SECTION: A 1500 – AIRFRAME INSPECTION PROGRAM
TYPE: 1500 HOUR KAFLEX DRIVESHAFT INSPECTION
NOTE: Not Applicable to the L4

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 1500.1 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 1500.2 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 1500.3 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 1500.4 MAIN DRIVE SHAFT (KAflex Only)		
NOTE: Inspection to be performed "out-of-aircraft.".		
4.1 If installed, inspect the general condition of the KAflex driveshaft as follows:	Applicable Service Instruction	
4.1.1 Check for broken, loose and missing hardware.		
4.1.2 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.		
4.1.3 Inspect KAflex Driveshaft for damage and corrosion. Refer to Figure 6 for damage and repair limits.		

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MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
4.1.4	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.		
4.1.5	Inspect KAFLEX Driveshaft for signs of contact, rubbing, and/or chafing.		
A 1500.5	**POST INSPECTION**		
5.1	Ensure applicable servicing requirements have been carried out.	Chapter 12	
5.2	Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter.		
5.3	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	
5.4	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
5.5	Perform Functional Check Flight if required per Bell 206L Maintenance Manual or RFM as appropriate.		
5.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

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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 1500 – 1500 Hour KAflex driveshaft 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: _____