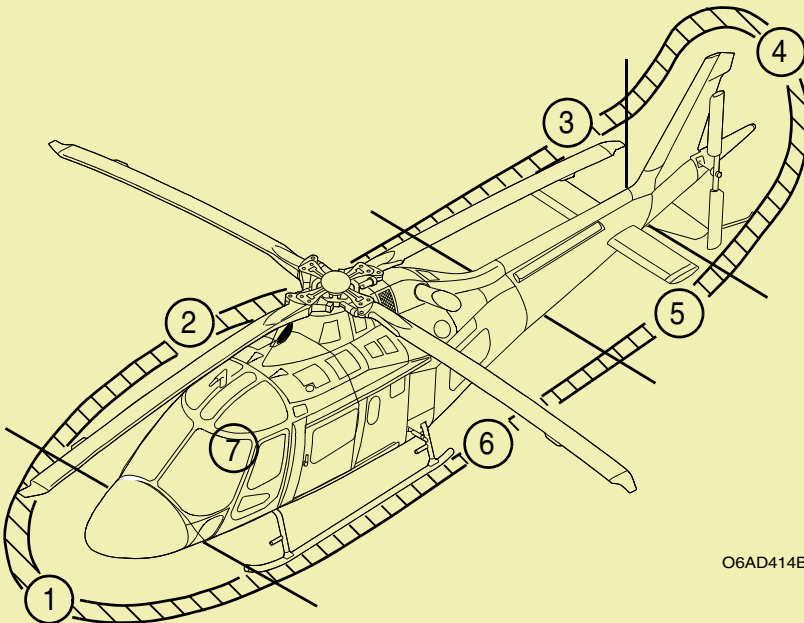


SECTION 05-20

SCHEDULED MAINTENANCE CHECKS

EXTENDED INSPECTION PROGRAM

05-20-1. BASIC 50 FLIGHT HOURS/60 DAYS INSPECTIONS

Date Signature Helicopter Registration No. Helicopter Flight hours	
INITIAL EACH ITEM AFTER ACCOMPLISHMENT	INITIAL
<i>Perform the 50 flight hours/60 days inspection every 50 hours of flight operation or after 60 calendar days, whichever occurs first.</i>  O6AD414B AREA No. 1 : Helicopter nose AREA No. 2 : Fuselage - RH side AREA No. 3 : Tail boom - RH side AREA No. 4 : Fins, 90° gearbox, tail rotor, tail skid AREA No. 5 : Tail boom - LH side AREA No. 6 : Fuselage - LH side AREA No. 7 : Cabin interior	

EXTENDED INSPECTION PROGRAM (50 HOURS/60 DAYS INSPECTION)

INITIAL EACH ITEM AFTER ACCOMPLISHMENT	INITIAL
1. HELICOPTER NOSE	
1. Battery and relative mount attachments for condition and security. Vent lines for condition and obstruction	
2. Nose compartment electrical/avionic components, relative mounts and floor attachment area for condition, cracks and security.	
3. Ventilation air intake screen and ducts for condition.	
2. FUSELAGE - RH SIDE	
1. SAS pitch and roll actuators for unusual play, condition and security; electrical connections for condition and security.	
2. Fuel system drain lines and valves for leaks.	
3. Landing skid for damage, condition and forward and rear saddles connecting skid to crossbeams for sealing integrity.	
4. Landing skid damper for condition and leaks. Support for condition.	
5. Rear crosstube and central support for condition and security (visible parts).	
6. Forward crosstube and fuselage attaching clamps for condition and security.	
7. Main rotor grips (2 places) for condition.	
8. Main rotor elastomeric bearings for separation or loss of bearing elements, eventual blowing and/or rubber extruding and absence of oil or grease; if contaminated ref. to Para 62-21-50 for cleaning.	
9. Check interrupter and magnetic pick-up for condition and security (provision for main rotor balance and track).	
10. Main rotor dampers (2 places) for condition, security, unusual play of bearings and correct fluid level.	
11. Ground jumpers between pitch control lever (inside grip) and damper and between damper and attachment bracket to hub for condition.	
12. Main rotor pitch change links for condition, security, corrosion and fretting of the spherical bearings, loss of part of the liner and unusual play (check axial play by moving the pitch link by hand and the radial play by rotating the blade along its pitch axis and by acting from the tip cap area).	
13. Swashplate upper and lower boots for condition, integrity and absence of grease on external surfaces.	
14. Main rotor hub and blades (2 places) for condition, damage and cleanliness.	
15. Main rotor damper fittings (2 places) for condition, unusual play and cracks in the area of the attachment point to the hub.	
16. Main transmission and accessories for condition, security and leaks of lubricant.	

EXTENDED INSPECTION PROGRAM (50 HOURS/60 DAYS INSPECTION)

INITIAL EACH ITEM AFTER ACCOMPLISHMENT	INITIAL
17. Engine to transmission drive shaft (visible part) for condition and security of attaching hardware. Check bolts attaching shaft flange to the engine and to the main transmission for integrity of slippage marks. 18. Visible parts of flight controls, levers and supports for condition and security. 19. Main rotor servo actuator (1 place) for condition, security and leaks. Inspect bleed hole for leaks, lower spherical bearing for looseness and upper bearing for abnormal play. 20. Forward and aft engine supports and rods for condition and security. 21. Engine exhaust duct for condition, security and cracks. 22. Ventilation air intake screen and ducts for condition. 23. Main rotor hub cover for condition and security. 24. Swashplate and rotating scissor for condition, security and unusual play. Ref. to para 62-31-9; in case of doubt ref. to para 62-31-9A. 25. Flap and drop restrainers for condition, freedom of movement and integrity of lock-wire. Inspect floating ring and droop stop plates for condition and check that grease is present in contact area. 26. Hydraulic pump for leaks. 27. Fuel tank sump cover for condition and security. 28. Anticollision light for condition, security and cracks.	
3. TAIL BOOM AND STABILIZER- RH SIDE	
1. Tail boom exterior (pay particular attention to tail boom and fuselage attachment areas) and stabilizer for cracks, dents, missing and/or loose rivets and screws. 2. Position and anticollision lights for condition, security and cracks.	
4. FINS, 90° GEARBOX, TAIL ROTOR, TAIL SKID	
1. External fuselage for cracks, dents, missing and/or loose rivets and screws. 2. Tail rotor hub and blades for condition, contamination of oil/grease, security and freedom of flapping. Flap stop bumpers and boots for condition and damage. Tail rotor hub for unusual play along flap axis. Tail rotor blades for condition, scratches and dents. 3. Tail rotor pitch change mechanism for condition, security and unusual play. 4. Tail rotor (90°) gearbox for condition, security, oil leaks.	
5. TAIL BOOM AND STABILIZER - LH SIDE	
1. Tail rotor drive shafts for condition, security, proper bonding of balancing weights and rings in contact with dampers.	

EXTENDED INSPECTION PROGRAM (50 HOURS/60 DAYS INSPECTION)

INITIAL EACH ITEM AFTER ACCOMPLISHMENT	INITIAL
2. Tail rotor drive shaft bearing for condition and excessive grease leakage. In case excessive grease leakage is detected inspect for roughness to rotation.	
3. Tail rotor drive shaft Thomas couplings for condition and cracks of visible surfaces.	
4. Tail rotor drive shaft dampers for condition and freedom of movement.	
5. Tail boom exterior (pay particular attention to tail boom and fuselage attachment areas) and stabilizer for cracks, dents, missing and/or loose rivets and screws.	
6. Position lights for condition, security and cracks.	
6. FUSELAGE - LH SIDE	
1. Fuel system drain lines and valves for leaks.	
2. Landing skid for damage, condition and forward and rear saddles connecting skid to crossbeams for sealing integrity.	
3. Rear crosstube and central support for condition and security (visible parts).	
4. Landing skid damper for condition and leaks. Support for condition.	
5. Forward crosstube and fuselage attaching clamps for condition and security.	
6. Main rotor grips (2 places) for condition.	
7. Flap and drop restrainers for condition, freedom of movement and integrity of lock-wire. Inspect floating ring and droop stop plates for condition and check that grease is present in contact area.	
8. Main rotor dampers (2 places) for condition, security, unusual play of bearings and correct fluid level.	
9. Ground jumpers between pitch control lever (inside grip) and damper and between damper and attachment bracket to hub for condition (2 places).	
10. Main rotor pitch change links (2 places) for condition, security, corrosion and fretting of the spherical bearings, loss of part of the liner and unusual play (check axial play by moving the pitch link by hand and the radial play by rotating the blade along its pitch axis and by acting from the tip cap area).	
11. Swashplate upper and lower boots for condition, integrity and absence of grease on external surfaces.	
12. Main rotor damper fittings (2 places) for condition, unusual play and cracks in the area of the attachment point to the hub.	
13. Fan and oil cooler for condition and security.	
14. Transmission to fan drive shaft for condition, security and freedom of axial movement.	
15. Main transmission and accessories for condition, security and leaks of lubricant.	
16. Visible parts of flight controls, levers and supports for condition and security.	

EXTENDED INSPECTION PROGRAM (50 HOURS/60 DAYS INSPECTION)

INITIAL EACH ITEM AFTER ACCOMPLISHMENT	INITIAL
17. Forward and aft engine supports and rods for condition and security.	
18. Engine exhaust duct for condition, security and cracks.	
19. Ventilation air intake screen and ducts for condition.	
20. Main rotor hub cover for condition and security.	
21. Swashplate and rotating scissor for condition, security and unusual play. Ref. to para 62-31-9; in case of doubt ref. to para 62-31-9A.	
22. Main rotor hub and blades (2 places) for condition, damage and cleanliness.	
23. Main rotor servo actuator (2 places) for condition, security and leaks. Inspect bleed hole for leaks, lower spherical bearing for looseness and upper bearing for abnormal play.	
24. Hydraulic pump for leaks.	
25. Main rotor elastomeric bearings for separation or loss of bearing elements, eventual blowing and/or rubber extruding and absence of oil or grease; if contaminated ref. to Para 62-21-50 for cleaning.	
26. Tail rotor servo actuator for condition, security and leaks.	
27. Fuel tank sump cover for condition and security.	
28. Engine oil filter for condition, leaks and security.	
29. Gas Generator Control lever rigging check, ref. to para 76-11-29A.	
7. CABIN INTERIOR	
1. Magnetic compass for level of fluid. Correction card for legibility.	
2. Safety belts for condition. Release mechanism for operation.	
3. Passenger seats for condition and security.	
4. Check the contents of the first aid kit onboard and expiring date of all the components.	
5. Set radio master (RAD MSTR) switch to on and check that avionic cooler fan (nose compartment) operates.	

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05-20-2. 200 FLIGHT HOURS INSPECTION

Perform this inspection every 200 Flight Hours in accordance with the following checklist.

Date Signature Helicopter Registration No. Helicopter Flight hours	
INITIAL EACH ITEM AFTER ACCOMPLISHMENT	INITIAL
22-00 AUTO FLIGHT	
1. SAS yaw actuator for unusual play, condition and security; electrical connections for condition and security.	
24-00 ELECTRICAL POWER	
1. Starter-generator brushes for wear. Commutator contacts for wear, pittings and burnings. Ref. to para 24-31-36 (only for standard starter generator).	
53-00 FUSELAGE	
1. Tail boom internal area surrounding the attachment points and relative fuselage brackets for cracks, corrosion and visual evidence of distortion. Ref. to Para 53-31-9A (Tail boom removal not required).	
62-00 MAIN ROTOR	
1. Non-rotating scissors for abnormal play, damage, corrosion and wear. Ref. to para 62-31-9B . In case of abnormal play ref. to para 62-31-20 .	
2. Main rotor blades for condition, voids, swelling and cracks particularly near root end, trim tab, tip cap and trailing edge. Ref. to para 62-11-8 thru 62-11-23 or para 62-11A-8 thru 62-11A-23 .	
3. Pitch change links bearings for excessive play. Ref. to para 62-31-8 .	
NOTE: For bearings with more than 800 hours, remove pitch change links and check the play of bearings. Ref. to para 62-31-12 .	
4. Check main rotor flapping limiter stop for correct torque. Ref. to para 62-21-40 .	
5. Inspect main rotor damper and fitting for wear and damage. Ref. to para 62-21-26 .	
6. Rotating scissors hinge points for excessive play, damage, corrosion and wear. Ref. to para 62-31-9A . In case of excessive play ref. to 62-31-16 .	

EXTENDED INSPECTION PROGRAM (200 FLIGHT HOURS INSPECTION)

INITIAL EACH ITEM AFTER ACCOMPLISHMENT	INITIAL
7. (For rotating scissor P/N 109-0134-09-101 only) check painted markings for visibility and integrity.	
8. (Only for damper fittings P/N 109-0111-07-101/-105/-109). Remove damper fittings and inspect for condition and fretting in the area of contact with the hub.	
9. (Only for P/N 109-0111-43-101 or -113) Remove hub cover and inspect for loose or missing rivets and for cracks to the internal ribs. Ref. to para 62-21-14A .	
63-00 MAIN ROTOR DRIVE	
1. Perform operational checkout of circuit and chip detectors on coupling gearbox and upper case. Ref. to para 63-41-14 .	
2. Upper case to main case attachment nuts for correct torque. Ref. to para 63-21-23 .	
64-00 TAIL ROTOR	
1. Tail rotor blades (P/N 709-0160-48-101 only) for:	
a. Voids. Ref. to para 64A-11-8 .	
b. Scratches, dents and cracks. Ref. to para 64A-11-8 .	
c. Clean tail rotor blade to maintain an improved visibility of warning stripes. Ref. to para 64A-11-7 .	
2. Tail rotor hub for correct flap hinge friction. Ref. to para 64-21-14 and 64A-21-14 .	
3. (Only for tail rotor hub and blade assy P/N 109-8131-02-155) Remove grip assy and inspect bushing liner for wear. Ref. to para 64-21-9 step E.	
4. (Only for tail rotor hub and blade assy 109-0162-03-101 and 109-0162-03-105).	
a. Inspect blade elastomeric bushing for: condition, fretting and wear, including relative hub contact area. Refer to para 64A-11-8 .	
b. Inspect blade retention bolt for condition, corrosion and nicks. Refer to para 64A-11-8 .	
5. Inspect pitch change mechanism and related hardware for damage, corrosion and excessive wear. Ref. to para 64-31-9 and 64-31-10 .	
65-00 TAIL ROTOR DRIVE	
1. Perform operational checkout of chip detector circuit. Ref. to para 65-41-6 .	
2. (Only for bearing P/N N651G10V1021). Tail rotor drive shaft bearing for condition, corrosion, correct seating of retaining clips, overheating, roughness and freedom to rotation. (shaft/adaptor removal not required).	
3. Check of the connecting nuts, that fixed the pinion mounting sleeve assy to the case assy of the 90° gearbox P/N 109-0440-06-101, for security and torque value. Refer to B.T. 119-23.	

05-20-3. 400 FLIGHT HOURS INSPECTION

Perform this inspection every 400 Flight Hours in accordance with the following checklist.

Date Signature Helicopter Registration No. Helicopter Flight hours	
INITIAL EACH ITEM AFTER ACCOMPLISHMENT	INITIAL
22-00 AUTO FLIGHT	
1. SAS pitch and roll actuators, on roof deck, and yaw actuator, on rear fuselage; check slippage marks between body and shaft.	
24-00 ELECTRICAL POWER	
1. Starter-generator brushes for wear. Commutator contacts for wear, pittings and burnings. Ref. to para 24-31-36 (only for starter generator with XL2 marked after the S/N and P/N 200SGL129Q-2).	
28-00 FUEL	
1. Perform operational test of engine fuel filter caution circuit. Ref. to para 28-41-13 .	
32-00 LANDING GEAR	
1. Skid tubes for yielding and skid shoes for corrosion and damage. Landing gear attachment points for damage, cracks, distortion and security. Crosstubes for warping. (Ref. Para. 32-11-8 and Para. 32A-11-8).	
2. Ground handling wheels attachment for condition.	
3. Support of forward and aft crosstube for cracks, corrosion, distortion, damage and security.	
53-00 FUSELAGE	
1. Tail boom internal area, stabilizer attachment area and relative locking system for security and cracks. Surrounding areas for distortion, cracks and defective and/or missing rivets.	
2. TAIL BOOM	
a. Tail boom vertical fin internal area surrounding aft spar attachment to the tail boom for cracks. Ref. to para 53-31-11 .	

EXTENDED INSPECTION PROGRAM (400 FLIGHT HOURS INSPECTION)

INITIAL EACH ITEM AFTER ACCOMPLISHMENT	INITIAL
b. Tail boom internal section surrounding vertical fin attachment for cracks; pay particular attention to rib upper portion. 3. Inspect Crew Door posts for cracks. 4. Inspect Upper crew windows aft support structure for cracks.	
62-00 MAIN ROTOR	
1. Remove damper fittings and inspect for condition, cracks and fretting in the area of contact with the hub. Ref. to para 62-21-26 .	
63-00 MAIN ROTOR DRIVE	
1. Inspect the external surface of the engine to transmission drive shaft for dents, scratches and damage. Ref. to para 63-11-6 .	
64-00 TAIL ROTOR	
1. Inspect bolt P/N 109-8131-09-1 or P/N 709-0160-47-101 and pin P/N 109-8131-08-1 of retention strap for condition, corrosion and wear. Ref. to para 64-21-10 and 64A-21-15 .	
2. Disassemble tail rotor hub and inspect all components for wear, condition, corrosion and damage. Ref. to para 64-21-5 and 64A-21-5 .	
65-00 TAIL ROTOR DRIVE	
1. Tail rotor drive shaft bearing for condition, overheating, corrosion, correct seating of retaining clips, roughness and freedom to rotation (shaft/adaptor removal not required) (Only for bearing P/N 109-0424L02-101).	
2. Tail rotor 90° gearbox mounting sleeve for condition and security, surrounding area on tail boom final rib for cracks, loose rivets and security.	
67-00 ROTORS FLIGHT CONTROL	
1. Tail rotor servo actuator for condition, security, leaks and corrosion of control levers.	
71-00 POWER PLANT	
1. Engine cowling for cracks and defective and/or missing rivets.	
2. Engine bay drain filters for obstruction.	
3. Engine mounts, supports and rods surrounding area for condition, corrosion, cracks, distortions and security in particular in the area of fuselage aft mount fittings.	

EXTENDED INSPECTION PROGRAM (400 FLIGHT HOURS INSPECTION)

INITIAL EACH ITEM AFTER ACCOMPLISHMENT	INITIAL
76-00 ENGINE CONTROLS 1. Check engine control rigging (collective and power) for freedom of travel throughout range and for excessive looseness or lost motion in linkage. Ref. to para 76-11-17B and 76-12-35. 2. Check RVDT for proper operation. Ref. to para 76-11-16A or 76-11-17A. 3. Check LVDT for proper operation. Ref. to para 76-11-34A or 76-11-35.	
79-00 OIL 1. Fan shaft for freedom of rotation and spline for wear and fretting. Ref. to para 79-21-8. 2. Fan support group for damage. Impeller for damage and evidence of chafing on blade tips. Ref. to para 79-21-8.	

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05-20-4. 800 FLIGHT HOURS INSPECTION

Perform this inspection every 800 Flight Hours in accordance with the following checklist.

Date Signature Helicopter Registration No. Helicopter Flight hours	
INITIAL EACH ITEM AFTER ACCOMPLISHMENT	INITIAL
28-00 FUEL 1. Fuel flexible and rigid tubes for condition, leaks and chafing.	
29-00 HYDRAULIC POWER 1. Clean the hydraulic filter elements. Ref. to para 29-11-31 .	
53-00 FUSELAGE 1. TAIL BOOM a. Tail boom attachment bolts for correct torque. Ref. to para 53-31-8 . 2. Inspect main transmission structural aft lower fittings, for condition of attachment bolts and condition of surrounding structure, verify correct torque. Ref. to para 63-31-9 .	
62-00 MAIN ROTOR 1. Main rotor head ring nut bolts for correct torque. Ref. to Para 62-21-13 . 2. Swashplate for correct friction. Ref. to para 62-31-28 .	
63-00 MAIN ROTOR DRIVE 1. POWER PLANT AND OIL COOLER FAN a. Splined adapters of transmission to fan drive shaft for excessive radial play and Thomas couplings for cracks and corrosion of laminates. Ref. to 63-11-14 . 2. MAIN TRANSMISSION a. Main transmission mounts for condition and/or chafing with tubing. Ref. to para 63-31-7 .	

EXTENDED INSPECTION PROGRAM (800 FLIGHT HOURS INSPECTION)

INITIAL EACH ITEM AFTER ACCOMPLISHMENT	INITIAL
b. Bolt P/N NAS 625-14 and -18 securing main transmission support fittings to the structure for correct torque. (See para 63-31-8 and 63-31-9).	
65-00 TAIL ROTOR DRIVE	
1. Free bearing adapter of tail rotor drive shaft (para 65-11-9) and inspect bearing for roughness and freedom of rotation. Ref. to para 65-11-25.	
2. Remove tail rotor drive shaft forward and aft sections. Clean and inspect shafts, adapters and thomas couplings per para 65-11-9, 65-11-13 and 65-11-17.	
3. Check drive shaft dampers for dimension, correct friction setting and integrity of supports. Ref. to para 65-11-29.	
67-00 ROTORS FLIGHT CONTROL	
1. Lower spherical bearing of main rotor servo actuators for freedom of movement and correct rotation moment. Ref. to para 67-31-9.	
2. Upper rod-end bearing of main rotor servo actuators for radial play. Ref. to para 67-31-9.	
3. Main rotor servo actuators dowel pin seats for wear, elongation and/or distortion. Ref. to para 67-31-9.	
NOTE: The following inspection is applicable to main rotor servo actuators P/N 109-0110-42-124/-125/-126 up to S/N 2331 included. The subject servo actuators repaired or overhauled by Magnaghi after 13 may 1999 (date shown on the related assembly historical record) do not require compliance with this inspection.	
4. Remove main rotor servo actuators and inspect bolts securing the two half-bodies. Ref. to para 67-31-12.	
71-00 POWER PLANT	
1. Attaching hardware securing engine mount and relative fittings secured to fuselage for correct torque. Ref. to figure 71-9.	
79-00 OIL	
1. Oil flexible and rigid tubes for condition, leaks and chafing.	
2. Detach fan from oil cooler and thoroughly clean oil cooler mating surface with fan.	

05-20-5. 3200 FLIGHT HOURS INSPECTION

Perform this inspection every 3200 Flight Hours in accordance with the following checklist.

Date Signature Helicopter Registration No. Helicopter Flight hours	
INITIAL EACH ITEM AFTER ACCOMPLISHMENT	INITIAL
28-00 FUEL	
1. Fuel tanks for debris, water, contamination, cleanliness and presence of fungus. Ref. to para 28-11-10 .	
2. Tank and internal components for condition. Perform tank pressure test. Ref. to para 28-12-4 .	
52-00 DOORS	
1. Cowlings, fairings, doors and access panels, service steps for condition, cracks, distortions, defective and/or missing rivets and correct hinge operation.	
53-00 FUSELAGE	
1. Visible electrical and electronic component supports for condition and security.	
2. Fuselage for general condition, visual evidence of distortions, nicks, scratches, corrosion, defective and/or missing rivets particularly in the area surrounding attachment points of main transmission, transmission supports, engine mounts, fan supports, tail boom and landing gear.	
3. Fuselage/tail boom attachment holes for corrosion, wear and elongation. Ref. To Para 53-31-9 .	
4. Check transmission antitorque plate and deck structure attaching bolt holes for corrosion, wear and elongation. Ref. to para 63-21-17 .	
5. Fuel tank bays for cracks and distortions.	
6. Tail Boom. Visually inspect externally and internally for general condition, distortions, cracks, corrosion, defective and/or missing rivets particularly area surrounding fuselage attachment points, stabilizers, lower fin, tail skid and 90° gearbox. Stabilizers, lower fin and 90° gearbox removed.	

EXTENDED INSPECTION PROGRAM (3200 FLIGHT HOURS INSPECTION)

INITIAL EACH ITEM AFTER ACCOMPLISHMENT	INITIAL
63-00 MAIN ROTOR DRIVE 1. Inspect main transmission components. Ref. to para 63-21-18.	

05-20-6. 12 MONTHS FLIGHT HOURS INSPECTION

Perform this inspection every 12 Months in accordance with the following checklist.

Date Signature Helicopter Registration No. Helicopter Flight hours	
INITIAL EACH ITEM AFTER ACCOMPLISHMENT	INITIAL
24-00 ELECTRICAL POWER	
1. External power receptacle for condition and arcing; door for correct closure.	
2. Starter-generator for condition and security. Electrical connections for arcing and/or short circuit evidence.	
3. Electrical wiring for interference and chafing with surrounding areas, for condition and security of connections.	
4. Overhead panel internal wirings, breakers and connectors for condition, chafing and arcing.	
5. Remove battery (para 24-31-25) and recondition (para 24-31-26), inspect vent lines for obstructions and damage.	
6. Perform DC electrical system operational check per para 24-31-12, 24-31-14 and 24-31-15.	
7. Generator control Box, Relays box and related terminals for damage and security of connections.	
8. Perform operational test of AC electrical system 24-21-9.	
9. Perform operational test of the battery temperature warning circuit. Ref. to para 24-31-13.	
10. Connectors and cables on transmission deck and engines bays for condition and corrosion.	

EXTENDED INSPECTION PROGRAM (12 MONTHS INSPECTION)

INITIAL EACH ITEM AFTER ACCOMPLISHMENT	INITIAL
25-00 EQUIPMENT/FURNISHING	
1. Examine crew safety restraint system. Ref. to Para 25-11-14 .	
2. Examine passengers safety restraint system. Ref. to Para 25-21-30 .	
26-00 FIRE PROTECTION	
1. Portable fire extinguisher:	
a. Weigh fire extinguisher. Ref. to Para 26-22-7	
b. Visually inspect fire extinguisher for general condition. Ref. to Para 26-22-6 .	
2. Fire detection system. Ref. To para 26-11-5 .	
28-00 FUEL	
1. Drain and vent lines for condition and obstructions.	
29-00 HYDRAULIC POWER	
1. Flexible tubes for condition and chafing; pay particular attention for chafing with main transmission mounts.	
2. Flight controls hydraulic components for leaks.	
34-00 NAVIGATION	
1. Antenna(s) for condition and security. Check sealant for voids and condition.	
2. Drain pitot static and dynamic lines.	
52-00 DOORS	
1. Remove pilot doors and inspect jettison mechanism for correct operation. Ref. to para 52-11-10 .	
53-00 FUSELAGE	
1. Fuselage and tail boom exterior for general condition, corrosion, visual evidence of distortion and defective and/or missing rivets.	
2. Service steps, wire ropes and related fixing area on fuselage for condition, security and integrity.	
3. Inspect placards and decals for integrity and legibility.	
4. Inspect cockpit floor and cabin floor for cleanliness, corrosion, dents and damage (liners removal required).	
5. Tail skid for wear. Inspect tail skid attachment area for corrosion, cracks and damage.	

EXTENDED INSPECTION PROGRAM (12 MONTHS INSPECTION)

INITIAL EACH ITEM AFTER ACCOMPLISHMENT	INITIAL
55-00 STABILIZERS 1. Stabilizer for condition, cracks and distortions, dents, corrosion, defective and/or missing rivets (Pay particular attention to the attachment area) Ref. to para 55-00-7. Tail plane removal required. 67-00 ROTORS FLIGHT CONTROL 1. Check the following components for condition, clearances, corrosion, security and bearings for abnormal play. a. Control tubes. b. Bellcranks. c. Supports. 2. Flight controls for freedom of movement. 3. Check cyclic for correct friction value. Ref. to para 67-12-18. 4. Check collective for correct friction value. Ref. to para 67-11-16.	

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