SECTION: A 1202 – AIRFRAME INSPECTION PROGRAM
TYPE: 1200 HOUR CYCLIC CONTROL STICK 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 1202.1 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 1202.2 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 1202.3 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 1202.4 CYCLIC CONTROL STICK		
4.1 Open right crew door to gain access to pilot cyclic control stick. Remove cyclic control stick.	Chapter 67	
4.2 Clean lower 4 inches of removed cyclic stick tube and inspect.	BHT-206L-CR&O	
4.3 Visually inspect cyclic stick tube for cracks using a 3X magnifying glass. Pay particular attention to the area adjacent to the two slots in the tube where two bolts secure the tube when installed in the pivot lever assembly.		
4.4 If a crack is suspected, remove paint and thoroughly inspect lower end of the cyclic stick tube for cracking using the fluorescent penetrant method.	BHT-206L-CR&O BHT-ALL-SPM	
4.5 If a crack is found, replace the cyclic stick tube with a serviceable tube.		
4.6 If no crack is found, inspect cyclic stick tube for mechanical and corrosion damage as follows:		
4.6.1 Damaged and repaired areas must be separated by 1.0 inch (25 mm) minimum.		

SECTION: A 1202 – AIRFRAME INSPECTION PROGRAM
TYPE: 1200 HOUR CYCLIC CONTROL STICK INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
4.6.2	Mechanical damage is not to exceed 0.005 inch (0.127 mm) depth and 1/3 tube circumference.		
4.6.3	Corrosion damage is not to exceed 0.0025 inch (0.0635 mm) depth before and 0.005 inch (0.127 mm) after repair and 1/3 tube circumference.		
	NOTE: Condemn as unserviceable a tube that does not meet these criteria.		
4.7	Inspect bore of cyclic pivot lever assembly where stick tube is installed for mechanical and corrosion damage. Bore damage is not to exceed 0.002 inch (0.051 mm) for 1/4 of the circumference.		
	NOTE: Limit of one repair per bore. Repair or replace lever assembly as required.		
4.8	For cyclic stick tubes considered serviceable, polish out any acceptable damage using 400 to 600 grit abrasive paper (C-423).		
4.9	Thoroughly clean cyclic stick tube with water and mild detergent to completely remove residual penetrant and developer. Dry part completely.		
4.10	Apply chemical film material (C-100) to bare metal area.	BHT-ALL-SPM	
4.11	Touch up area with epoxy polyamide primer (C-204). Where finish paint coat is required, match to original finish using polyurethane coating (C-245).	BHT-ALL-SPM	
4.12	Install cyclic control stick.	Chapter 67	
A 1202.5	**POST INSPECTION**		
5.1	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-206L-FM-1	
5.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
5.3	Perform Functional Check Flight per Bell 206L Maintenance Manual or RFM as appropriate.		
5.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: A 1202 – AIRFRAME INSPECTION PROGRAM
TYPE: 1200 HOUR CYCLIC CONTROL STICK 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 – A 1202 – 1200 Hour Cyclic Control Stick 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: _____