SECTION: A 0052 – 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 4, 5, 12

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0052.1	**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 0052.2	**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 0052.3	**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 0052.4	**AIRFRAME (Forward Deck)**		
4.1	Examine the forward fairing for condition and security	Chapter 71	
4.2	Remove and examine transmission cowling for condition.		
4.3	Examine all fairing and cowling latches and/or fasteners for condition.		
4.4	Examine top deck for condition, leaks and security.		
4.5	Clean transmission deck.	Chapter 53	
4.6	Examine air indication cowling and plenum for damage, obstructions and cleanliness. Examine intake fairing windows for damage and cleanliness.		
4.7	Examine inlet screen (if applicable) for missing or damaged wires and rivets.		
4.8	Examine particle separator (if applicable) vortex tubes, ejector tubes, and ejector nozzles for cleanliness, condition, and security.		
4.9	Examine forward deck drain(s) to ensure absence of obstruction.		
4.10	Examine antennas for condition and security.		

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A 0052.5 CONTROLS		
5.1 Examine the following flight control components for signs of interference, corrosion, wear, mechanical damage and security:	Chapter 67	
5.1.1 Control tubes.		
5.1.2 Links.		
5.1.3 Rod and bearings.		
5.1.4 Bellcranks.		
5.1.5 Bellcrank supports.		
5.1.6 Attaching bolts and nuts.		
5.2 Inspect main rotor pitch links with a 3X magnifying glass for damage, corrosion and cracks. Give particular attention to swaged ends at jam nut or inserts.		
5.3 Examine N2 control linkages on forward deck for condition and security. Pay particular attention to the jackshaft assembly for damage or evidence or twisting.	Chapter 76	
5.4 Verify all control tubes and bellcranks for freedom of travel throughout range.		
A 0052.6 SWASHPLATE ASSEMBLY AND MAST		
6.1 Clean swashplate assembly and mast.	Chapter 62	
6.2 Disconnect main rotor pitch links from outer ring.		
6.3 Disconnect idler (drive) link from outer ring.		
6.4 Examine swashplate drive assembly for axial, radial, and accumulative wear.		
6.5 Disconnect boot from swashplate outer ring and lift up temporarily. Examine boot for evidence of deterioration		
6.6 Verify condition of duplex bearing, before lubrication, as follows:		
6.6.1 Rotate outer ring to check duplex bearing for condition. Bearing must be smooth and show no evidence of roughness, binding, dragging, or looseness.		
6.7 Examine pivot sleeve slot sidewalls for wear or deterioration.		
6.8 Examine pivot sleeve bearings for wear, deterioration and evidence of excessive axial play between pivot sleeve and swashplate support.		
6.9 Examine collar set bushings for cracks and damage.		

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6.10 Examine swashplate support and uniball surfaces for condition.		
6.11 Examine collective lever to sleeve assembly pins and bushings for condition		
6.12 Examine inner ring for condition. Examine for evidence of contact with sleeve assembly.		
6.13 Examine outer ring for condition.		
6.14 Examine the upper inside diameter of swashplate support for evidence of contact with the mast pole.		
6.15 Verify and adjust swashplate tilt friction as required.		
6.15.1 Value must be between 15 to 32 pounds. If out of limits, adjust to 15 to 32 pounds and check again.		
6.16 Connect and secure boot, idler (drive) link and main rotor pitch links to outer ring.		
6.17 Examine swashplate assembly for condition and security.		
6.18 Examine mast for condition.		
6.19 Ensure no sealant voids are visible around the Swashplate drive collar set. Re-coat with adhesive (C-307) as required.	Chapter 62	
A 0052.7 TRANSMISSION AND PYLON ASSEMBLY		
7.1 Examine the following pylon support components as follows:	Chapter 63	
7.1.1 Transmission link assemblies and bearings for damage and deterioration.		
7.1.2 Nodal beam flexures for condition and security.		
7.1.3 Forward and aft nodal beam deck supports for condition and security. Check torque on heads of bolts only (bolts must not rotate). If a bolt is loose, remove nut. Install new nut and torque 75 to 95 inch-pounds.		
7.1.4 Nodal beam stops for evidence of excessive contact with nodal beam arms.		
7.1.5 Transmission restraint for damage and spherical bearings for excessive wear and security.		
7.1.6 Stop mount for condition and security. Stop mount bushings for wear.		
7.1.7 All pylon support elastomeric components for evidence of deterioration.		
7.1.8 All pylon support hardware for security of attachment.		

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7.2 Examine transmission assembly for condition and security.		
7.3 Examine transmission assembly for evidence of oil leakage.		
7.4 Examine all fluid lines for chafing, damage and evidence of leakage.		
7.5 Examine transmission oil for evidence of contamination.		
7.6 Examine transmission oil filter bypass indicator for condition. Bypass button should not be extended.		
7.7 Inspect all transmission chip detectors for accumulated material.		
7.8 Perform functional test of all transmission chip detectors.	Chapter 96	
7.9 Ensure no sealant voids are visible around forward and aft nodal beam deck mounted supports and isolation mount. Recoat with sealant (C-308) as required.		
A 0052.8 MAIN DRIVE SHAFT		
8.1 Standard Greased Driveshaft		
8.1.1 Examine the engine to transmission driveshaft for condition and security.	Chapter 63	
8.1.2 Examine the components as follows:	Chapter 63	
8.1.2.1 Driveshaft for cracks, corrosion, and surface damage.		
8.1.2.2 Examine rotor brake for condition and security.	Applicable Service Instruction	
8.1.2.3 Flexframe and bolts for condition, cracks and signs of slippage.		
A 0052.9 ELECTRICAL		
9.1 Examine all electrical components, wires, cables and connectors in the area of the forward deck and transmission for chafing, general condition, and security.	Chapter 96	

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MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0052.10	**POST INSPECTION**		
10.1	Ensure applicable servicing requirements have been carried out.	Chapter 12	
10.2	Check oil level of transmission, hydraulic tank, engine and tail rotor gearbox prior to running helicopter.		
10.3	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	
10.4	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
10.5	Perform Functional Check Flight if required per Bell 206L Maintenance Manual or RFM as appropriate.		
10.6	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 0052 – 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: _____