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Revision: Orig
Issue Date: 5/01/14

SECTION: A 0054 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

Registration No.: N Start: _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

Reference: BHT 206L Series MM-1 Chapter 4, 5, 12

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0054.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 206L MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 206L MP	
A 0054.2 PLACARDS AND MARKINGS			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
A 0054.3 CORROSION CONTROL			
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this AAIP inspection.	CSSD-PSE-87-001	
A 0054.4 ELECTRICAL			
4.1	Examine all visible electrical components, wires, cables, and connectors in the area of the tailboom for chafing, and general condition and security.	Chapter 96	
4.2	Verify navigation lights and anti-collision light for operation, condition, and security.		
4.3	Examine antennas for condition and security.	Chapter 97	
A 0054.5 TAILBOOM STRUCTURE			
5.1	Remove and examine the tail rotor driveshaft cover and the gearbox cowling and fasteners for condition, corrosion and security.	Chapter 53	
5.2	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.		
5.3	Examine the entire tailboom assembly for damage, dents, cracks, deformation, loose rivets, chafing and waviness. Replace as needed.		

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NOTE: Pay particular attention to the upper left side tailboom quadrant. Also pay particular attention to the rivets attaching the tail rotor gearbox support to the tailboom.		
5.4 Examine the following:	Chapter 53	
5.4.1 Drive shaft cover clips for condition and security.		
5.4.1.1 Inspect all clip edges for integrity of sealant. Reseal as required.		
5.4.2 Horizontal stabilizer for condition and security. Verify security of all attachment bolts.		
5.4.3 Elevators for condition, security, and side play.		
5.4.4 Auxiliary finlets for condition and security.		
5.4.5 Vertical fin assembly for condition and security.		
5.4.5.1 Inspect the vertical fin attachment support for condition and damage. Pay particular attention to the vertical fin attachment points.		
5.4.6 For open tailboom drains on lower tailboom skin and clear any obstructions.		
5.4.7 Antenna(s) for damage and security.		
5.4.8 Tailskid for condition, security and signs of ground contact.		
5.5 Inspect doubler around stabilizer of left side for integrity of sealant. Reseal as required. EFFECTIVITY: Tailbooms modified in accordance with ASB 206L-99-115,		
A 0054.6		
6.1		
6.1.1		
6.1.2		

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MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
6.1.3			
6.1.4			
6.2			
6.2.1			
A 0054.7 TAIL ROTOR DRIVESHAFT			
7.1	Examine tail rotor driveshaft hanger bearings for excessive grease leakage and evidence of overheating.	Chapter 65	
7.2	Examine and lubricate the aft tail rotor driveshaft splined adapter.		
7.3	Examine segmented driveshafts and aft splined adapter for condition and security. Check splined adapters for adequate lubrication and freedom of movement.	Chapter 65	
7.4	Torque check disc pack coupling fasteners 50 to 70 inch-pounds.		
7.5	Lubricate tail rotor driveshaft hangar bearings – C-001	Chapter 12 Table 12-5	
WARNING THESE BEARINGS HAVE A BROWN ELASTOMER SEAL. MIXING GREASE (C-001) MOBIL 28 LUBRICANT (C-026) OR ANY OTHER GREASE WILL DAMAGE THE BEARING. THE BEARING MUST BE SCRAPPED IF GREASES HAVE BEEN MIXED.			

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MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0054.8 TAIL ROTOR GEARBOX			
8.1	Examine tail rotor gearbox support for condition and security. Pay particular attention for cracks at the gearbox attachment holes.	Chapter 53	
8.2	Examine tail rotor gearbox for oil leaks, condition and security.	Chapters 65	
8.3	Examine gearbox oil for evidence of contamination.		
8.4	Examine tail rotor output shaft for condition.		
8.5	Torque check tail rotor gearbox retaining nuts 50 to 70 inch-pounds.		
8.6	Examine the tail rotor gearbox chip detector for accumulated material.		
8.7	Perform operational check of the tail rotor gearbox chip detector.	Chapters 96	
A 0054.9 TAIL ROTOR PITCH CHANGE CONTROL			
9.1	Examine the tail rotor pitch control mechanism for freedom of travel throughout range and for condition and security.	Chapter 64	
9.2	Examine the following tail rotor pitch change components:		
9.2.1	Boot or condition, security, and evidence of grease or oil leakage.		
9.2.2	Lower control mechanism rod for condition of bearings.		
9.2.3	Pitch links and spherical bearings for condition and security.		
9.2.4	Crosshead for condition and security.		
9.2.5	Knurled nut for condition and security and liner for excessive play.		
9.3	Lubricate tail rotor pitch change mechanism – C-001 NOTE: Grease every 100 hours or when a new component is installed.	Chapter 12 Table 12-5	
A 0054.10 MAIN DRIVE SHAFT (Kaflex Only)			
10.1	If installed, inspect the general condition of the Kaflex driveshaft as follows:	Applicable Service Instruction	
10.1.1	Check for loose and missing hardware.		
10.1.2	Inspect flexframe and mount bolt torque stripes for evidence of slippage. WARNING DO NOT disturb or tighten flexframe nuts or bolts. Evidence of turning fasteners by wrench or other means is cause for rejection.		
10.1.3	Inspect Kaflex Driveshaft for damage and corrosion. Refer to Figure 6 for damage and repair limits.		

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10.1.4	Inspect KAflex Driveshaft flexframe joints for fretting dust which will show up as red metallic residue. If grease, oil or dirt is covering suspected area, or any doubt exists as to whether actual fretting has occurred, clean suspected areas thoroughly and recheck in conjunction with next daily inspection. NOTE: If fretting is apparent, return KAflex Driveshaft to Kamatics Corporation as described under 4500 hour inspection.		
10.1.5	Inspect KAFLEX Driveshaft for signs of contact, rubbing, and/or chafing.		
A 0054.11 POST INSPECTION			
11.1	Ensure applicable servicing requirements have been carried out.	Chapter 12	
11.2	Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter.		
11.3	Complete a ground run at 100% NR to check for leaks and confirm system operation and parameters are within Flight Manual limitations. – Qualified pilot only.	BHT-206L-FM-1	
11.4	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
11.5	Perform Functional Check Flight if required per Bell 206L Maintenance Manual or RFM as appropriate.		
11.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

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NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L Series Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 206L Series AAIP – A 0054 – 300 Hour / 12 Month and **AD 2013-25-10** and was determined to be in an airworthy condition.

Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____