

AD NOTES COMPLIANCE RECORD

03/21/2019

Airframe - Hiller Aviation - UH-12B

300

AD#	Applicable S.B. # & Subject	Date & Hours @ Comp.	Method of Compliance	Recurring		Next Comp. @ Hrs/Date	Authorized Signature & Number
				One Time	Recurring		
52-01-08	Collective pitch incidence arms		P/C/W per CB 20 N/L/A				
52-29-01	Tail rotor drive slip joint		P/C/W due at hard landing	X			
53-09-03	Outboard tension bar pins		P/C/W per SB 36		X		
53-12-01	Horizontal stabilizer spar		P/C/W per SB 26	X			
53-24-02	Tail rotor pitch change rod		N/A - not installed	X			
55-19-01	Tail boom rear bulkhead		P/C/W per SB 49 N/L/A		X		
56-09-01	Tail rotor torsion bar		N/A - not installed		X		
56-27-02	Engine mount welds		P/C/W per SB 91 and SIL 111		X		
58-02-03	Carburetor mixture control		N/A - not installed	X			
59-05-05	Cyclic control scissor casting		P/C/W by part replacement N/L/A	X			
59-25-03	Wobble plate screws		P/C/W per SB 87 NLA		X		
62-03-01	Cam follower assembly		P/C/W per SB 44A	X			
63-04-02	Tail rotor blade		P/C/W per SB 80 P/N 55064 blades installed	X			
73-20-03	Main rotor hub	2/1/18 3853.8	N/L/A				
77-07-05	Control rotor bid spar tube	50hr 9/9/16 206.4	P/C/W 244.0 2/1/18			3903.8	
81-17-03	Main transmission		Superseded			300.4 294.0	Corey Wheeler 563064190
81-18-02	Tail rotor skin cracks		N/A - not installed				
95-12-02	Main rotor cracks		N/A per SB UH-12-55-1		X		
97-10-16	Control rotor bid spar tube		Superseded	X			
97-20-15	Main rotor cracks	100hr Annual 9/9/16 206.4	Complied with by dye check		X		
2000-24-21	Prevent separation of the control system attachments at pivoting points	100hr 6/10/13 183.3	P/C/W		X	9/17 or 306.4	Corey Wheeler 563064190
2015-20-51	MRB Fork Tension-Torsion Retention Pin Holes		P/C/W		X	283.3	Corey Wheeler 563064190
			N/A per S/N	X			



7139 Jimmy Sellers Road
Brewton, AL 36426
(251) 212-0114

05/25/2017

Franklin 6V-335B

SN#E600947

Total Time: 1500

TSMOH:0.00

I certify that this engine has been overhauled as per a Franklin 6V-335B overhaul manual with the following detailed work. Removed and replaced the following parts with new parts. (Oil pump, tachometer drive assembly, piston rings, gaskets, rocker shaft stands, main bearings .010., cam bearings, rod bearings .010., plus 3 crankshaft plug, piston pin plugs, rod bolts/nuts and cylinders). The following parts were inspected or machined and returned to service with serviceable yellow tags and/or 8130-2. (Crankshaft MPI and ground .010 on rod and main journals, camshaft, crankcase, gears, piston pins, rocker arms, rocker arm shafts, hardware, lifters, connecting rods, and pistons). All ferrous metal parts were wet method magnetic particle inspected and the non-ferrous parts were inspected by fluorescent penetrant inspection method with 8130's and serviceable yellow tags attached. Engine was assembled and checked to be in compliance with the table of limits and painted with Black engine enamel. Engine requires ground run and break in as per the run in and test procedures outlined in the overhaul manual prior to flight.

Maintenance release/Return to service: This aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. All work was performed in accordance with applicable aircraft, engine and appliance maintenance manuals and instructions

Date: 05-25-2017

Christopher Collum AP3290616IA/Level II NDI



DEPARTMENT OF THE ARMY
HEADQUARTERS, US ARMY AVIATION SYSTEMS COMMAND
PO BOX 209, ST. LOUIS, MO 63166

12 MAY 1975

AMSAV-I

CW-3 Burt E. Griffin
BOQ-81, Room 14
Ft. Belvoir, Va. 22060

Dear Mr. Griffin:

Research of this Command's Historical Data Bank has revealed the following information for OH-23B serial number 51-16319.

Gear Box, Tail Rotor, Part No. 25035-5, Serial No. 2119.

a. Received 1st overhaul at Sharpe Army Depot, 26 Jun 69.

(1) Hours usage since new: 900.

b. 20 Nov 69, installed on aircraft serial number 51-16319.

(1) Hours usage since new: 900.

(2) Previous overhauls: 01.

(3) Hours usage since overhaul: 00.

Transmission, Part No. 23400-6M, Serial No. 2939.

a. Received 2nd overhaul 5 Sept 68 activity unknown.

(1) Hours usage since new: 700.

(2) Previous overhauls: 01.

(3) Hours usage since overhaul: 389.

b. 1 Aug 69, installed on aircraft S/N 51-16319.

(1) Hours usage since new: 701.

(2) Previous overhauls: 02.

(3) Hours usage since overhaul: 01.



DEPARTMENT OF THE AIR FORCE
AIR FORCE HISTORICAL RESEARCH AGENCY
MAXWELL AIR FORCE BASE, ALABAMA

18 Aug 2005

AFHRA/RSA
600 Chennault Circle
Maxwell AFB AL 36112-6424 USA

Ms. Jennifer Foreman
1701 Annetta Drive
Petaluma CA 94954

Dear Ms. Foreman

Thank you for your request. We have attached a copy of the assignment records we have for the H-23B, s/n 51-16146. Although initially assigned to the USAF, it was transferred to the US Army in 1953.

According to our interpretation of these records, this aircraft was manufactured by Hiller Aircraft, Palo Alto CA and delivered on 1 Apr 1952. It was assigned to the Wright Air Development Center (Air Research and Development Command), Wright-Patterson AFB OH. It was transferred to the US Army on 23 Nov 1953.

We hope this information is of value to you.

Sincerely

A handwritten signature in cursive script that reads "Archie DiFante".

ARCHIE DiFANTE

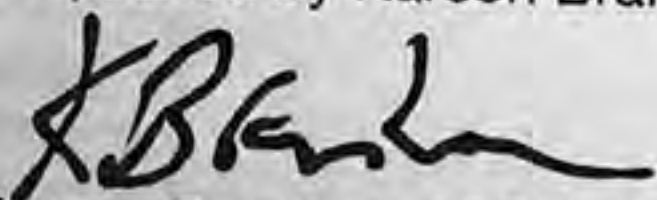
Archives Branch

(331) 347

Archie.Difante@maxwell.af.mil

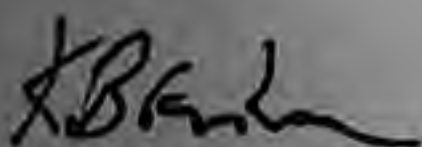
Attachment:
Record Card

N91556 SN 300 Tach 430.5 ACTT 4040.3 6/1/2022-performed daily/50/100/300 hour and 12 mo service per Hiller UH12 A/B/C inspection guide. Checked all AD's for compliance at this time. No recurring AD's applicable. Removed tail rotor gearbox to reseal parting surface at input gear housing, wear pattern check on gears looked good at this time, no abnormal wear present. Reinstalled on aircraft and serviced. Removed main transmission to perform 300hr inspection of clutch assembly, found clutch to be in need of a replacement spring and serviceable shoes as well as one spring retention pin that had rubbed on drum. Replaced clutch drum with new drum PN 21001-1, installed per Hiller Service manual instructions. Reinstalled transmission, main rotor and blades as a complete assembly as removed. Performed rigging check on tail rotor control system after reassembling and adjusting tail rotor control cables, per specifications. Performed ground runs and leak checks, all systems ok. Performed MOC flight and track and balance of main rotor. Balanced with dyna vibe balancer to less than .2 ips lateral and vertical. Performed track check on tail rotor, adjusted as required to bring into specifications, dynamic balance on tail rotor acceptable at this time. I certify that this aircraft has been inspected per an annual inspection and was determined to be in an airworthy condition. Work accomplished by Karson Branham, Ed Garcia, and John Swanstrom.



Karson Branham A&P2383426IA

N91556 SN 300, Tach 430.5 Engine 6V-335-B SN E600982, 6/1/2022-performed 100 hour inspection, and service per Franklin 6V-335-B overhaul and maintenance manual, performed compression check, found number 4 cylinder with 0 psi compression. Replaced #4 cyl and piston with serviceable cylinder and new piston and rings per Franklin 6V-335-B Overhaul and maintenance manual. Removed filter and cleaned and inspected contents, some metal found suspected due to bad condition of #4 cyl (replaced). Serviced engine with Amsoil V-twin 15W/60 synthetic engine oil. Detailed comparison of Product technical data sheet comparing with Aeroshell 100W and Aeroshell 15W/50 shows that Amsoil V-twin oil meets or exceeds all ANSI and SAE specifications of Aeroshell oil. Upon detailed review I have determined this change to be a minor alteration. After replacement of #4 cyl, and post run up and leak checks, no leaks were present, and compressions were 67/80 or greater on all 6 cylinders. Performed MOC flight checks and track and balance runs, cleaned and inspected filter again for contaminants, found some metal, but less than half of original amount, chip present and a few small filings. A further review of filter assembly after another 2 hours of flying, revealed less contaminants still, a solid indication that oil system is clearing out, and no further propagation of metal contaminants appear to be accumulating from the engine, or transmission. I certify that this engine has been inspected per an 100 hr inspection per FAR 43 appendix D and was determined to be in airworthy condition.



Karson Branham A&P 2383426

Precision Static Testing Livermore, CA Phone 925-449-5904
FAA Certified Repair Station #QJAR856X

I certify that transponder tests, including data correspondence, required by § 91.413, have been performed and found to comply with 14 CFR Part 43, Appendix E and F.

Time: 33210 W/O# 19193 N 91556

Inspected by  Date 4/20/2021