

### Pre-accident maintenance statement

The maintenance that was performed by me (Brock A McKee, A&P [REDACTED]) on aircraft N390LG/ 7595 the two days preceding the accident was as follows:

On 7/01/2015 reference aircraft logbook page 1066814 the following maintenance was performed :

1. Performed Aircraft Airworthiness Check in accordance with Air Methods Aircraft Pre-Flight/Airworthiness Checklist, Reviewed Aircraft Status Report- Found no defects or discrepancies.
2. Performed Air Methods AS350 B3 series AAIP B 1030 - 300 Hour Inspection which consists of changing the engine oil and filters.
3. Performed Air Methods AS350 B3 series AAIP D 0230 NT - 30 Hour Inspection which consists of a general visual inspection of the engine free wheel assembly, and a checking of the free wheel having free rotation.
4. Performed Air Methods AS350 B3 series AAIP D 0231NT - 30 Hour Inspection which consists of a general visual inspection/check of the tail rotor blade.

On 7/02/2015 reference aircraft logbook page 1066815 the following maintenance was performed:

1. Performed Aircraft Airworthiness Check in accordance with Air Methods Aircraft Pre-Flight/Airworthiness Checklist, Reviewed Aircraft Status Report- Found no defects or discrepancies.
2. Performed Air Methods AS350 B3 series AAIP B 0131 - 25 Hour Inspection which consists of ensuring that an aircraft engine health check has been performed, and checking that the VEMD Temp and Press are reading correctly.
3. Performed Air Methods AS350 B3 series AAIP B 0091 NT - 15 Hour/7 Day Inspection which consists of ensuring that the engine automatic cycle counting is correct and that the creep damage counter values are being recorded in the logbook. This inspection also entails a general visual inspection of the engine for signs of leaks, impact damage or deterioration of engine attachments, impact damage or deterioration of fire protections or shutoff valve, and manually checking that the HP gas generator and power turbines rotate freely. Lastly, the engine oil level is checked for proper level.
4. Performed Air Methods AS350 B3 series AAIP C 5330 - 180 Day Inspection which consists of inspecting installed equipment. The aircraft strobe light and power supply mount areas were inspected for security of attachment and for cracks.
5. Performed a 30 Day general visual inspection of the onboard portable fire extinguisher.
6. Performed a hydraulic fluid replacement to satisfy AD 2007-12-22 Cold Wether Operation - Replace Hydraulic Fluid. Hydraulic Fluid changed in accordance with AS350 B3 AMM 29-00-00, 3-3.
7. Performed Air Methods AS350 B3 series AAIP D 1411 NT - 500 Hour Inspection which consists of a detailed inspection/ check of the tail rotor drive shaft greasable bearings.

8. Performed Air Methods AS350 B3 series AAIP D 1412 NT - 500 Hour Inspection which consists of lubrication/greasing of the tail rotor driveshaft greasable bearings.

9. Performed Air Methods AS350 B3 series AAIP C 1430 - 500 Hour/ 12 Month inspection which consists of inspecting installed equipment. Items installed and inspected on this aircraft and listed on this inspection guide are the aft jump seats, checked for cleanliness, signs of excessive wear, cracking, and fatigue. Mounts inspected for signs of excessive wear, cracking, and fatigue. Seat belts inspected for signs of fraying and the condition of the stitching. Ensured that all required placards installed and in good condition. The Devore Tail Rotor Floodlight System is also inspected per this inspection guide, the pylons are inspected for damage and corrosion, the light and mount assembly is inspected for condition, function, and security of attachment, condition of seals is inspected, circuit breakers and switches are inspected for condition and proper function.

All of the above maintenance was performed in accordance with the AS350 B3 Aircraft Maintenance Manual/ Air Methods AS350 AAIP Inspection Guides / relevant ICA's.

Brock A McKee

A&P [REDACTED]