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**From:** Mike Bashlor [REDACTED]  
**Sent:** Friday, June 26, 2015 1:41 PM  
**To:** Prince, Daniel (FAA)  
**Subject:** RE: Update on Bell Lab Exam, 206L3, N210MH

Dan,

I appreciate your response in such a timely manner. We purchased N513RA (now N210MH) from Marks Aviation Group. The aircraft was to be delivered with a rebuilt airframe, certified in a Bell fixture and all time life components overhauled (not installed in aircraft) as well as with all other parts and accessories to build the aircraft up at Meridian helicopters. The drive shafts when received were freshly painted. When we inquired earlier this year with Marks Aviation Group the origins of the drive shafts we were told they came from Air Evac via an auction house as serviceable and removed from aircraft that were getting upgrades to the L-4. When asked for the serviceable tags Lloyd (owner) said he had them somewhere and would look around for them. Later when we spoke he said he must have thrown them away or misplace them accidentally. They sent an invoice from the auction house showing the drive shafts were purchased(see attached). As we knew Air Evac was upgrading its fleet and was selling the drive shafts we had no concerns as to these parts or the representations of Marks.

Best regards,  
Michael



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[REDACTED]

[REDACTED]