

U.S. DEPARTMENT OF THE INTERIOR  
OFFICE OF AIRCRAFT SERVICES

HELICOPTER POWER CHECK  
TURBINE ENGINE

Helicopter

Pilot: <i>WILLIAM HARRIS</i>	Model: <i>SG1N</i>
Date: <i>7-29-08</i>	FAA No.: <i>NG62AE</i>
Hr. Meter: <i>2232</i>	Eng. No.:
Contractor:	

*ITEM	VALUE	Type of Check:
OAT	<i>24</i>	
Press. Altitude	<i>2500</i>	
Torque or Pitch Indications:	<i>105/106</i>	Performance Reading:
N1-Compressor	<i>102/102.1</i>	<i>105/106</i>
N2-Power Turbine		
EGT	<i>712/706</i>	Chart Reading:
TOT		<i>101</i>
TPT		
ITT		Margin Difference:
Correction Factor		<i>+4/+5</i>

\*Use only items applicable to type of helicopter

OAS-87  
(2/76)

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HELICOPTER POWER CHECK  
TURBINE ENGINE

Helicopter

Pilot: <i>CoulTas Schwonenberg</i>	Model: <i>SK-61N</i>
Date: <i>4 Aug 08</i>	FAA No.: <i>612AE</i>
Hr. Meter: <i>33.4</i>	Eng. No.:
Contractor:	

*ITEM	VALUE	Type of Check:
OAT	<i>30°</i>	<i>POWER</i>
Press. Altitude	<i>3160</i>	
Torque or Pitch Indications:	<i>97-100</i>	Performance Reading:
N1-Compressor	<i>101.8-1015</i>	<i>97-100</i>
N2-Power Turbine		
EGT	<i>720-714</i>	Chart Reading:
TOT		<i>94</i>
TPT		
ITT		Margin Difference:
Correction Factor		<i>+3 +6</i>

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HELICOPTER POWER CHECK  
TURBINE ENGINE

Helicopter

Pilot: <i>Woolsey/WILKINSON</i>		TYPE <i>F</i>
Date: <i>7-18-08</i>		Model: <i>SG14</i>
Hr. Meter: <i>204.0</i>		FAA No.: <i>612A2</i>
		Eng. No.:
		Contractor:
*ITEM	VALUE	Type of Check:
OAT	<i>22</i>	
Press. Altitude	<i>5000</i>	
Torque or Pitch Indications:	<i>99/98</i>	Performance Reading:
N1-Compressor	<i>102/102.1</i>	<i>99/98</i>
N2-Power Turbine		
EGT	<i>710/700</i>	Chart Reading:
TOT		<i>94</i>
TPT		Margin Difference:
ITT		
Correction Factor		<i>+5/+4</i>

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OFFICE OF AIRCRAFT SERVICES

HELICOPTER POWER CHECK  
TURBINE ENGINE

Helicopter

Pilot: <i>Woolsey/WILKINSON</i>		TYPE <i>L</i>
Date: <i>7-25-08</i>		Model: <i>SG14</i>
Hr. Meter: <i>213.9</i>		FAA No.: <i>N612A7</i>
		Eng. No.:
		Contractor:
*ITEM	VALUE	Type of Check:
OAT	<i>28</i>	
Press. Altitude	<i>2000</i>	
Torque or Pitch Indications:	<i>104/105</i>	Performance Reading:
N1-Compressor	<i>102/102</i>	<i>104/105</i>
N2-Power Turbine		
EGT	<i>712/702</i>	Chart Reading:
TOT		<i>102</i>
TPT		Margin Difference:
ITT		
Correction Factor		<i>+2/+3</i>

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Helicopter

HELICOPTER POWER CHECK  
TURBINE ENGINE

Pilot: <i>WHIPPLE</i>		TYPE <i>5-61</i>
Date: <i>7-7-08</i>		Model: <i>2</i>
Hr. Meter: <i>188.0</i>		FAA No.: <i>612AZ</i>
		Eng. No.:
		Contractor: <i>CARSON</i>
*ITEM	VALUE	Type of Check:
OAT	<i>34°</i>	<i>POWER</i>
Press. Altitude	<i>780 700</i>	
Torque or Pitch Indications:	<i>102 103</i>	Performance Reading:
N1-Compressor	<i>108 10.5</i>	<i>102 103</i>
N2-Power Turbine	<i>100 100</i>	
EGT	<i>721 718</i>	Chart Reading:
TOT		<i>99 99</i>
TPT		
ITT		Margin Difference:
Correction Factor		<i>+3 +4</i>

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Helicopter

HT 166

TYPE N

Pilot: Schwamenberg Lighter

Model: SK-61

Date: 3 July 08

FAA No.: N612AZ

Hr. Meter: 177.0

Eng. No.:

Contractor:

Carson  
Helicopters

*ITEM	VALUE	Type of Check:
OAT	21	Power
Press. Altitude	3200	
Torque or Pitch Indications:	105 107	Performance Reading:
N1-Compressor	102.1 102.1	
N2-Power Turbine		105/107
EGT		Chart Reading:
TOT	721 717	
TPT		105
ITT		Margin Difference:
Correction Factor		
		+0 / +2

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HELICOPTER POWER CHECK  
TURBINE ENGINE

Helicopter

HT 766

TYPE SK-61

Pilot: Schwamenberg Lighter

Model: N

Date: 5 July 08

FAA No.: 612RM

Hr. Meter: 172.0

Eng. No.:

Contractor:

Carson  
Helicopters

*ITEM	VALUE	Type of Check:
OAT	22	Power
Press. Altitude	4200'	
Torque or Pitch Indications:	100 - 100	Performance Reading:
N1-Compressor	102.0 102.0	
N2-Power Turbine		100 - 100
EGT		Chart Reading:
TOT	716 700	
TPT		98
ITT		Margin Difference:
Correction Factor		
		+2 +2

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