SECTION: A 0051 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

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

Reference: BHT 206L Series MM-1 Chapter 5

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0051.1 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 0051.2 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 0051.3 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 0051.4 MAIN ROTOR SYSTEM		
4.1 Verify main rotor flap restraint for freedom of movement, and for condition and security.	Chapter 62	
4.2 Examine the following components;		
4.2.1 Static stops and mast for evidence of mast bumping.		
4.2.2 Remove main rotor blade leading edge erosion protection tape, if installed.		
4.2.3 Main rotor blades for cleanliness and overall condition. Examine for cracks, corrosion and de-bonding of doublers.		
4.2.4 Leading edge of blades for corrosion and erosion. Restore contour as necessary.		
4.2.5 The tip weight cap for corrosion, cracks, erosion, and deformation.		
4.3 If applicable, reinstall main rotor blade leading edge erosion protection tape.		

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4.4 Examine the following main rotor hub assembly components for condition and security:		
4.4.1 Mast nut		
4.4.2 Trunnion		
4.4.3 Grips		
4.4.4 Pitch horns		
4.4.5 Static stops		
4.5 Examine pitch horn trunnion bearings for evidence of wear, damage, and for security.		
4.6 Examine main rotor yoke for corrosion or mechanical damage as follows:		
4.6.1 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.	BHT-206L-CR&O	
NOTE: If the main rotor hub must be disassembled, omit remaining steps.		
4.6.2 Examine entire yoke centre section (inboard and outboard surfaces) for damage.		
4.6.3 Touch up all repaired areas or areas of bare metal in accordance with applicable main rotor hub inspection and repair instructions.		
4.6.4 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).		
A 0051.5 TAIL ROTOR ASSEMBLY		
5.1 Clean tail rotor blades to maintain visibility of warning stripes.	Chapter 64	
5.2 Examine the following tail rotor hub assembly components for condition and security of attachment:	BHT-206L-CR&O	
5.2.1 Yoke		
5.2.2 Pitch horns		

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MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.2.3 Trunnion and trunnion caps		
5.2.4 Counterweight hardware		
5.3 Examine tail rotor blades as follows:	Chapter 64	
5.3.1 Tip block rivets for damage, corrosion, erosion, and looseness.		
5.3.2 Skin for bulges, nicks, dents, scratches, or other damage.		
5.3.3 Deformed or cracked skin in the area of the chordwise weights.		
5.3.4 Leading edge for erosion, nicks, dents or scratches.		
5.3.5 Bonded joints of blade skin mating area for suspected voids or cracks. Pay particular attention in the area of tip block and doublers.		
5.3.6 Feathering bearings for looseness and cracks in uniball.		
5.4 Examine the following tail rotor hub and blade assembly attaching components for condition and security:		
5.4.1 Spacer		
5.4.2 Rubber bumper		
5.4.3 Static stop		
5.4.4 Nut		
5.4.5 Balance wheel		

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MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0051.6	**POST INSPECTION**		
6.1	Ensure applicable servicing requirements have been carried out.	Chapter 12	
6.2	Check oil level of transmission, hydraulic tank, engine and tail rotor gearbox prior to running helicopter.		
6.3	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	
6.4	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
6.5	Perform Functional Check Flight if required per Bell 206L Maintenance Manual or RFM as appropriate.		
6.6	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.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

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 0051 – 300 Hour / 12 Month Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____