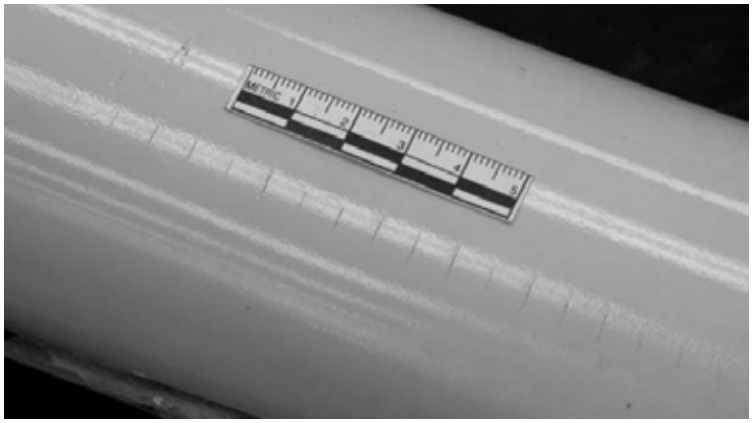
SECTION: **C 0303 – ICA OF INSTALLED EQUIPMENT**
TYPE: **300 HOUR / 12 MONTH INSPECTION**
NOTE:

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

MAINTENANCE ACTION	REFERENCE	MECHANIC'S initials
C 0303.1 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	
C 0303.2 DART CROSSTUBES - ICA-D206-667		
2.1 Inspect all visible areas of the crosstube for cracks. The bottom side of the crosstube should be inspected for cracks using a 10X magnifying glass with weight on the landing gear. If a pattern is observed that resembles the crack pattern shown in Figure 5-4 below, the crosstube should be removed, the primer and paint should be stripped and an LPI inspection should be performed in accordance with ASTM 1417 Level 2. Cracks in the crosstube are unacceptable anywhere. Replace per item 6.10. If the LPI reveals that the crosstube is not cracked, it should be re-finished per item 6.9 and re-installed per section 32.2 of ICA.  **Figure 5-4 Crack Pattern**		
2.2 All visible areas of the crosstube should be inspected for mechanical damage (nicks and scratches) and corrosion. Maximum size of acceptable nicks, scratches, or corrosion is limited to a 1.0" wide X 2.0" long (25mm wide X 51mm long) area. The maximum depth of any nicks, scratches, or corrosion is given in Figures 5-1, 5-2, and 5-3. Repairs are limited to one at any cross-section with a minimum distance of 3.0" (76mm) between any other repairs. Repair any acceptable damage per item 6.3. Replace crosstube per item 6.10 if these limits are exceeded.		

SECTION: C 0303 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
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2.3	For damage within the acceptable limits, blend out scratches/nicks/corrosion in the crosstube in the longitudinal direction using scotchbrite. There should be a smooth transition from the surrounding tube to the affected area. CIRCUMFERENTIAL GRIND MARKS ARE NOT ALLOWED. Clean up cannot exceed the damage limits. After clean up, touch up affected area with chemical film material (Alodine 1200 or 1201) per MIL-C-5541, one coat of MIL-P-85582 or MIL-P-23377 primer, and 2-3 coats of MIL-C-85285 polyurethane coating to match original finish. Repairs are lifetime accumulated and both the location and depth of the repair must be logged. If the accumulated repairs exceed the limits given in item 5.3.2, replace crosstube per item 6.10.		
2.4	Inspect the supports for cracks, scratches, nicks, wear, and corrosion damage. Cracks in the supports are unacceptable. Polish out scratches, nicks, wear, and corrosion up to 0.020" (0.508mm) deep using scotchbrite to a maximum depth of 0.020" (0.508mm) after clean-up. Replace parts that have been damaged beyond the above limits per item 5.3.10. The area of the repair is limited to 1.00 in2 (645mm2) and the maximum number of repairs per support is two. Touch up affected areas with two coats of MIL-P-85582 or MIL-P-23377 primer and 2-3 coats of MIL-C-85285 polyurethane coating to match original finish.		
2.5	Inspect the supports for evidence of moving, slipping, or fretting. The supports should be positioned on the crosstubes as shown in Figure 32-4 through 32-9. Check that the torque on the attachment clamps is between 80-100 in·lb (9.0-11.3 Nm) per section 32.4. It is optional to re-seal the edges of the supports with Sikaflex-241/291 or MIL-S-8802 Class B2 or Proseal 890 sealant if necessary.		
2.6	Inspect the MS21920 clamps I 03190-1 chafing strips for nicks, scratches, or corrosion damage. Scratches, nicks, or corrosion damage deeper than 0.005" (0.127mm) requires clamp replacement per item 6.10.		
2.7	Check rubber bumper pad on the crosstube retention caps for looseness or deterioration. Replace as necessary per the Aircraft Maintenance Manual. Inspect any 02856-XXX abrasion strips (only installed on crosstubes with non-Magnobonded supports) underneath the supports and clamps for deterioration and suitability for continued service. Replace as necessary per item 6.10.		
2.8	Check the crosstubes for excessive deflection as follows:		
2.8.1	Position the aircraft on a smooth surface.		
2.8.2	Raise the aircraft, removing all weight from the landing gear.		
2.8.3	Level the aircraft laterally.		
2.8.4	Measure distance between crosstube support fittings and divide the distance to determine aircraft centerline, as shown in Figures 5-1, 5-2, and 5-3 of ICA.		
2.9	Inspect all areas of the crosstube for suitability of the paint finish. Touch up affected areas with chemical film material (Alodine 1200 or 1201) per MIL-C-5541, one coat of MIL-P-85582 or MIL-P-23377 primer, and 2-3 coats of MIL-C-85285 polyurethane paint to match original finish.		
2.10	Replace all excessively damaged or unserviceable parts per chapter 32 of the ICA.		

SECTION: C 0303 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
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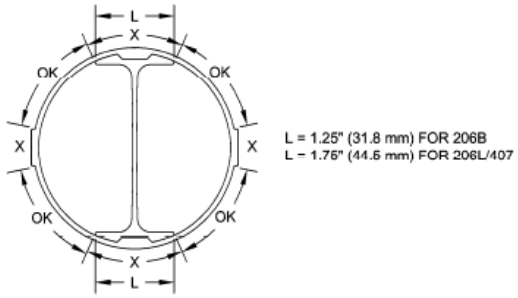
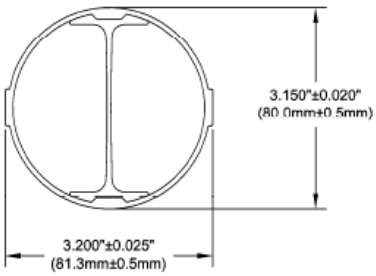
MAINTENANCE ACTION	REFERENCE	MECHANIC'S initials
C 0303.3 DART SKID TUBES - ICA-D206-642		
3.1 Inspect all areas of the installation visually for mechanical damage (nicks and scratches) and corrosion. It is acceptable to have nicks, scratches, or corrosion damage up to 0.010" (0.4 mm) deep anywhere on the skidtube.		
NOTE: Blend out scratches/nicks/corrosion in the skidtube using 400 grit abrasive cloth to a maximum depth of 0.010" (0.4 mm). There should be a smooth transition from the surrounding tube to the affected area. After clean up, touch up affected area with chemical film material (Alodine 1200 or 1201) per MIL-C-5541, one coat of MIL-P-85582 or MIL-P-23377 primer, and 2-3 coats of MIL-C-83285 polyurethane paint to match original finish.		
3.2 Check wearshoes for excessive wear/damage. Wearshoes need to be replaced when 2 sequential tabs are cracked or when the wearshoe has wear, scratches, nicks, or corrosion damage of any size deeper than 0.030" (0.8 mm). Wearshoes with hard surfacing should be replaced when the hard surfacing has worn through.		
3.3 Inspect the skidtube assembly for serious damage in any of the areas indicated by "X" in Figure 5-2.		
NOTE: Serious damage is defined as follows: - cracks that exceed 0.25" (6.4 mm) in length - localized denting deeper than 0.015" (0.4 mm) - skidtube dimensions beyond the limits shown in Figure 5-3 (adjust limits for corrosion/wear as described in item 5.2.1 above)		
 **Figure 5-2 –** *Damage Regions*  **Figure 5-3 –** *Acceptable Limits* This type of damage is unacceptable anywhere along the straight section of the tube. Replace parts per item 5.2.12.		
3.4 Inspect the sides of the skidtube for excessive wear/damage. Oents up to 2.00" (51 mm) long x 1.00" (25 mm) wide x 0.12" (3.0 mm) deep are acceptable in the areas indicated 'OK' in Figure 5-2. Oamaged areas should be a minimum of 3.00" (76 mm) apart.		

SECTION: C 0303 – ICA OF INSTALLED EQUIPMENT
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NOTE:

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3.5 Cracks on the sides (areas indicated by 'OK' in Figure 5-2) of the skidtubes that do not exceed 1.00" (25 mm) in length can be repaired by T.I.G. welding as follows:		
3.5.1 Clean area of paint, etc.		
3.5.2 Grind a chamfer 0.050" (1.3 mm) x 45° along crack		
3.5.3 T.I.G. weld per MIL-STO-2219 Class 'C' using 5356 filler rod and grind flush		
3.5.4 Touch up affected areas with chemical film material (Alodine 1200 or 1201) per MIL-C-5541, one coat of MIL-P-85582 or MIL-P-23377 primer, and 2-3 coats of MIL-C-83285 polyurethane coat to match original finish		
NOTE: It is unacceptable to perform weld repairs on the skidtubes in the saddle areas. Weld repairs must be a minimum of 1" (25 mm) apart.		
3.6 Inspect the area between the saddles for bow or sharp bends. A smooth bow in the skidtube from saddle to saddle is acceptable as long as permanent deflection does not exceed 0.50" (13 mm). Maximum deflection should be at or near the midpoint between the saddles.		
3.7 Inspect the aft cap for damage. If cracked or porous, replace the cap in accordance with item 7.12.		
3.8 Inspect the tow rings and associated attachment hardware for cracks, bending, wear and suitability for continued service. Cracks in the tow ring may be repaired by TIG welding per MILSTO-2219 using an ER70S-6 filler rod (when repairing the 02707-043 Tow Ring) or using an RG-45 filler rod (when repairing the 02968-043 Tow Ring) or using a TIG174 filler rod (when repairing the 03407-043 Tow Ring). Replace unserviceable/non-repairable parts per item 7.12.		
3.9 Inspect the ground handling lugs and associated attachment hardware for cracks, bending, wear and suitability for continued service. Cracks in the ground handling lugs may be repaired by TIG welding per MIL-STO-2219 using an ER70S-6 filler rod (when repairing the 02659 GHW lug) or using an ER316L or ER308L filler rod (when repairing the 03414-041 GHW lug). Replace unserviceable/non-repairable parts per item 7.12.		
3.10 Check saddles for signs of yielding (Le. buckled or twisted flanges or noticeable increases in the size of gaps between the saddles and the crosstube/skidtube), cracking, or elongation of holes. Saddle holes may be elongated by up to 0.025" (0.6 mm). Saddles with any signs of cracks should be replaced immediately per item 5.2.12. Scratches or corrosion damage up to 0.010" (0.25 mm) deep can be blended out with scotchbrite up to 0.010" (0.25 mm) deep. Touch up repaired areas with chemical film material (Alodine 1200 or 1201) per MIL-C-5541, one coat of MIL-P-85582 or MIL-P-23377 primer, and 2-3 coats of MIL-C-85285 polyurethane coating to match original finish. Ensure that the saddles are sealed in accordance with Section 32. The torque on all saddle fasteners are within acceptable limits of Section 32.2 and adjust per the instructions in Section 32.2 of the ICA.		

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NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 0303.4	**POST INSPECTION**		
4.1	Inspect for operation and leaks.		
4.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
4.3	Perform Functional Check Flight if required per Rotorcraft Flight Manual and/or Manufacturer ICA.	BHT-206L-FM-1	
4.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: **C 0304 – ICA OF INSTALLED EQUIPMENT**
TYPE: **300 HOUR / 12 MONTH INSPECTION**
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 – C 0303 – 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: _____