

SECTION: B 0304NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
3.1.5 Without disassembly, inspect the turbine and exhaust collector supports for condition of welded joints, cracks and buckling.	72-50-00 PARA 6.L & 8.B	
3.1.6 Using a small mirror and a flashlight, inspect flow divider inside turbine and exhaust collector support for cracks or separated tack welds.	72-50-00 PARA 6.L & 8.B	
3.1.7 The engine fuel system for evidence of leakage.	73-00-00 PARA 2.A	
3.1.8 Condition and security of fittings and tubing. Fuel control lever for freedom of operation and full travel.	73-00-00 PARA 2.A	
3.1.9 Condition and security of all linkages.	73-00-00 PARA 2.A	
3.1.10 Thermocouple assembly (TOT/MGT)	77-20-01 PARA 2.B	
3.1.11 Without disassembly, check the compressor discharge air tubes. Inspect for air leaks, dents, cracks, chafing, and proper clamping.	72-40-00 Table 203	
3.1.12 Compressor scroll for cracks. Pay particular attention to welded areas. NOTE: None allowed, replace with new or repair		
3.1.13 Compressor mount for cracks. Pay particular attention to welded areas.	72-00-00 PARA 1.A. (3) Engine- Inspection/Check	
3.1.14 Inspect the fourth-stage turbine wheel-to-exhaust collector inner cone clearance. NOTE: N/A if in compliance with CEB 72-3044	72-00-00 PARA 1.A. (4) Engine- Inspection/Check	
3.1.15 Ignition lead for burning, chafing or cracking of conduit. Also, check for loose connectors and/or broken lockwire.	74-20-02 PARA 2.	
3.1.16 Horizontal and vertical firewall shields for cracks.	72-50-00 PARA 6.K	
3.1.17 Anti-icing, bleed air and overspeed solenoid valves for loose, chafed, frayed or broken wires, loose connections and security of attachment.		
3.1.18 Clean the burner drain valve. Ensure that the airframe overboard is clear. Refer to aircraft manual for maintenance procedures.	72-40-00 PARA 3	
3.1.19 All linkages for any looseness, condition and security.	72-21-01 PARA 1.B	

Page No: 3
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3.2 Without disassembly or removal of the Pc filter assembly from the mounting bracket, inspect using a 10X magnification and a bright light to detect any signs of cracks, paying particular attention to both of the end fittings at their junction with the end walls. NOTE: If cracks are detected, remove assembly and comply with M250 CEB-A-75-3017.		
3.3 Remove, clean, operationally test, and reinstall the magnetic drain plugs, examine each ship detector separately. No cracks are permitted. Torque 60--80 lb in.	72-00-00 PARA 8.E	
3.4 Perform operational check of ignitors.	74-20-01 PARA 2.B	
3.5 Check oil supply level. NOTE: If the engine has been idle for more than 15 minutes, motor the engine for 30 seconds to scavenge any oil that may have drained into the gearbox from the oil tank. Failure to completely scavenge the oil from the gearbox will cause a false indication of high oil consumption. CAUTION: NORMAL ENGINES USE A MINIMAL AMOUNT OF OIL. HOWEVER, ANY SUDDEN INCREASE IN OIL CONSUMPTION IS INDICATIVE OF OIL SYSTEM PROBLEMS AND MUST BE CORRECTED. NOTE: Check oil supply level within 15 minutes of engine shutdown.	72-00-00, Table 101 Troubleshooting items 17 and 18	
3.6 Inspect for extension of scavenge oil filter bypass indicator. If indicator is extended, clean oil filter. It is possible for the impending oil filter bypass indicator to extend during a start of a cold soaked engine, giving an erroneous indication of a dirty oil filter. If the impending filter bypass indicator is extended, run the engine until the oil is at operating temperature and push the indicator button in. If the button remains in throughout the normal speed range of the engine, the filter does not require cleaning.	72-60-00 PARA 1.C	