

BELL 206L SERIES AAIP PHASE 1 INSPECTION

N _____ TT STARTED: _____ TT COMPLETED: _____ BASE: _____

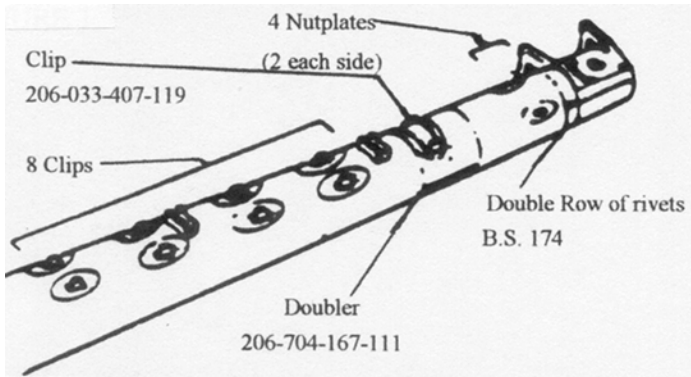
ITEM	SECTION I	TECH	SCC	DATE
1.	Clean engine burner drain valve. Ensure that the airframe overboard gang drain is clear.			
2.	Remove external sump can, clean power turbine support strut. Perform oil flow check, record results: Turbine S/N: _____ Total CC: _____ NOTE: REPLACE TURBINE IF FLOW IS LESS THAN 90CC.		N/A	
3.	Inspect and clean carbon from external sump can. Reinstall and leak check.			
4.	Remove, inspect, clean and reinstall oil filter. (Torque 30 to 40 inch lbs.) NOTE: IF EXCESSIVE CARBON IS FOUND IN THE FILTER, INSPECT THE SCAVENGE AND PRESSURE OIL SYSTEM. Reference: 72-60-00, paragraph 1.c.			
5.	Check fuel control and power turbine governor linkages for freedom of operation, full travel, and proper rigging. Check all linkages for loose or worn hardware.		N/A	
6.	Visually inspect fuel pump and external filter for obvious damage and leaks. If fuel leaks from pump cavity drain, replace pump and fuel control, due to possible washout of lubricant from fuel control bearing.		N/A	
7.	Carefully inspect the fuel control for evidence of leakage.		N/A	
8.	Inspect fuel control bypass valve cover screws for security. Refer to CEB-A-73-3075 (C30).		N/A	
9.	Inspect all engine fuel, oil and pneumatic tubes in accordance with the requirements detailed in Bristow U.S. LLC Maintenance Memo 161-02 Part I, Items 1 through 5 and the applicable Rolls Royce 250 Series Publications.			
10.	Check the compressor discharge air tubes on the engine for evidence of air leakage, dents, cracks, or wear. Also, inspect tubes for distortion caused by improper clamping.		N/A	
11.	Check the condition of the bleed valve gasket (without removing bleed valve). The gasket is located between the bleed valve and the scroll. Replace the gasket if any air leaks (blowouts) can be detected.		N/A	
12.	Inspect the rear engine mount for security and excessive bearing wear. Max. axial 0.03 inch radial 0.012 inch. Reference: 72-00-00, paragraph 1.a (5).		N/A	
13.	Remove the igniter, check for wear, general condition and reinstall. Perform operational check. Reference: 74-20-01, paragraph 2A & B.			
14.	Inspect ignition leads for burning, chafing, and cracking of conduit. Check for loose connectors and safety wire. Check for proper clamping and clearance with governor lever. Reference: 74-20-02, paragraph 2.			

ITEM	SECTION I	TECH	SCC	DATE
15.	Using a bright light (flashlight or equivalent) and mirror inspect all welds on the outer combustion case. Welded areas are: a. Horizontal butt welds on the outer surface and between the air discharge tube attachment flanges and gas producer attachment flange on the forward side. b. Both forward and aft seam welds between outer case and inner liner. c. Bosses for the igniter plug, dummy plug, drain valves, and fuel injector. d. Inspect areas adjacent to the welds for cracks. Also, no cracks are allowed. A combustion outer case that is cracked must be removed from service and repaired. Reference: CSL-A-3234.		N/A	
16.	Clean power turbine pressure oil nozzle. NOTE: EXTREME CARE SHOULD BE EXERCISED TO PREVENT TWISTING OF OIL NOZZLE DURING REMOVAL. DO NOT ATTEMPT TO STRAIGHTEN OR REUSE IF TWISTED. Reference: 72-50-00, paragraph 6g.			
17.	Clean pressure oil fitting screen assembly. Reference: 72-50-00, paragraph 6g.			
18.	On power and accessories gearbox cover, check the applied torque on the six turbine and exhaust collector support-to-gearbox retaining nuts. Torque must be 120 – 150 in. lb. (14 – 17 Nm).		N/A	
19.	Remove engine chip detectors, inspect for contamination, functional check chip light by shorting chip detector, reinstall detector, torque 60 - 80 inch-pounds and safety.			
20.	Remove and inspect freewheeling unit electric chip detector. Perform operational check of electric chip detector and circuits and reinstall.		N/A	
21.	Remove, inspect, and replace airframe fuel filter.			
22.	Remove the electrical connector from the airframe filter head. Use a nylon bristle or other non-metallic brush to clean the connector and receptacle using isopropyl alcohol. Dry the connector and inspect for any foreign material, corrosion and loose or damaged contacts. Use a nylon bristle or other non-metallic brush to apply a light coating of contact enhancer stabilant 22 to the male pins. Do not put any on the female side of the connector; reinstall the connector and safety.		N/A	
23.	Remove the fitting from the outlet of the airframe filter head. Using a .020 inch wire, pass the wire through the outlet bleed port to assure that the bleed port is not clogged. Re-install fitting.			

ITEM	SECTION I	TECH	SCC	DATE
24.	Prior to the next flight purge entrapped air from the airframe fuel filter as follows:			
a.	Deactivate the engine ignition system by opening the ignition circuit breakers.			
b.	Open the engine cowl and disconnect the engine fuel supply hose from the fuel nozzle on the combustor case. Place the hose into a clean container. (Refer to the applicable Rolls Royce Operations and Maintenance Manuals.)			
c.	Turn the battery on and open the throttle to the full open position. Turn the fuel valve switch and both boost pumps on.			
d.	With the manual press-to-test button depressed and held down, motor the engine for approximately 15 seconds or until there is no evidence of air coming from the fuel supply hose.			
e.	Close the throttle and turn off the fuel valve switch and battery.			
f.	Reconnect the fuel supply hose to the fuel nozzle. Tighten the coupling nut to 80-120 inch-pounds. (Refer to the applicable Rolls Royce Operations and Maintenance Manual.)			
g.	Activate the engine ignition system by closing the ignition circuit breaker.			
25.	Perform Barfield TOT System inspection.			
26.				
a.	Ground run the helicopter with both boost pumps on at 100% N2 for two (2) minutes to ensure that any entrapped air is purged from the airframe and engine fuel systems.			
b.	Continue engine operation for minimum of two (2) minutes with both boost pumps <u>OFF</u> (Refer to Bell Maintenance Manual Chapter 5 after fuel system maintenance and/or component change).			
c.	Leak check engine and airframe fuel system and check external sump can and chip detectors for leaks.			
27.	Check generator for proper voltage at battery. Above 59°F, 28.5 volts; below 59°F, 29 volts.			
28.	Ground run aircraft and leak check freewheeling unit chip plug, engine chip plugs and turbine sump can.			

ITEM	SECTION II	TECH	SCC	DATE
1.	Check oil tank and oil cooler for cracks, leaks and chafing lines. Pay particular attention to oil tank mounting brackets. Check oil cooler for dirt accumulation in radiator. Check #2 tail rotor driveshaft bearing for overheat and grease loss.			

ITEM	SECTION II	TECH	SCC	DATE
2.	Inspect all tail rotor driveshafts for nicks, scratches, and corrosion; check bonded fittings for condition.		N/A	
3.	Inspect tail rotor hanger bearings for loss for lubrication and signs of overheating. Check bearing hangers for evidence of corrosion. Lube tail rotor driveshaft bearing with Mobil 28 grease. Ref. Bell MM Chapter 12.		N/A	
4.	Check segmented driveshafts and Thomas couplings for condition and security. Check torque of Thomas coupling retention bolts/nuts and apply torque seal. If riveted tail rotor drive shafts are installed, inspect the shafts for loose or working rivets.		N/A	
5.	Inspect horizontal stabilizer for cracks.		N/A	
6.	Visually inspect tailboom skin for cracks, dents, deformation, working rivets and other obvious damage. Reference S.B. 206L-87-47, as revised. a. Remove a sufficient amount of anti-chafing tape to permit inspection of tailboom skin, adjacent to tailrotor driveshaft cover retention clips aft of horizontal stabilizer and in area of doubler row of rivets attaching the tail rotor gearbox support fitting to the tailboom. (B.S. 174) b. Prior to cleaning, use a min. 5 power magnifying glass to inspect for cracks and signs of developing cracks at the following locations: (1) Aft of stabilizer assembly, around rivets, which attach the tail rotor driveshaft cover retention clips to the tailboom. (2) Area of tail rotor gearbox fairing attachment nut plate rivets. (3) Area of double row of rivets which attach the tail rotor gearbox fitting to the tailboom (B.S. 174). c. Clean entire tailboom taking particular care to remove all grime and dirt in specified area of inspection and perform min. 5 power inspection. d. Replace any loose or working rivets found. e. Replace anti-chafing tape removed, as required. f. Inspect doubler and clip edge sealant for integrity. Re-seal as required. (See figure 1)		N/A	

ITEM	SECTION II	TECH	SCC	DATE
FIGURE 1	 NOTE: DOUBLER IS INTERNAL ON LATER P/N TAILBOOMS. □ AREA TO BE INSPECTED		N/A	
7.	Remove tail rotor gearbox chip detector, check for contamination, functional check chip light by shorting detector. Re-install chip detector.		N/A	
8.	Leak check gearbox.		N/A	

ITEM	SECTION III	TECH	SCC	DATE
1.	Drain moisture from pitot static system.		N/A	
2.	Inspect landing gear as follows:		N/A	
a.	Fwd. and aft cross tubes for general condition and corrosion.		N/A	
b.	Inspect for broken bond lines around nylatron doublers and supports.		N/A	
c.	Torque check the fasteners attaching the saddles to the crosstubes 100 – 140 in./lbs.		N/A	
d.	Torque check the fasteners attaching the T-bolts and clamps 40 – 50 in./lbs.		N/A	
e.	Fwd. and aft cross tubes for security of attachment. NOTE: CHECK SPRINGS ON FLOAT GEAR.		N/A	
f.	Inspect skid tubes for general condition, corrosion, security, and condition of skid shoes.		N/A	
g.	Inspect pop-out float skid panels for corrosion punctures, voids and condition of skid shoes.		N/A	
h.	Check condition of float bag covers.		N/A	
i.	Inspect float inflation switch on collective. Ensure inflation button is free and does not stick in the “up” position.		N/A	
j.	Inspect belly mounted float bottles for corrosion, security, and general condition.		N/A	

ITEM	SECTION III	TECH	SCC	DATE
k.	Inspect AA float steps for corrosion and damage. Cut safety wire on the attachment hardware, torque check, and install new safety wire (torque 50 – 70 in. lbs.)		N/A	
l.	Inspect DART flight steps for mechanical damage and welds for cracks. Remove clamps from cross tubes and inspect for corrosion or pitting. Reinstall clamps and ensure that the steps are at the proper height. Clean off flaking non-skid and touch up with black anti-skid. Reference IIN-D206-628.		N/A	
3.	Remove hat rack in passenger compartment and baggage compartment overhead panel:		N/A	
a.	Inspect heater compartment for corrosion and oil seepage from upper deck; seal deck as required.		N/A	
b.	Inspect electrical components and wiring for general condition.		N/A	
c.	Check structure around left and right engine mount fitting for cracks.		N/A	
d.	Inspect engine pan to longeron interface for corrosion.		N/A	
e.	Ensure that where the airframe skin meets the engine pan (both L/H and R/H sides of aircraft) are sealed. If necessary, reseal with 890 Proseal.		N/A	
f.	Remove four (4) panels from canted web, inspect for cracks and corrosion.		N/A	
g.	Clean mildew and oil from compartment.		N/A	
4.	Inspect baggage compartment as follows:		N/A	
a.	Remove baggage compartment net, Kydex floor and wall protectors, and baggage compartment extender.		N/A	
b.	Thoroughly clean baggage compartment and inspect for corrosion. Treat corrosion as required.		N/A	
c.	Spray a light film of ACF-50 on baggage floor and walls, wipe off excess.		N/A	
d.	Replace corroded hardware as required in the baggage area including that, which secures the footman loops to the baggage floor panel.		N/A	
e.	Reinstall Kydex, baggage net and baggage compartment extender.		N/A	
5.	Inspect instrument console electrical, avionics and radio components and installations for security of attachment. Inspect all electrical wiring for worn or frayed cables, loose or broken clamps, and fasteners.		N/A	
6.	Inspect cargo hook and cargo hook attach points for condition. Check operation, manually and electrically.		N/A	
7.	Inspect seat belts for condition and security of attachment. Check for corrosion of the metal fitting inside the belts' loop and pay particular attention to attachment to airframe.		N/A	

ITEM	SECTION III	TECH	SCC	DATE
8.	Perform functional check of battery temperature system electrical system as follows: a. Remove connector on battery for temperature sensors. b. Close master caution circuit breaker and energize aircraft with power. c. Short connector pin A to B ensuring "Battery Hot" light illuminates. Remove and short connector pin C to D, ensuring "Battery Hot" light illuminates. d. Remove shorting device. Reinstall connector on battery and turn power off.		N/A	
9.	Using Remgrit Teflon spray or equivalent, lubricate micro-switch plunger located on collective stick fwd. of trigger.		N/A	
10.	<u>APICAL FLOAT SYSTEM</u> Prior to any maintenance, install safety pins to float and raft bottle valves.		N/A	
a.	Disconnect cable from valve assemblies.		N/A	
b.	Remove cover from bell crank box and inspect cable assemblies and bellcrank for corrosion.		N/A	
c.	Activate float inflation handle (shearing the shear rivet) and check cable for freedom of movement.			
d.	Operate (3 ea.) raft cable assemblies and check for freedom of movement.		N/A	
e.	Spray bellcrank with ACF-50.		N/A	
f.	Install new shear rivet in inflation handle and safety life raft t-handles.		N/A	
g.	Install cover to bell crank box and connect cables to valve assemblies.			
h.	Remove safety pins from the valve assemblies after completion of maintenance.			
11.	Perform an inspection and self-test of the float/raft PLBs as follows:		N/A	
a.	Carefully inspect the beacon case for any cracks.		N/A	
b.	Perform the self-test. Initiate the self-test by holding the self-test button for at least half a second and less than five seconds. The beacon will sound an initial "beep" and flash the green LED to signify the test has begun. Four more beeps will follow. The green LED will flash a second time to indicate that the self-test was successful. NOTE: THE HIGH-PITCH FREQUENCY OF THE BEEP MAY NOT BE HEARD, IN WHICH CASE VISUAL OBSERVATION OF THE LEDs MAY BE MORE USEFUL.		N/A	
ITEM	SECTION IV	TECH	SCC	DATE
1.	Inspect main rotor pitch change link swagged ends for corrosion and cracks; use magnifying glass of at least 3x.		N/A	

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ITEM	SECTION IV	TECH	SCC	DATE
2.	Check main rotor pillow blocks for condition, leaks, and security of attachment. Torque check attach bolts 84-107 inch-pounds plus nut drag. Reference: BHT ASB 206L-97-108.		N/A	
3.	Inspect Transmission mounts for obvious damage, bushings for wear, and for security of attachment. Inspect pylon support assembly to ensure that all bolts are installed in the correct location. Check torque on head of bolts only (bolt must not rotate). If a bolt is loose, remove nut. Install new nut and torque 75 to 95 inch-pounds (8.4 to 10.7Nm).		N/A	
4.	Inspect transmission chip detectors for contamination. Functional check chip light by shorting plugs.		N/A	
5.	Remove the rotor tach generator and hydraulic pump. Remove the drive shaft from both units and inspect as follows: For post TB 206L-03-211 installations, remove the retaining ring and adapter (Ref. 206L4 Maintenance Manual Fig. 63-7) to inspect both the adapter and tach generator splines. For both pre and post TB installations, inspect the transmission oil pump shaft splines, tach generator splines, and both ends of the hydraulic pump driveshaft splines. Refer to the BHT 206L4 Maintenance Manual Chapters 29 and 63 and CR&O Chapter 63 for inspection criteria and lubrication procedures. Reinstall both drive shafts and reinstall the rotor tach generator and hydraulic pump.			
6.	Ground run aircraft and leak check transmission chip detectors and hydraulic system.		N/A	

ITEM	SECTION V	TECH	SCC	DATE
1.	Check that Registration Certificate, Airworthiness Certificate, and Flight manual are in their proper places.		N/A	
2.	Check status sheet for any time change components, SB's, TB's, AD's or special inspections due.		N/A	
3.	Perform a physical check of serial numbers of major components installed on the aircraft using "Aircraft Major Component and Condition Report Form" (Manual pages 1.3.3.10 through 1.3.3.11).		N/A	

ITEM	SECTION VI	TECH	SCC	DATE
1.	Check tail rotor balance, logbook entry for any adjustments.		N/A	

I CERTIFY THAT I HAVE INSPECTED ALL ITEMS INITIALED BY ME IN ACCORDANCE WITH THE BRISTOW U.S. LLC APPROVED AIRCRAFT INSPECTION PROGRAM AND FOUND THEM TO BE IN AN AIRWORTHY CONDITION, EXCEPT AS NOTED IN THE AIRCRAFT LOGBOOK.

TECH OR SCC INITIALS	SIGNATURE	CERT NO. & KIND	DATE

I CERTIFY THAT THIS INSPECTION HAS BEEN COMPLETED AND THAT LOGBOOK ENTRIES FOR COMPLETION HAVE BEEN MADE.

SIGNATURE: _____

DATE: _____ TT: _____ CERT. NO. & KIND: _____

I CERTIFY THAT THE REQUIRED TORQUE CHECKS THAT ARE DUE AFTER THIS PHASE INSPECTION HAVE BEEN PLACED ON LOGBOOK LADDER.

SIGNATURE: _____

DATE: _____ TT: _____ CERT NO. & KIND: _____

BELL 206L SERIES AAIP
AIRCRAFT MAJOR COMPONENT AND CONDITION REPORT**TO:** ALL TECHNICIANS**FM:** AIRCRAFT RECORDS SECTION - ARA**SJ:** REVIEW OF SERIAL NUMBER MAJOR COMPONENTS AND CONDITION OF AIRCRAFT.

AIRCRAFT "N" NUMBER: _____ DATE: _____

TECHNICIAN: _____ BASE: _____

(UPON CHECK A/C SERIAL NO'S, VERIFY AGAINST THE COMPONENT BIWEEKLY A/C STATUS REPORT).

ENGINE:	_____
GEARBOX:	_____
COMPRESSOR:	_____
TURBINE ROTOR:	_____
FUEL CONTROL:	_____
O.S. GOVERNOR:	_____
FUEL PUMP:	_____
BLEED VALVE:	_____
FUEL NOZZLE:	_____
STARTER GENERATOR:	_____
MAIN ROTOR HEAD:	_____
MAIN ROTOR GRIP:	_____
MAIN ROTOR GRIP:	_____
MAIN ROTOR BLADE:	_____
MAIN ROTOR BLADE:	_____
MAIN ROTOR MAST:	_____
TRANSMISSION:	_____
SERVO L/H:	_____
SERVO R/H:	_____
SERVO COLL:	_____
SWASHPLATE:	_____
CYCLIC TUBE R/H:	_____
CYCLIC TUBE L/H:	_____
FREEWHEELING UNIT:	_____
INPUT DRIVESHAFT:	_____
TAIL ROTOR DRIVESHAFT #1:	_____

TAIL ROTOR DRIVESHAFT #2:	_____
TAIL ROTOR DRIVESHAFT #3:	_____
TAIL ROTOR DRIVESHAFT #4:	_____
TAIL ROTOR DRIVESHAFT #5:	_____
TAIL ROTOR DRIVESHAFT #6:	_____
TAIL ROTOR DRIVESHAFT #7:	_____
TAIL ROTOR DRIVESHAFT #8:	_____
TAIL ROTOR GEARBOX:	_____
TAIL ROTOR HUB:	_____
TAIL ROTOR BLADE:	_____
TAIL ROTOR BLADE:	_____
TRANSPONDER:	_____
ELT:	_____
FLOATING ELT:	_____
PINGER:	_____
FLOAT BOTTLE:	_____
RAFT BOTTLE (APICAL ONLY):	_____
LIFE RAFT FLARES (2 EA.)	_____

THERE MAY BE SEVERAL NUMBERS ON COMPONENTS, I.E. SWASHPLATE AND MAIN ROTOR HUB. CHECK ALL NUMBERS, AS ONE SHOULD BE LISTED ON THE A/C STATUS REPORT.

ABOVE ALL, MAKE A PHYSICAL CHECK AND WRITE DOWN THE NUMBERS, THEN COMPARE AGAINST THE A/C STATUS REPORT.