



ATTACHMENT 1

AIRWORTHINESS GROUP CHAIRMAN'S FACTUAL REPORT

ERA12MA122

Part 135 CONFORMITY INSPECTION

PROGRAM TRACKING AND REPORTING SUBSYSTEM DATA SHEET
 One PTRS Record Required for Each Unit of Work as defined in the PPM

SECTION I - Transmittal

Inspector Name Code: TWG

Record ID:SO15201207415	Activity Number:3337	FAR:135
NPG:	Status(POC):C	Callup Date: 12/1/2011
Start Date:11/10/2011	Results (ACEFISTX) :C	Closed Date: 12/19/2011
Designator:E7LA	Affiliated Designator:	OTNA:
Aircraft Reg #:N5016M	Loc/Departure Point:	Loc/Arrival Point:
Flight #:	Complaint#:	Occurence #:
Make-Model-Series:	Incident #:	
Simulator/Device ID:	EIR #:	
Non-Cert Activity Name/Company:	Accident #:	
Airman Cert#:	Name:	
Examiner Cert#:	Name:	
Applicant Cert#:	Name:	
Rec Instructor Cert#:	Name:	
Pass/Fail:	Exam Kind:	8430-13#:
Tracking:	Miscellaneous:	Numeric Misc:
Local use:	Regional use:	National Use:
Activity Time:	Assessment:	Travel Cost:0
Triggers Activity Number:3337	Repeat Number:	Geographic? Yes <input type="checkbox"/> No <input type="checkbox"/> Foreign? Yes <input type="checkbox"/> No <input type="checkbox"/>

Section II - Personnel (unlimited)

Personnel Name	Position	Base	Remarks (23 characters)

Section III - Equipment (unlimited)

Manufacturer	Model	Serial #	Remarks (23 characters)

SECTION IV - COMMENT (unlimited)

Primary Area	Key Word	Opinion	Comment Text (unlimited length)
F	617	I	ATT 11172.5 / ETT 11218.2 / ETC 11235
			135 conformity inspection 12/1/2011 results:
			Aircraft Registry had no copy of FAA Form 337 for ELT installation.
			(Forwarded to AFS-750 by CHDO)
			AFM had no copy of air conditioning system supplement per STC SH3585SW.
			(COS)
			KT76A transponder installed 4/7/96 was not Mode S.
			Airspeed limitations placards were for MPH airspeed indicator. (COS)

Date:	Originator:	Office:
Inspector Signature:	Supervisor Initials:	

SECTION IV - COMMENT (cont'd)

Primary Area	Key Word	Opinion	Comment Text (unlimited length)
F	617	I	Air conditioner placard not installed per STC SH3585SW. (COS)
			Equipment list was not current.
			Aircraft model and serial number were not displayed per 45.11(e). (COS)
			Allison 250-C20B engine was converted to -C20J at 11053.3 ETT in 2004 under
			SB 1188. Engine identification plate was not replaced and the engine
			re-identified per the SB, but the gearbox plate was in compliance.
			12/15/2011 Follow up inspection:
			Equipment list was updated but listed 2 transponders installed. (COS)
			Confirmed Garmin GTX328 Mode S transponder was installed.
			Confirmed proper engine data plate was installed.
			Turbine outlet temperature (TOT) gage was not one of the three pictured in
			the AFM although the range markings were correct. Operaror contacted
			manufacturer and confirmed proper gage (p/n 124.444-12) was installed per the
			Bell IPC referencing Service Instruction 206-112. Markings and placards per
			the AFM were in compliance even though the gage pictured in the AFM was
			different.
F	317	U	Avionics review of GTX328 installation revealed that the coaxial cable used
			between the transponder and the antenna was of the wrong material. This was
			confirmed with the installation facility (UV1R) which will make the
			correction. RG58AU (single shielded) cable was used instead of a double
			shielded cable as specified in the Garmin Installation Manual 190-00420-04
			Rev. C.
			12/16/2011 Reviewed revised Form 337 that showed a RG400 coax was installed
			per the Garmin manual to replace the RG58AU cable.