 Hobbs: 8,408.4 Incorporating MOD 073308 for R/H door. • Performed Capacity check of Concord RG-355 battery upper and lower batteries i.a.w. Concord's instructions for continued airworthiness maintenance manual M1 Rev. J, Para.8. Determined batteries to be within limits at this time lower battery 21.09 Volts and upper battery 20.0 Volts. • Inspect Tail Camera and its mount for Security, Condition of Attachment and cleanliness. Determined there to be no discrepancies at this time. • Installed Air Film Systems Single Pole Mount P/N AFSP-1 per STC SR01785LA issued May 31, 2005 i.a.w. Air Film Camera Systems Installation Manual, AFSP-1 Single Pole Mount Report NO.AFSP-006 Rev.A, Dated 6/15/2005, Quick Clamp Install Drawing, DWG No. A956 INS, Rev N/C dated 9/1/2005 and Fir Style to V1725 Installation Drawing, DWG No. FLIR-V1725, Rev N/C dated 4/2/2005 See Form 337 dated 7/24/2007 under WO# 33070507. • Installed Fir Systems Ultra Media HD Series Gimbal Camera P/N 320901100-1 s/n 841122 as per the qualified Payload List Para. 6.0, i.a.w. Air Film Camera Systems Installation Manual AFSP-1 Single Pole Utility Mount, Report NO. AFSP-006, Rev A dated 4/2/2005. • Installed new seal on R/H chin window P/N 706A39821062. 	

Removed trimparts 63.30.00.7
 Replaced Assembly
 Sides/PN with 0.0 in Valley/Heil
 Complied Chaffing of discrepancy
 Replaced BJOB1231
 P/N same time of first
 Inspected
 Complied
 V/H I.A.W.F
 Complied
 D350-636
 Inspected motor brush
 within limits
 Condenser
 Replaced
 65.20.00.70

SERVICE DE L'AÉRONEF - AIRCRAFT RECORD

Détails vérifications et travaux entretien - Révisions partielles ou générales Modifications - Essais en vol	Cachet - Signature réparateur Approbation pour remise en service
Particulars of inspections and maintenance - Minor or major overhauls Modifications - Test flights	Stamp and signature of overhauler Maintenance release
<ul style="list-style-type: none"> Removed and replaced laminates on MGB crossbeam, installed four each new laminates P/N 579065H and four each P/N 579069G, i.a.w. MRM 63.30.00.701.01.00. 	<ul style="list-style-type: none"> Replaced Blade Laminated Bearings with new bearings P/N 704A33-633-261, i.a.w. MRM 64.10.00.704.
<ul style="list-style-type: none"> Replaced Tail Rotor Spider Bearing due to TLL. Removed Tail Rotor P/C Spider Assembly p/n 350A33-2030-00 s/n MA0443. Installed overhauled Tail Rotor P/C Spider P/N same s/n MA0881, with new bearing P/N 704A33-651-210 s/n-NR3724 with 0.0 time on-part at install; See FAA Form 8130-3 dated 5/04/2007 from Nampa Valley Helicopters Inc, under Wc# 3716 for work performed. 	<ul style="list-style-type: none"> Replaced protective tape located on upper M/R shaft with new tape, i.a.w. MET 62.30.16.604. Replace Swashplate Guide Tape with new tape P/N 350A37-1057-20, i.a.w. MRM 62.30.00.706.
<ul style="list-style-type: none"> Complied with inspection of Avionics installation for security, attachment and any chaffing of wiring and cables and installed components, determined there to be no discrepancies. 	<ul style="list-style-type: none"> Replaced T/R Blade Root Tape with new tape P/N 332A09-0045-01, i.a.w. MRM 64.10.00.71.601.00. Installed new bearings on Yaw Control tube in # 1 and #2 locations with new bearings P/N 350A27-1191-23.
<ul style="list-style-type: none"> Replaced two each M/R Blade pins. Removed two each P/N 350A31-1771-20 s/n BJQB123 Blue and s/n BJQB18 Red, installed inspected M/R blade pins two each P/N same s/n M19597 and M19599 both pins have 7.3 hrs TSN and 15 CSN at time of install. 	<ul style="list-style-type: none"> Installed new FWD Evaporator with superseded P/N 900A403-1 s/n 1037 also determined Evaporator Assembly to be working correctly at this time. TRDS bearings inspected and lubricated.
<ul style="list-style-type: none"> Inspected and Lubricated M/R Blade Pins with G-355, Qty 6. Complied with Daily and 500 hr Inspection on Dart Heli- Access steps both R/H & L/H, i.a.w ICA-D350-591 5.1. Determined there to be no discrepancies at this time. 	<ul style="list-style-type: none"> S.O.A.P. Samples taken from Eng, MGB and TRGB. Removed starter generator P/N WE-200-350-1 s/n 14, sent to Wecco for 1000 hr overhaul, returned from overhaul and Reinstalled on Aircraft same P/N and s/n as removed. See FAA Form 8130-3 dated 7/19/2007 under WO# B08-0685 for work performed.
<ul style="list-style-type: none"> Complied with 500 hr Inspection on Dart Skid Tubes both R/H & L/H, i.a.w MMS-D350-636 Para 1-5. Determined there to be no discrepancies at this time. Inspected RH & LH Aft Air Conditioning Condenser motors and upper AFT Evap motor brushes, determined R/H & L/H Aft to be beyond limits and overhaul to be within limits. Replaced brushes with new brushes in RH & LH Aft Air Conditioning Condenser motors P/N 902V163-3. 	<ul style="list-style-type: none"> MGB and TRGB drained and serviced with Royco Mineral 586M gear oil. MGB filter inspected and cleaned. Performed inspection of installed ELT system i.a.w. FAR 91.207 (d) and manufacturer's maintenance manual. Determined there to be no discrepancies at this time.
<ul style="list-style-type: none"> Replaced T/R Hub laminate bearings P/N 350A33-2153-00, i.a.w. MRM 65.20.00.707. 	

SERVICE DE L'AÉRONEF - AIRCRAFT RECORD

Dates	Temps de vol depuis la précédente opération d'entretien	Heures totales	Heures depuis entretien majeur	Nombre d'atterrissages	Motif de l'entretien Maintenance motive
	Duration of flight since last maintenance operation	Hours since manufacture	Hours since major maintenance	Number of landings	
	<ul style="list-style-type: none"> Inspected and weighed cabin fire extinguisher. 3 lbs, 6 oz determined to be within limits with no discrepancies Installed two each new A/C belts P/N 451400003, installed one on A/C Compressor and one as a spare on coupling tube. Intermediate Driveshaft (Shortshaft) balanced to within limits, 40 @ 9:53. T/R balanced to within acceptable limits, .05 @ 11:24 270 RPM and .26 @ 11:10 Nominal. M/R track and balanced to within acceptable limits, .04ips on the ground .16 in Hover and .07 at MCP Flight. Performed A/C Performance check Freon added 3.0 lbs 0 oz, OAT= 26 Humidity 60% High side pressure= 235 psi, Low side = 26 psi, Fwd Inlet Temp= 76.9, Fwd Outlet temp= 56.4, Delta 20.5, Rear Inlet temp= 75.7, Outlet temp= 62.9, Delta 12.8. System Temp and pressures are within limits at this time Retorques of main rotor head due within 3-10 hours T.I.S. i.a.w. AEC Maintenance Program 05.20.03 between 11,813.1 and 11,820.1 ACTT. The aircraft, airframe, engine identified above was inspected repaired and or altered in accordance with Operational and functional checks performed for work accomplished, with operations normal i.a.w. T.E.C. MM 71-02-13 pages 801-808 and AFM 8.3 pages 3-5. 	<p>work order # 33070507, date 7/24/07</p> <p>Signature: [Redacted]</p> <p>repair station # EKLR579D, Westcor Aviation Inc.</p>	<p>work order # 33070507, date 7/24/07</p> <p>Technician's Signature: [Redacted] certificate: [Redacted]</p> <p>Pilot's Signature: [Redacted] certificate: [Redacted]</p> <p>Engine</p>	<p>Date: <u>7-24-07</u> ACTT: <u>11, 810.4</u></p> <p>Hobbs: <u>8962.8</u> Landings: <u>11, 418</u></p> <ul style="list-style-type: none"> Operational and functional flight checks performed for work-accomplished i.a.w. T.E.C. MM 71-02-13 pages 801-808 and AFM 8.3 as applicable with operations and functions normal i.a.w. T.E.C. MM and A.F.M. M/R Track and Balance within limits. Engine power checks plot satisfactory. Verify Main Rotor NR to 394 in flight. <p>Pertinent details of the repair and or inspection are on file at this repair station under work order # 33070507, date 7/24/07.</p>	<p>7/25/07 ACTT:</p> <ul style="list-style-type: none"> Performed light ATA 82-20 and 82-21 Mast / hub c Spherical th Frequency a Pitch chang Perform: light 30 and MET 62 Perform: light 63-30 and MET Determined th this time Engine oil line coming from Fac Mobil Jet 254 Performed tea <p>Signature: [Redacted]</p> <p>Date: <u>07/26/07</u></p> <ul style="list-style-type: none"> Performed Made adju MRH track and .07 ip <p>Technician: <u>[Redacted]</u></p>

OAT: 26 PA: 3000 TQ%: 75 NG: 97.8

NR: 392 TA: 705



for FAA certified

Cachet - Signature réparateur
Approbation pour remise en service
Stamp and signature of overhauler
Maintenance release

Détails vérifications et travaux entretien - Révisions partielles ou générales
Modifications - Essais en vol
Particulars of inspections and maintenance - Minor or major overhauls
Modifications - Test flights

7/25/07 ACTT: 11813.9 Hobbs: 8966.3 N613TV s/n 2883

- Performed tightening torque checks of the Main Rotor Hub i.a.w. MSR 05.20.03 ATA 62-20 and Met 62.20.00.401, 62.20.00.402 and 62.20.16.401.
- Mast / hub coupling.
- Spherical thrust bearings / sleeves,
- Frequency adapters / sleeves, and
- Pitch change rod attachment bolts.
- Perform tightening torque check of the MGB split line i.a.w. MSR 05-20-03 ATA 62-30 and MET 62.30.16.401
- Perform tightening torque check of the Suspension Bars i.a.w. MSR 05-20-03 ATA 63-30 and MET 62.30.00.401 and 62.30.16.401.
- Determined there to be no discrepancies and torque values to be within limits at this time.
- Engine oil line leaking. Removed and replaced oil line P/N J26109 and both lines coming from Facet oil filter P/N 355A75-1300-7451. Reserviced Eng oil tank using Mobil Jet 254.
- Performed leak check and determined to be in airworthy condition at this time.

Signature: [Redacted] Certificate: [Redacted]

Date: 07/26/07 Hobbs: 8970.1 ACTT: 11,817.7 N613TV S/N 2883

- Performed MRH track and balance.
- Made adjustment to trim tab on Blue main rotor blade.
- MRH tracked and balanced to within acceptable limits, .10 ips vertically, and .07 ips horizontally at MCP Flight.

Technician: [Redacted] Certificate [Redacted]