

PROGRESSIVE INSPECTIONS

5-21. 300-HOUR AIRFRAME PROGRESSIVE INSPECTION — EVENT NO. 1

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____ ZONE 1 — MAIN ROTOR SYSTEM <u>PLACARDS AND MARKINGS</u> All 1. Examine the placards, decals and markings. Make sure they are readable, correctly applied and in agreement with the applicable configuration of your helicopter. <u>MAIN ROTOR SYSTEM</u> A0051.4 1. Verify main rotor flap restraint for freedom of movement, and for condition and security. 2. Examine static stops and mast for evidence of mast bumping. 3. Remove main rotor blade leading edge erosion protection tape, if installed. 4. Examine main rotor blades for cleanliness and overall condition. Examine for cracks, corrosion and de-bonding of doublers. 5. Examine leading edge of blades for corrosion and erosion. Restore contour as necessary. 6. Examine the tip weight cap for corrosion, cracks, erosion, and deformation.		

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Chapter 62

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5-21. 300-HOUR AIRFRAME PROGRESSIVE INSPECTION — EVENT NO. 1 (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
BHT-206L-CR&O	7. If applicable, reinstall main rotor blade leading edge erosion protection tape. 8. Examine the following main rotor hub assembly components for condition and security: a. Mast nut b. Trunnion c. Pillow blocks d. Grips e. Pitch horns f. Static stops 9. Examine pitch horn trunnion bearings for evidence of wear, damage, and for security. 10. Examine main rotor yoke for corrosion or mechanical damage as follows: a. Examine fillet radius of both yoke spindles inboard of wear sleeves for evidence of corrosion. If corrosion is visible, remove with fine abrasive pad (C-407). If corrosion cannot be removed with pads, or is extensive, disassemble hub for inspection and repair. NOTE If the main rotor hub must be disassembled, omit remaining steps. b. Examine entire yoke centre section (inboard and outboard surfaces) for damage. c. Touch up all repaired areas or areas of bare metal in accordance with applicable main rotor hub inspection and repair instructions.		

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5-21. 300-HOUR AIRFRAME PROGRESSIVE INSPECTION — EVENT NO. 1 (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	d. Ensure no sealant voids are visible around shields or wear sleeve, strap fittings, and grip closure. Recoat with sealant (C-308) as required. On main rotor hub assemblies up to and including P/N 206-011-100-025, coat the remaining exposed fillet radius and repaired surfaces with a film of corrosion preventive compound (C-101). ZONE 2 — TAIL ROTOR ASSEMBLY Chapter 11 <u>PLACARDS AND MARKINGS</u> All 1. Examine the placards, decals and markings. Make sure they are readable, correctly applied and in agreement with the applicable configuration of your helicopter. Chapter 64 <u>TAIL ROTOR ASSEMBLY</u> A0051.5 1. Clean tail rotor blades to maintain visibility of warning stripes. BHT-206L-CR&O 2. Examine the following tail rotor hub assembly components for condition and security of attachment: a. Yoke b. Pitch horns c. Trunnion and trunnion caps d. Counterweight hardware Chapter 64 3. Examine tail rotor blades as follows: a. Tip block rivets for damage, corrosion, erosion, and looseness. b. Skin for bulges, nicks, dents, scratches, or other damage. c. Deformed or cracked skin in the area of the chordwise weights. d. Leading edge for erosion, nicks, dents or scratches.		

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5-21. 300-HOUR AIRFRAME PROGRESSIVE INSPECTION — EVENT NO. 1 (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
CALM Chapter 12 BHT-206L4-FM-1	e. Bonded joints of blade skin mating area for suspected voids or cracks. Pay particular attention in the area of tip block and doublers. f. Feathering bearings for looseness and cracks in uniball. 4. Examine the following tail rotor hub and blade assembly attaching components for condition and security: a. Spacer b. Rubber bumper c. Static stop d. Nut e. Balance wheel 5. Check dynamic balance of tail rotor hub and blade assembly and adjust as required during ground run. <u>GROUND RUN</u> A0051.6 CAUTION GROUND RUN OF HELICOPTER TO BE ACCOMPLISHED BY QUALIFIED PERSONNEL ONLY. 1. Make sure applicable servicing requirements have been carried out. 2. Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter. 3. Make sure that helicopter is ready for ground run and that surrounding area is clear. 4. Start the helicopter and conduct ground run at 100% N_R to check for leaks and ensure all systems are operational and parameters are within Flight Manual limitations.		

PROGRESSIVE INSPECTIONS

5-22. 300-HOUR AIRFRAME PROGRESSIVE INSPECTION — EVENT NO. 2

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____ ZONE 3 — FORWARD DECK <u>PLACARDS AND MARKINGS</u> ALL 1. Examine the placards, decals and markings. Make sure they are readable, correctly applied and in agreement with the applicable configuration of your helicopter. <u>AIRFRAME (FORWARD DECK)</u> A0052.4 1. Open and examine forward fairing for condition and security. 2. Remove and examine transmission cowling for condition. 3. Examine all fairing and cowling latches and/or fasteners for condition. 4. Examine top deck for condition, leaks and security. 5. Clean transmission deck. 6. Examine air indication cowling and plenum for damage, obstructions and cleanliness. Examine intake fairing windows for damage and cleanliness. 7. Examine inlet screen (if applicable) for missing or damaged wires and rivets.		

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PROGRESSIVE INSPECTIONS

5-22. 300-HOUR AIRFRAME PROGRESSIVE INSPECTION — EVENT NO. 2 (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 67	8. Examine particle separator (if applicable) vortex tubes, ejector tubes, and ejector nozzles for cleanliness, condition, and security. 9. Examine forward deck drain(s) to ensure absence of obstruction. 10. Examine antennas for condition and security.		
	<u>CONTROLS</u> A0052.5 1. Examine the following flight control components for signs of interference, corrosion, wear, mechanical damage and security: a. Control tubes. b. Links. c. Rod and bearings. d. Bellcranks. e. Bellcrank supports. f. Attaching bolts and nuts.		
	2. Inspect main rotor pitch links with a 3X magnifying glass for damage, corrosion and cracks. Give particular attention to swaged ends at jam nut or inserts.		
Chapter 76	3. Examine N₂ control linkages on forward deck for condition and security. Pay particular attention to the jackshaft assembly for damage or evidence of twisting.		
	4. Verify all control tubes and bellcranks for freedom of travel throughout range.		
Chapter 62	<u>SWASHPLATE ASSEMBLY AND MAST</u> A0052.6 1. Clean swashplate assembly and mast. 2. Disconnect main rotor pitch links from outer ring.		

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DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	3. Disconnect idler (drive) link from outer ring. 4. Examine swashplate drive assembly for axial, radial, and accumulative wear. 5. Disconnect boot from swashplate outer ring and lift up temporarily. Examine boot for evidence of deterioration. 6. Verify condition of duplex bearing, before lubrication, as follows: a. Rotate outer ring to check duplex bearing for condition. Bearing must be smooth and show no evidence of roughness, binding, dragging, or looseness. 7. Examine pivot sleeve slot sidewalls for wear or deterioration. 8. Examine pivot sleeve bearings for wear, deterioration and evidence of excessive axial play between pivot sleeve and swashplate support. 9. Examine collar set bushings for cracks and damage. 10. Examine swashplate support and uniball surfaces for condition. 11. Examine collective lever to sleeve assembly pins and bushings for condition. 12. Examine inner ring for condition. Examine for evidence of contact with sleeve assembly. 13. Examine outer ring for condition. 14. Examine the upper inside diameter of swashplate support for evidence of contact with the mast pole. 15. Verify and adjust swashplate tilt friction as required. a. Value must be between 15 to 32 pounds (67 to 142 N). If out of limits, adjust to 15 to 32 pounds (67 to 142 N) and check again.		

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5-22. 300-HOUR AIRFRAME PROGRESSIVE INSPECTION — EVENT NO. 2 (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 62	16. Connect and secure boot, idler (drive) link and main rotor pitch links to outer ring.		
	17. Examine swashplate assembly for condition and security.		
	18. Examine mast for condition.		
	19. Ensure no sealant voids are visible around the swashplate drive collar set. Re-coat with adhesive (C-307) as required.		
Chapter 29	<u>HYDRAULIC SYSTEM</u> A0054.6		
Chapter 12	1. Examine rigid and flexible fluid lines for chafing, leaks and security.		
	2. Examine hydraulic pump for leaks and general condition.		
	3. Examine hydraulic pump shaft splines, rotor tachometer splines, and oil pump splines for excessive wear.		
	4. Lubricate hydraulic pump shaft splines and rotor tachometer splines.		
	5. Examine hydraulic reservoir for leaks and general condition.		
Chapter 67	6. Examine servo actuators for leaks, condition and security.		
	7. Examine servo actuator support for condition.		
	8. Verify linkage pivot bolts on hydraulic servo actuators for freedom of rotation and security.		
Chapter 12	9. Examine hydraulic filter red indicator button (two locations). Button should not be extended.		
	10. Verify fluid level in hydraulic tank. Replenish as required. Replace fluid if color has changed color or if fluid emits bad odor.		
	11. Examine manifold, relief valve, and solenoid valve for leaks, condition and security.		

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5-22. 300-HOUR AIRFRAME PROGRESSIVE INSPECTION — EVENT NO. 2 (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 63	<u>TRANSMISSION AND PYLON ASSEMBLY</u> A0052.8 1. Examine the following pylon support components: a. Transmission link assemblies and bearings for damage and deterioration. b. Nodal beam flexures for condition and security. c. Forward and aft nodal beam deck supports for condition and security. d. Nodal beam stops for evidence of excessive contact with nodal beam arms. e. Transmission restraint for damage and spherical bearings for excessive wear and security. f. Stop mount for condition and security. Stop mount bushings for wear. g. All pylon support elastomeric components for evidence of deterioration. h. All pylon support hardware for security of attachment. 2. Examine transmission assembly for condition and security. 3. Examine transmission assembly for evidence of oil leakage. 4. Examine all fluid lines for chafing, damage and evidence of leakage. 5. Examine transmission oil for evidence of contamination. 6. Examine transmission oil filter bypass indicator for condition. Bypass button should not be extended. 7. Inspect all transmission chip detectors for accumulated material.		
Chapter 96	8. Perform functional test of all transmission chip detectors.		

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5-23. 300-HOUR AIRFRAME PROGRESSIVE INSPECTION — EVENT NO. 3

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____ ZONE 4 — POWER PLANT <u>PLACARDS AND MARKINGS</u> 1. Examine the placards, decals and markings. Ensure they are readable, correctly applied and in agreement with the applicable configuration of your helicopter. <u>AIRFRAME (POWER PLANT AREA)</u> B0301.3 /B0303.3 1. Examine firewalls for condition and security. 2. Examine engine cowlings and doors for condition and security. Using a bright light and mirror, inspect exposed upper and lower edges of the joints between aluminium longerons and titanium engine pan. Edge of sealant coating should be visible. No indications of corrosion or cracks are acceptable. 3. Examine engine pan area for evidence of loose fasteners and damage. Restore cracked or missing sealant from engine pan. 4. Examine engine pan drains. Make sure that they are not clogged. 5. Examine airframe fuel filter assembly for evidence of leakage and security.		
Chapter 11			
All			
Chapter 71			
Chapter 53			
Chapter 28			
		B302.4	

PROGRESSIVE INSPECTIONS

5-23. 300-HOUR AIRFRAME PROGRESSIVE INSPECTION — EVENT NO. 3 (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 71 Applicable Service Instruction Chapter 96 Rolls-Royce 250-C30 Series Operation and Maintenance Manual, 14W2 Chapter 71 Chapter 75 Chapter 76	6. Examine engine mount legs for condition and security. Pay particular attention for loose fasteners. 7. Examine engine mount fittings for condition and security. 8. Examine rotor brake (if installed) for condition and security. 9. Examine the primary electrical ground connection in engine pan area for condition and security <u>POWER PLANT</u> B Series "ENGINE" & A0025.8 1. Perform engine inspection per the applicable Rolls-Royce Operation and Maintenance Manual. 2. Examine engine inlet bellmouth for obstruction and general condition. 3. Examine engine compartment hardware for security of attachment. 4. Examine engine for evidence of fuel or oil leaks. 5. Examine all flexible and rigid lines for condition and security. a. Pay particular attention for chafing damage and kinked lines. 6. Examine exhaust stack for condition and security. 7. Examine all engine-mounted accessories for condition and security. 8. Examine the engine anti-ice solenoid valve for condition and security. 9. Inspect fuel control lever bolt hole and bolt for wear. Replace parts as required. 10. Deleted.	A0052.8 A0025.8 B0301.4	

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5-23. 300-HOUR AIRFRAME PROGRESSIVE INSPECTION — EVENT NO. 3 (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 95	11. Deleted.		
	12. Perform operational check of turbine outlet temperature system.		
Chapter 76	13. Examine engine controls for condition and security.	B0301.4	
	14. Verify operation of engine N ₁ control as follows: a. Ensure proper throttle friction. b. Check freedom of full throttle grip travel and idle release operation. Return to closed position. Check copilot throttle if installed. c. Ensure fuel control stop lever contact with minimum and maximum stops before throttle grip reaches travel limit. NOTE If dual controls are installed, it is permissible for pointer to be 0.078 inch (1.98 mm) below 40° mark when copilot twist grip is used. d. Rotate throttle grip to idle detent, fuel control pointer should be no more than 0.01 inch (0.25 mm) below the 40° mark on the quadrant. e. Verify control linkage for excessive looseness, lost motion, and binding.	"	
	15. Verify operation of engine N ₂ control as follows: a. Position N ₂ governor actuator to full DECREASE (extended). b. Lift collective stick full up. c. Position N ₂ governor actuator to full INCREASE (retracted). d. Verify for clearance between governor stop and lever stop arm.	"	

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5-23. 300-HOUR AIRFRAME PROGRESSIVE INSPECTION — EVENT NO. 3 (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 71	e. Lower collective stick full down. f. Position N₂ governor actuator to full DECREASE (extended). g. Verify for clearance between governor stop and lever stop arm. h. Verify control linkage for excessive looseness, lost motion, and binding.	CALM (Appx B)	
Chapter 71 Chapter 12	16. Examine N₁ and N₂ tachometer generator shaft splines and gearbox adapter splines for condition. Clean and lubricate shaft splines. <u>FUEL SYSTEM</u> B0302.4		
Chapter 28	1. Inspect airframe fuel filter head as follows: NOTE The following step does not apply to helicopters equipped with fuel filter assembly 222-366-621-103. a. Remove outlet port fitting from filter head. b. Pass a 0.020 inch (0.50 mm) wire through the bleed hole in outlet port side of filter head to ensure hole is not obstructed.		
Chapter 28	2. Replace airframe fuel filter element. 3. Purge airframe and engine fuel system as follows: a. Turn both fuel boost pumps ON. b. Depress airframe fuel filter bypass valve "press to test" button on fuel filter head until there is no evidence of air coming out the lower fuel filter drain port and out of the fuel filter outlet supply line.		

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5-23. 300-HOUR AIRFRAME PROGRESSIVE INSPECTION — EVENT NO. 3 (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Rolls-Royce 250-C30 Series Operation and Maintenance Manual, 14W2	c. Then proceed with Rolls-Royce engine fuel system purging procedure. 4. Ensure air is purged from fuel filter head and check for fuel leaks during ground run. <u>STARTER GENERATOR</u> CALM (Appx B) 1. Remove starter generator. Examine mounting pad and clamp for condition. 2. Examine commutator for wear. Replace starter generator if not smooth and bright or if showing excessive wear. 3. Inspect brushes for wear. 4. Examine cooling duct and retention clamp for condition and security. 5. Examine the splines on starter generator shaft and engine gear shaft. <u>DRIVETRAIN</u> 1. Examine freewheel assembly for condition leaks and security. 2. Examine the freewheel unit chip detector for accumulated material. Perform operational check of freewheel unit chip detector. (Refer to transmission chip detector caution system.) 3. Examine forward short shaft (steel) disc pack couplings for condition and security. 4. Examine forward short shaft (steel) splined adapters for wear. 5. Lubricate forward short shaft (steel) splined adapters. 6. Torque check forward short shaft disc pack coupling fasteners 150 to 180 inch-pounds (16.9 to 20.3 Nm).		
Chapter 71			
Chapter 96			
Chapter 71			
Chapter 63		A005	4.5
Chapter 63 Chapter 96		"	
Chapter 65		A010	0.4
Chapter 12		"	
Chapter 65		"	

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5-23. 300-HOUR AIRFRAME PROGRESSIVE INSPECTION — EVENT NO. 3 (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 96	<u>ELECTRICAL</u> - Examine all electrical components, wires, cables, and connectors in the power plant area for chafing, general condition, and security. - Verify illumination of airframe fuel filter caution light by depressing differential switch “press to test” button on filter head.	A0052.9 / A0054.4	
	<u>GROUND RUN</u> B0302.5  GROUND RUN OF HELICOPTER TO BE ACCOMPLISHED BY QUALIFIED PERSONNEL ONLY.	B0302.4.5.4	
Chapter 12	- Make sure applicable servicing requirements have been carried out. - Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter. - Make sure that helicopter is ready for ground run and that surrounding area is clear.		
BHT-206L4-FM-1	Start the helicopter and conduct ground run at 100% N_R for a minimum of 2 minutes to check for leaks and ensure all systems are operational and parameters are within Flight Manual limitations.		

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5-24. 300-HOUR AIRFRAME PROGRESSIVE INSPECTION — EVENT NO. 4

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____ ZONE 5 — AFT TOP DECK <u>PLACARDS AND MARKINGS</u> ALL 1. Examine the placards, decals and markings. Ensure they are readable, correctly applied and in agreement with the applicable configuration of your helicopter. <u>AIRFRAME (AFT TOP DECK)</u> A0053.5 1. Remove and examine aft fairing and attachment fasteners for condition and security. 2. Examine fairing retainer for condition. 3. Examine exterior of aft deck structure for condition. <u>OIL SYSTEM</u> A0053.6 1. Examine oil cooler area for evidence of oil leaks. Examine oil cooler pan for cleanliness and make sure the drain is not blocked. 2. Examine all flexible and rigid fluid lines for condition and security. a. Pay particular attention for chafing damage and kinked lines.		

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5-24. 300-HOUR AIRFRAME PROGRESSIVE INSPECTION — EVENT NO. 4 (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 65 Chapter 79 Chapter 71	3. Examine oil cooler core for obstructions and cleanliness. 4. Examine oil cooler blower and housing for cleanliness, condition and security. 5. Examine oil tank for leakage, condition and security. Check oil for contamination. 6. Examine oil tank supports for condition and security. 7. Examine the oil cooler seals bonded inside the aft fairing for condition. 8. Examine external scavenge oil filter system (STC) (if installed) for condition and security.		
	<u>DRIVETRAIN</u> A0100.4/A1720		
	1. Examine the blower impeller for condition. 2. Using dye penetrant methods, inspect oil cooler blower impeller 206-061-432-031 for cracks. Give particular attention to the mounting flange where individual blades attach. 3. Examine oil cooler blower impeller shaft for condition. 4. Examine oil cooler blower hanger bearings and brackets for grease leakage and evidence of overheating. 5. Lubricate oil cooler blower hanger bearings.		
	6. Examine aft short shaft (aluminium) for condition and security. 7. Examine aft short shaft (aluminium) splined adapter for wear. 8. Lubricate aft short shaft (aluminum) splined adapter. 9. Torque check disc pack coupling fasteners 50 to 70 inch-pounds (5.7 to 7.9 Nm).		

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5-24. 300-HOUR AIRFRAME PROGRESSIVE INSPECTION — EVENT NO. 4 (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
Chapter 96	<u>ELECTRICAL</u> A0052.9 1. Examine all electrical components, wires, cables, and connectors in the area of the aft deck for chafing, and general condition and security. ZONE 6 — TAILBOOM		
Chapter 11	<u>PLACARDS AND MARKINGS</u> ALL 1. Examine the placards, decals and markings. Ensure they are readable, correctly applied and in agreement with the applicable configuration of your helicopter.		
Chapter 53	<u>TAILBOOM STRUCTURE</u> A0053.7 1. Remove and examine tail rotor driveshaft cover, and fasteners for condition and security. 2. Remove and examine tail rotor gearbox fairings for condition. 3. Examine anti-chafing adhesive tape (C-460) on tailboom for condition. Replace worn or damaged tape as required. NOTE In the event that cracks are found, contact Bell Helicopter Textron, Product Support Engineering. 4. Examine entire tailboom for the following conditions: a. Dents. NOTE Pay particular attention to the upper left side tailboom quadrant. b. Cracks. c. Deformation.		

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5-24. 300-HOUR AIRFRAME PROGRESSIVE INSPECTION — EVENT NO. 4 (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 12	2. Lubricate tail rotor driveshaft hanger bearings.		
	3. Examine and lubricate the aft tail rotor driveshaft splined adapter.		
Chapter 65	4. Examine segmented driveshafts and aft splined adapter for condition and security. Check splined adapters for adequate lubrication and freedom of movement.		
	5. Torque check disc pack coupling fasteners 50 to 70 inch-pounds (5.7 to 7.9 Nm).		
	<u>TAIL ROTOR GEARBOX</u> A0053.8		
Chapter 53	1. Examine tail rotor gearbox support for condition and security. Pay particular attention for cracks at the gearbox attachment holes.		
Chapter 65	2. Examine tail rotor gearbox for oil leaks, condition and security.		
	3. Examine gearbox oil for evidence of contamination.		
	4. Examine tail rotor output shaft for condition.		
	5. Torque check tail rotor gearbox retaining nuts 50 to 70 inch-pounds (5.6 to 7.9 Nm).		
	6. Examine the tail rotor gearbox chip detector for accumulated material.		
Chapter 96	7. Perform operational check of the tail rotor gearbox chip detector.		
Chapter 64	<u>TAIL ROTOR PITCH CHANGE CONTROLS</u> A0053.8		
	1. Examine the tail rotor pitch control mechanism for freedom of travel throughout range and for condition and security.		
	2. Examine the following tail rotor pitch change components:		
	a. Boot for condition, security, and evidence of grease or oil leakage.		

PROGRESSIVE INSPECTIONS

5-25. 300-HOUR AIRFRAME PROGRESSIVE INSPECTION — EVENT NO. 5

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____ ZONE 7 — CABIN INTERIOR <u>PLACARDS AND MARKINGS</u> All 1. Examine the placards, decals and markings. Ensure they are readable, correctly applied and in agreement with the applicable configuration of your helicopter. <u>INSTRUMENTS</u> A0055.4 1. Examine instruments and instrument panel for condition, security and for correct markings. <u>AIRFRAME</u> A1700.5 1. Remove cabin overhead upholstery, hat bin, soundproofing blanket, aft vertical tunnel covers, and roll-over bulkhead access panels. 2. Remove roof beam access panels. 3. Examine flight control tubes inside roof beam for condition and security. 4. Examine roof beam and roof shell structure for condition. 5. Examine aft passenger seat bulkhead for distortion and/or cracks and indication of screw contact in the area of hat bin attachment nutplates.		
Chapter 11			
BHT-206L4-FM-1			
Chapter 25			
Chapter 53			
Chapter 67			
Chapter 53			

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5-25. 300-HOUR AIRFRAME PROGRESSIVE INSPECTION — EVENT NO. 5 (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 96	6. Examine electrical components behind hat bin for condition, security, and cleanliness.		
Chapter 53	7. Examine engine and transmission support structure for cracks, corrosion, or loose fasteners.		
	 EXERCISE CARE AND USE ADEQUATE SCREW LENGTH WHEN REINSTALLING VERTICAL TUNNEL COVER TO AVOID CONTACT WITH TAIL ROTOR CONTROL TUBE.		
Chapter 67	8. In the vertical tunnel area, examine the following:		
	a. Flight control system tubes for evidence of chafing with oil line or flex cable.		
	b. Flight control system bellcranks, levers, supports, and walking beams for binding, excessive looseness, and security of attachment.		
Chapter 95	c. Oil lines for leakage, condition, and security.		
Chapter 53	d. Roof beam interface with vertical tunnel for cracks, corrosion, and loose fasteners.		
	e. Vertical tunnel stiffening angles at roof beam interface for cracks, condition, and loose fasteners.		
Chapter 25 and Chapter 53	9. Remove crew seat cushions and panels and examine the following:		
Chapter 67 and Chapter 76	a. Control tubes, N ₁ throttle cable, bellcranks, levers, yokes, and supports for bending, excessive looseness, and security of attachment.		
Applicable Service Instruction	b. Heater ducts (if installed) for chafing with controls.		
Chapter 95	c. Oil lines for leakage and general condition.		

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5-25. 300-HOUR AIRFRAME PROGRESSIVE INSPECTION — EVENT NO. 5 (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 96	d. Wiring and electrical components for condition and security.		
Chapter 53	e. Structure for corrosion, cracks, and condition.		
	<u>EQUIPMENT AND FURNISHINGS</u> A0055.5		
Chapter 53	1. Examine the cabin floor for condition.		
Chapter 25	2. Examine the seat assemblies for condition and security.		
IL GEN-05-103	3. Examine passenger and crew restraints and webbing for condition and security.		
	4. Verify operation of passenger and crew inertia reels and belt buckles. Pull promptly on each reel to confirm the proper activation of the reel locking mechanism.		
	5. Examine the interior trim for condition and security.		
Chapter 52	6. Verify sliding windows for safety and smoothness of sliding.		
Chapter 21	7. Examine the ventilation system for condition and security.		
	8. Verify nose vents for proper operation, absence of obstructions or debris, and open drains.		
Chapter 95	9. Verify for proper operation of the fuel valve switch guard.		
Chapter 26	10. Inspect cabin fire extinguisher for condition, security and proper charge.		
Chapter 21	11. Verify proper operation of ventilation inlet control cables.		
	12. Examine first aid kit, replace missing or out of date items.		
Chapter 67	<u>CONTROLS</u> A0055.6		
	1. Examine the collective control stick for condition and security and minimum friction. Examine copilot collective control stick if installed.		

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5-25. 300-HOUR AIRFRAME PROGRESSIVE INSPECTION — EVENT NO. 5 (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	<u>FUSELAGE</u> A0056.4		
Chapter 53	1. Examine forward fuselage for condition.		
Chapter 52	2. Examine all cabin doors for condition and security. Give special attention to the following a. Hinges b. Seals c. Latches for proper adjustment, positive locking, and wear d. Windows e. Handles		
Chapter 95	3. Drain moisture from pitot and static piping installation.		
Chapter 53	4. Examine the external power door and receptacle for condition and security.		
	5. Examine battery compartment door, door seal and attachment for condition and security.		
Chapter 52	6. Examine components in battery compartment for condition and security.		
Chapter 32	7. Examine cabin entry steps (if installed) for condition and security.		
Chapter 52	8. Examine windshields and skylights for condition.		
Chapter 53	9. Examine upper fuselage for evidence of water leaks.		
	10. Examine lower fuselage for indication of fuel leaks, dents, cracks, corrosion, delamination, loose or missing rivets, and condition.		
	11. Examine all fuselage sealant joints for condition. Restore sealant as necessary.		

PROGRESSIVE INSPECTIONS

5-25. 300-HOUR AIRFRAME PROGRESSIVE INSPECTION — EVENT NO. 5 (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
BHT-206L4-FM-1 Chapter 96	3. Make sure that helicopter is ready for ground run and that surrounding area is clear.		
	4. Start the helicopter and conduct ground run at 100% N_R to check for leaks and ensure all systems are operational and parameters are within Flight Manual limitations.		
	5. Check the voltage regulator setting. Adjust as required.	A0055.8	

PROGRESSIVE INSPECTIONS

5-26. 300-HOUR AIRFRAME PROGRESSIVE INSPECTION — EVENT NO. 6

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____ ZONE 9 — AFT FUSELAGE <u>PLACARDS AND MARKINGS</u> Chapter 11 1. Examine the placards, decals and markings. Make sure they are readable, correctly applied and in agreement with the applicable configuration of your helicopter. <u>FUSELAGE (EXTERIOR)</u> A0056.4 Chapter 53 1. Examine aft fuselage for dents, cracks, corrosion, delamination, loose or missing rivets and condition. Chapter 28 2. Examine aft fuselage for indications of fuel or oil leaks. Chapter 96 3. Examine the fuel cap for condition and security. Chapter 6 and Chapter 53 4. Examine the grounding plug for condition. Applicable Service Instruction 5. Examine all fuselage drains for condition and freedom from obstructions. Chapter 53 6. Examine heater and/or air conditioning inlets and outlets for cleanliness and absence of obstructions, (if installed). 7. Examine baggage compartment door, seal, and latches for operation, condition, and security.		

PROGRESSIVE INSPECTIONS

5-26. 300-HOUR AIRFRAME PROGRESSIVE INSPECTION — EVENT NO. 6 (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 96	8. Verify operation of the baggage door ajar caution light, (if installed).	A1700.6.4	
	<u>FUSELAGE (INTERIOR)</u> A1700.6		
Chapter 53	1. Examine baggage compartment for condition.		
	2. Gain access to inside of aft fuselage through access panels in baggage compartment and access panel located on the aft right hand fuselage:		
	a. Examine access panels and fasteners for condition.		
	b. Examine under engine pan for fuel, oil or water leaks.		
	c. Examine drain lines for condition and security.		
	d. Examine interface between longerons and engine pan structure for cracks, corrosion, distortion and loose fasteners.		
	e. Inspect engine mount attachment structure for condition.		
	3. Remove fuel shutoff valve access panel.		
	a. Examine structure for cracks and corrosion.		
Chapter 28	b. Examine fuel system components for leaks and general condition.		
Chapter 96	c. Examine wires and connectors for condition.		
	<u>CONTROLS</u> A1700.7		
Chapter 67	1. Examine the anti-torque control system components for condition and security.		
	2. Examine the stabilizer elevator control system components for condition and security.		

PROGRESSIVE INSPECTIONS

5-26. 300-HOUR AIRFRAME PROGRESSIVE INSPECTION — EVENT NO. 6 (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 96 and Chapter 97	<u>ELECTRICAL AND AVIONICS</u> A1700.9 1. Examine antennas for condition and security. 2. Examine all components, electrical wiring, cables, and connectors for chafing, general condition, and security. 3. Examine all optional equipment installed in the aft fuselage area for condition and security. 4. Verify proper operation of fuel sump drain valve switch.		
Chapter 11	ZONE 10 — LANDING GEAR <u>PLACARDS AND MARKINGS</u> 1. Examine the placards, decals and markings. Ensure they are readable, correctly applied and in agreement with the applicable configuration of your helicopter.		
Chapter 32	<u>CROSSTUBES</u> A1700.8 1. Examine crosstube retaining straps, cushions, and attaching hardware for condition and security. 2. Examine fuselage attachment fittings for condition and security. 3. Examine electrical bonding strips (if installed) for condition and security. 4. Examine fairings (if installed) for condition and security. 5. Examine crosstube riveted or clamped supports for condition and security. Give particular attention to the sealant joints around supports. Restore sealant (C-251) and paint finish as required. 6. Examine crosstubes for corrosion and damage. Give particular attention to areas where equipment is mounted. Repair and/or restore surface protection as required.		

5-26. 300-HOUR AIRFRAME PROGRESSIVE INSPECTION — EVENT NO. 6 (CONT)

CAUTION

PERIODIC INSPECTION

5-27. 300-HOUR AIRFRAME PERIODIC INSPECTION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MUCH	OTHER
Chapter 5 Paragraph 5-21 through paragraph 5-26	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____		
	- Do this inspection every 300 hours of operation or every 12 calendar months. - Do all six events of the 300-hour progressive inspection.		

SCHEDULED INSPECTIONS

5-28. 100-HOUR INSPECTION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____ NOTE 100-hour inspection must be accomplished when using the 300-hour airframe progressive inspection program or the 300-hour airframe periodic inspection program. <u>MAIN ROTOR</u> A0100.5 1. Torque check pillow block retention hardware 84 to 107 inch-pounds (9.4 to 12 Nm). Examine for misalignment of anti-slippage marks. <u>TAILBOOM</u> AD2013-25-10 CALM  CAUTION ANY CRACK, CORROSION, OR LOOSE OR SHEARED RIVET IS CAUSE FOR IMMEDIATE GROUNDING OF THE HELICOPTER UNTIL THE PROBLEM IS CORRECTED. 2. Remove access panel on right side of aft fuselage.		

Chapter 53
Chapter 4

SCHEDULED INSPECTIONS**5-28. 100-HOUR INSPECTION (CONT)**

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	3. Examine the four tailboom attachment fittings on fuselage aft bulkhead and tailboom forward bulkhead for cracks. Give special attention to the tailboom attachment fittings/intercostals and bolts, and to fasteners between the intercostal. Particular attention must be given to inspection of the upper left fitting (refer to Chapter 4, Inspection Limitations Schedule). 4. Make sure the area is clean and visually examine all visible sections of the upper left longeron between aft fuselage frame at STA 204.92 and frame at STA 231.486 for general condition, corrosion, and cracks. a. If corrosion or a defect is found, submit details to Product Support Engineering for evaluation and possible repair.		

SCHEDULED INSPECTIONS

5-30. 1200-HOUR INSPECTION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
Chapter 67 Chapter 67 BHT-206L-CR&O BHT-206L-CR&O BHT-ALL-SPM	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____ NOTE This inspection must be accomplished every 1200 flight hours. <u>CYCLIC CONTROL STICK</u> A1201.4 1. Open right crew door to gain access to pilot cyclic control stick. Remove cyclic control stick. 2. Clean lower 4 inches of removed cyclic stick tube and inspect. 3. Visually inspect cyclic stick tube for cracks using a 3X magnifying glass. Pay particular attention to the area adjacent to the two slots in the tube where two bolts secure the tube when installed in the pivot lever assembly. 4. If a crack is suspected, remove paint and thoroughly inspect lower end of the cyclic stick tube for cracking using the fluorescent penetrant method. 5. If a crack is found, replace the cyclic stick tube with a serviceable tube.		

SCHEDULED INSPECTIONS

5-30. 1200-HOUR INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
BHT-ALL-SPM BHT-ALL-SPM Chapter 67	6. If no crack is found, inspect cyclic stick tube for mechanical and corrosion damage as follows: a. Damaged and repaired areas must be separated by 1.0 inch (25 mm) minimum. b. Mechanical damage is not to exceed 0.005 inch (0.127 mm) depth and 1/3 tube circumference. c. Corrosion damage is not to exceed 0.0025 inch (0.0635 mm) depth before and 0.005 inch (0.127 mm) after repair and 1/3 tube circumference. d. Condemn as unserviceable a tube that does not meet these criteria. 7. Inspect bore of cyclic pivot lever assembly where stick tube is installed for mechanical and corrosion damage. Bore damage is not to exceed 0.002 inch (0.051 mm) for 1/4 of the circumference. Limit of one repair per bore. Repair or replace lever assembly as required. 8. For cyclic stick tubes considered serviceable, polish out any acceptable damage using 400 to 600 grit abrasive paper (C-423). 9. Thoroughly clean cyclic stick tube with water and mild detergent to completely remove residual penetrant and developer. Dry part completely. 10. Apply chemical film material (C-100) to bare metal area. 11. Touch up area with epoxy polyamide primer (C-204). Where finish paint coat is required, match to original finish using polyurethane coating (C-245). 12. Install cyclic control stick.		

SCHEDULED INSPECTIONS

5-30. 1200-HOUR INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	OTHER
	<u>TAILBOOM</u> AD2002-25-07 CALM NOTE This inspection is to be complied with every 1200 hours of tailboom operation after compliance with ASB 206L-99-115, except as follows: The inspection is not required for tailbooms P/N 206-033-004-181/-199 and subsequent P/N 206-704-727-101 P/N 206-074-727-103 P/N 206-707-727-105 All tailbooms upgraded per PSE letter and reidentified as an equivalent of 206-033-004-199. 1. Prepare tailboom assembly for inspection by removing the following components: a. Auxiliary fin assembly. b. Slat assembly. c. Stabilizer and support. 2. Gain access to inside of tailboom from right side. Using a bright light, perform inspection of skin on inside surface of left side of tailboom for cracks. a. Inspect skin in area where doubler is attached. b. Inspect each rivet location for signs of loose or working rivets and for cracks that start at rivet holes. 3. Using a 10X magnifying glass, perform a visual inspection of external left side of tailboom at doubler and skin around doubler in the following areas: a. Inspect internal edge of doubler for cracks. b. Inspect support attachment holes for cracks. c. Inspect each rivet location for loose or working rivets and cracks that start from rivet holes.		

SCHEDULED INSPECTIONS

5-30. 1200-HOUR INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
Chapter 67	d. Inspect edge of doubler for delamination between skin and doubler. e. Inspect tailboom skin area up to 1.00 inch (25.40 mm) area around doubler for cracks. 4. Using a 10X magnifying glass, perform a visual inspection of external right side of tailboom skin stabilizer cutout. a. Inspect edge of cutout for cracks in skin. b. Inspect support attachment holes for cracks in skin. 5. If a crack is detected in tailboom skin or doubler, contact Product Support Engineering as follows:	A1200	
	<u>TAIL ROTOR CONTROL TUBE (206-001-058-001, AND -101)</u> 1. Remove and inspect tail rotor control tube for wear and corrosion, and nylatron sleeve for debonding at five areas where tube contacts tailboom fairleads as follows: a. To gain access to control tube, remove tail rotor gearbox fairing and access panel on right side of aft fuselage adjacent to tailboom. b. Remove bolt at forward end of control tube. At the bellcrank, disconnect the small control rod coming from pitch change mechanism. Remove bolt attaching bellcrank to bracket. c. Pull control tube through aft end of tailboom with bellcrank attached. 2. Inspect tail rotor control tube and nylatron sleeves at five areas where tube contacts fairleads as follows: a. If nylatron sleeves show wear on one side only, but surface of control tube is unworn, tube may be rolled 180° and reinstalled.		

SCHEDULED INSPECTIONS

5-30. 1200-HOUR INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
BHT-206L-CR&O	b. If nylatron sleeves were worn through, exposing bare surface of control tube, and control tube is worn not in excess of 0.004 inch (0.10 mm) on one side only, replace worn nylatron sleeves. c. If control tube is worn greater than 0.004 inch (0.10 mm) at any point, or if wear extends more than half way around tube regardless of depth, scrap control tube. d. Inspect tube for corrosion. Pay particular attention to bond line at nylatron sleeves.		
Chapter 67	3. Install and connect control tubes, and bellcrank in tailbone. Reinstall tail rotor gearbox fairing and access panel on right side of aft fuselage.		

SCHEDULED INSPECTIONS

5-33. 12-MONTH INSPECTION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
Chapter 96	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____		
	<u>GENERAL</u> 1. Ensure that a 100 or 300-hour airframe progressive inspection (all four or six events, as applicable) or the 100 or 300-hour airframe periodic inspection has been completed in the last 12 calendar month period. 2. Perform a dynamic balance of the main rotor hub and blade assembly. <u>FUEL SYSTEM</u> 1. Check operation of low fuel caution system. A1700.4.1 <u>AIRFRAME</u> A1700.5 Remove overhead upholstery, hat bin, soundproofing blanket, and access panels. Inspect engine and transmission support structure for cracks and corrosion.		

SCHEDULED INSPECTIONS

5-34. 12 MONTHS OF COMPONENT OPERATION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
Chapter 62 BHT-206A/B/L-Series- CR&O	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____ <u>MAIN ROTOR MAST</u> A1710 1. Inspect mast assembly as follows: a. Remove mast nut, flap restraint kit, and cap plug. With the help of a bright light, inspect internal surface (internal diameter) of mast for corrosion and condition of protective coating. b. Install cap plug, flap restraint kit, and mast nut. 2. Check mast nut for torque after 1 to 5 hours of flight operation (TB 206L-07-223).		

SCHEDULED INSPECTIONS

5-35. 24-MONTH INSPECTION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____ <u>MAIN ROTOR FLIGHT CONTROL BOLTS/NUTS</u> A2400 1. Remove main rotor flight control bolts/nuts (1 through 14, Figure 5-2). 2. Clean bolts/nuts with MEK (C-309). Wipe dry. 3. Visually inspect bolts/nuts for corrosion and thread damage. Replace any bolts/nuts that have damaged threads, detectable wear and/or corrosion pitting. 4. Apply a coating of corrosion preventive compound (C-104) to all bolt shanks prior to installation. Do not apply corrosion preventive compound to bolt threads. 5. Install flight control bolts and attaching hardware. Torque nuts and install new cotter pins. 6. Apply a coating of corrosion preventive compound (C-101) to all bolt heads, washers, nuts, and exposed threads after installation. NOTE Operation in environmental conditions that erode corrosion preventive compound (C-101) may require periodic touch-up of corrosion preventive compound. Before touch-up, visually check exposed surfaces for evidence of corrosion. If corrosion is detected, accomplish step 1 through step 6.		

SCHEDULED INSPECTIONS**5-35. 24-MONTH INSPECTION (CONT)**

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 28	<u>FUEL SYSTEM</u> A1700.4		
	1. Remove fuel boost pump assemblies and inspect fuel cell interiors for debris, water contamination, and fungus growth.		
	2. Remove, clean, and inspect fuel manifold assembly.		
	3. Remove, clean, and inspect inline fuel filters and check valves.		