SECTION: C 0301 – 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 0301.1 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 0301.2 AAI REPLACEMENT CROSSTUBES – AA-01149		
NOTE: Removal of replacement crosstubes from helicopter is not required for inspection. If any damage is noted during the inspection, refer to Section 3.4 repair or Section 4.0 Trouble shooting information		
NOTE: The indications of corrosion are 1) corrosion and deposits (a white or gray colored deposit/powder on aluminum or amber or brown colored/deposits hour on steel), 2) pits in the aluminum or steel surface, 3) blisters, bulging, or flaking of protective coatings,		
2.1 Inspect forward and aft straps holding crosstubes to helicopter for security, and ensure the rubber pads are installed and bonded in place.		
2.2 Inspect abrasion strips on crosstubes for de-bonding. Replace as needed. (Recommended ambient temperature for optimal adhesion: 70 - 100°F. Bonding surface must be clean and dry. Clean crosstube with isopropyl alcohol and water.)		
2.3 Inspect all crosstubes and components for corrosion or damage (scratches, nicks, dents). Refer to the zones shown in Figure 1 and the limits shown in Tables 1 and 3. Only one repair per side (UH, R/H) is permissible. Crosstube components exceeding the limits shown in Tables 1 and 3 must be replaced.		
2.4 Check the torque values on the screws per Table 2. Retorque fasteners as required.		
2.5 Crosstubes with Nylatron Doublers under clamped-on Supports only:		
CAUTION **Particular care should be taken to inspect in the areas of the Supports at the aircraft attach points.**		
2.5.1 Inspect bond line around Nylatron doublers and Supports. If bond line has been broken refer to Section 3.3 Repair.		

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C 0301.3 DART BEARPAWS – ICA-D206-559		
3.1 Remove the Bearpaws.	Chapter 32	
NOTE: If the 04010-041 thermoformed Bearpaws are installed as part of 0407-559-113 Change 001, they should be removed, destroyed and replaced with a new 0407-559-113 Bearpaw Kit from Dart at Change 002 or later.		
3.2 Inspect the Bearpaws and clamps for damage and/or wear.		
NOTE: The D2432F, 02435, 02471 and D2472F Bearpaws may be worn by a maximum of 0.125" (3.18mm) down to the minimum allowable values specified in Table 5-1. Outside the shaded region of Figure 5-2, it is acceptable to have worn areas up to a maximum of 0.125" (3.18mm) deep over a maximum area of 2 sq. in (1290 sq mm). The edge of a damaged region must be a minimum of 2" (51 mm) away from the edge of nearest damaged region. To prevent wear in critical areas, Dart recommends installing the 0206-559-031/-033 Wearplate Kits as applicable.		
3.3 Inspect for cracks.		
NOTE: For D2432F, 02435, 02471 and D2472F Bearpaws, cracks are acceptable in the unshaded portion of Figure 5-2 as long as they are restricted to the pockets of the bearpaws. Cracks that penetrate the stiffening ribs of the unshaded regions are unacceptable. Stop drill all cracks up to 0.50" (12.7mm) long with 00.188 (4.8mm) drill. **NOTE:** For D4355-1 Bearpaw, cracks are acceptable in the unshaded portion of Figure 5-3 as long as they are restricted to the pockets of the bearpaws. Cracks that penetrate the stiffening ribs of the unshaded regions are not acceptable. Stop drill all cracks up to 0.50" (12.7mm) long with 00.188 (4.8mm) drill. Cracks are <u>not</u> acceptable in the shaded portion of Figure 5-3. Outside the shaded region of Figure 5-3 it is acceptable to have worn areas up to a maximum of 0.125" (3.18mm) deep over a maximum area of 2 sq. in (1290 sq mm) The edge of a damaged region must be a minimum of 2" (51 mm) away from the edge of nearest damaged region. In the area underneath the Wearplate, wear, gouges and chips are acceptable to a maximum depth of 0.030" (0.76mm).		
3.4 Check Wearplate assemblies for excessive wear and damage.		
EFFECTIVITY: 0206-559-031/-033 Wearplate Kits installed on 0206-559-011/-013/-021/-023 Bearpaw Kits. 03859-041 and 03860-041 On 0407-559-113 Bearpaw Kit. 04360-041 Kit **NOTE:** If the hardcoat weld beads have been worn down, they may be built back up to 0.06" (1.5mm) to 0.13" (3.4mm) by TIG welding per AMS-STO-2219 using 2059B Hard Coat welding rod. Cracks in the Wearplates can be repaired by TIG welding per AMS-STO2219 using ER316L or ER308L filler rod. The Wearplates must be replaced if they have been worn through to the Bearpaw surface.		

SECTION: C 0301 – ICA OF INSTALLED EQUIPMENT
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MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
3.5	Inspect the 02438 Clamps for cracks or elongation. If cracks are detected, replace clamps immediately. Slots should be 0.257" wide by 0.357" long. If the slots are elongated more that 0.025" (0.63 mm), replace clamps per Chapter 32 of these instructions. Inspect the 02182B045 Rubber Cushions on the clamps for deterioration and suitability for continued service. **EFFECTIVITY:** D206-559-011/-013/-021/-023 Installations		
3.6	Inspect the 04011-1/-5 Clamps for cracks and hole elongation. If cracks are detected, replace clamps immediately. Holes should be 00.257". If the holes are elongated more than 0.025" (0.63 mm), replace clamps per Chapter 32 of these instructions. Inspect the 04012-1 Cushions on the clamps for deterioration and suitability for continued service. **EFFECTIVITY:** D407-559-113 Installations,		
3.7	Report all damage in excess of indicated limits to Dart Aerospace Ltd. For evaluation and disposition		
3.8	Replace damaged or worn parts per chapter 32 of these instructions.		
3.9	The Bearpaws should be installed per Chapter 32 of these instructions.		
C 0301.4	**DART HELI-ACCESS STEP – MMS-D206-628**		
4.1	All visible areas of the installation should be inspected visually for corrosion, particularly when the helicopter is flown near or over salt water or in areas of high industrial emissions.		
4.2	Remove clamps from crosstubes and inspect for corrosion or pitting.		
4.3	Inspect height of step. Ensure top of step is within the specified installation height outlined in the installation instructions IIN-D206-628, to within ±0.25". If it is not, loosen clamps and re-position step at correct height above the ground. Tighten clamps per Installation Instructions IIN-D206-628.		
4.4	Visually inspect the step welds for cracking.		
4.5	Clean off flaking NON-SKID surface and touch-up with Black Anti-Skid per MIL-W-5044 Type 2.		
4.6	Replace damaged or worn parts per Dart Installation Instructions IIN-D206-628.		

SECTION: C 0301 – ICA OF INSTALLED EQUIPMENT
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MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 0301.5	**DART QUICK RELEASE BASKET MOUNTING KIT - ICA-D407-797**		
5.1	Remove the basket and/or step. Replace parts that have been damaged beyond limits per item 5.2.8.	Chapter 25	
5.2	All visible areas of the installation(s) should be checked for mechanical damage (scratches, nicks, wear) and corrosion.	Table 5-1	
5.3	Check that the proper 04307-250/-265 placard is attached and legible. Replace as required per item 5.2.8.		
5.4	On 04272-011/-012/-013/-014 Basket Assy, check the security and integrity of the 02530 Handle Weldment and the 02535 Springs. Replace defective parts per item 5.2.8.		
5.5	Inspect all areas of the basket/step installation for suitability of the paint finish.		
5.6	If needed, touch up affected/repaired areas with 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.		
5.7	Inspect the operation of the 03969-3 Gas Spring. The gas spring should be pressurized and have a smooth movement while swinging the lid open and should hold the lid in the open position when it is extended.		
5.8	Ensure that the gas spring is secured with prescribed hardware. Unserviceable parts should be replaced per item 5.2.8.		
5.9	Inspect the security of the 03953-3 Gas Spring Stud and 03953-3/-17/-19/-21 Gas Spring Brackets installed in the Basket Lid and as applicable.		
5.10	Remove the 04418-1 step lugs from the 04417-011 Step Assembly.		
5.11	Inspect the stainless steel spacer in the 04417-041 Step Assembly for elongation. If the spacer has elongated more than 0.025", replace the 04417-041 Step Assembly.		
5.12	Report all damage in excess of indicated limits to Dart Aerospace Ltd. for evaluation and disposition. Replace damaged or worn parts.	Chapter 25	
5.13	Reinstall basket and/or step	Chapter 25	

SECTION: C 0301 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
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C 0301.6	**DART AVIONICS CONSOLE – D206-549**		
6.1	Inspect all areas for mechanics damage i,e, cracking and/or hole elongation. Replace any damaged or worn parts ICA chp 25.	Chapter 5	
6.2	Check that all screws are securely fastened.		
6.3	Touch up paint as required with matte black per MIL-L-6805.		
C 0301.7	**POST INSPECTION**		
7.1	Inspect for operation and leaks.		
7.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
7.3	Perform Functional Check Flight if required per Rotorcraft Flight Manual and/or Manufacturer ICA.		
7.4	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 – C 0301 – 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: _____