



ATTACHMENT 3

AIRWORTHINESS GROUP CHAIRMAN'S FACTUAL REPORT

CEN13FA121

**Air Methods EC130 B4 Airworthiness Checklist
(3 pages)**

NOTE: USE OF THIS PREFLIGHT CHECKLIST DOES NOT ELIMINATE THE RESPONSIBILITY OF THE PILOT TO INSURE THAT THE PREFLIGHT CHECK IS ACCOMPLISHED IN ACCORDANCE WITH THE ROTORCRAFT FLIGHT MANUAL AND ITS SUPPLEMENTS.

Make sure that all airworthiness required corrective maintenance operations have been performed.

Check that the aircraft area is clean and unobstructed.

Remove all picketing items if applicable.

Carry out the following checks (Refer to Figure 1 for Station location):

INTERIOR CHECK:

- Cabin – Clean
- Fire extinguisher – Secured, checked.
- Loads and objects carried – Stowed and secured.
- Exterior lights – Checked for operation.
- Appropriate publications – Available and current

EXTERIOR CHECK:

STATIONS

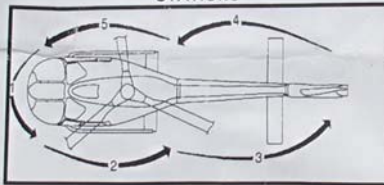


Figure 1

Station 1:

- Transparent panels – Condition, cleanliness.
- MGB engine oil cooler air inlet – Check no obstruction nor debris
- Side slip indicator – Condition
- Pitot tube – Cover removed, condition
- Landing lights – Condition.

Station 2:

- Front door – Condition, jettison system check
- Sliding door – Condition, closed or open-locked
- Left cargo door – Open
- Loads and objects carried – Secured.
- Left cargo door – Closed and key-locked.
- Fuel tank and system – Filler plug closed, tank sump drained.
- MGB cowl – MGB oil level, cowl locked.
- All lower fairing panels – Locked.
- Landing gear and foot step – Secure, visual check.

NOTES

- Inspection of center windshield IAW AEC Emergency Alert Service Bulletin 05A005 Revision 1 dtd 07/16/07, para. 1.G.

NOTES

NOTES

- Check Upper Hydraulic Manifold Clogging Indicator.

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accident helicopter.

Air Methods

<p>Station 2:</p> <ul style="list-style-type: none"> • Static ports – Clear, covers removed. • OAT sensors, antennas – Condition. • Main rotor head and blades – Visual inspection, no impact • Engine air intake – Clear (water, snow, foreign object) • Engine cowl – Locked • Rear cargo door – Open • Loads and objects carried – Secured • ELT – Check ARMED. • Rear cargo door – Closed, locked. • Oil drain – No oil under scupper 	<p style="text-align: center;">NOTES</p> <ul style="list-style-type: none"> • Check Fuel Filter By Pass Indicator. • Check Engine Oil Filter By Pass Indicator.
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<p>Station 3:</p> <ul style="list-style-type: none"> • Heat shield on tail drive – Condition, attachment • Tail boom, antennas – Condition, fairings fasteners locked. • Tail boom door – Locked • Stabilizer, fin, external lights – General condition • Tail rotor duct and blades – Condition, no impact • Tail rotor head fairing – No rotation (paint marks) • Keel and tail skid – Condition, attachment. 	<p style="text-align: center;">NOTES</p>
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<p>Station 4:</p> <ul style="list-style-type: none"> • Yaw control rod – Secured. • TGB – Oil level. • Stabilizer, fin, external lights – General condition • Tail boom, antennas – Condition, fairings fasteners locked. • Heat shield on tail drive – Condition, attachment 	<p style="text-align: center;">NOTES</p>
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<p>Station 5:</p> <ul style="list-style-type: none"> • Oil drain – No oil under scupper • EPU door – Closed or EPU plugged in. • Engine cowl – Locked • Right cargo door – Open. • Loads and objects carried – Secured. • Right cargo door – Closed and key-locked. • Main rotor head and blades – Visual inspection, no impact • MGB cowl – No foreign object on transmission deck, cowl locked. • Engine oil level – Check reservoir level • Landing gear and foot step – Secure, visual check. • All lower fairing panels – Locked. • Door – Condition, jettison system check. 	<p style="text-align: center;">NOTES</p> <ul style="list-style-type: none"> • Check Lower Hydraulic Manifold Clogging Indicator. • Dual Controls, if installed, condition and security.
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<p style="text-align: center;">TURNAROUND CHECK</p> <ul style="list-style-type: none"> • Overall aspect – Condition, cleanliness • Engine/MGB/TGB – Oil level. • Main and tail rotor blades (from ground) – Condition • Loads – Secured. • All cowlings – Locked. • Doors – Closed or open-locked (sliding doors). <p>NOTE: If the aircraft is to be parked some time between flights, temporary picketing is recommended by fitting blanks, covers, and blade socks in winds above 40 kts. In this case, perform a complete preflight check.</p>	<p style="text-align: center;">NOTES</p> <ul style="list-style-type: none"> • Inspection of center windshield IAW AEC Emergency Alert Service Bulletin 05A005 Revision 1 dtd 07/16/07, para. 1.G
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Post-Flight Checks

To be performed within 5 minutes after shutdown

- Check for condition, security, & cleanliness:
- Main-rotor – Scissors, washplates, rod end fittings & bearings, pitch change rods, and rotor mast.
- Starflex, Star recesses, spherical thrust bearings, frequency adapters, ventilated frequency adapters, and self lubricating ball joints, Star arms, vibration absorber, and main rotor blades
- Check cargo doors GPU plug (if applicable) MGB cowling, transmission deck, MGB support bars, oil cooler, fan and pipes, servos, hydraulic system & tank, engine oil tank and level, electrical harnesses, gimbal ring assembly, landing gear, fairings, floor, cabin, seats, door jettison system, fire extinguisher, fuses, and battery voltage.

NOTES

