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| INITIAL ITEMS FOR AIRWORTHINESS | |
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| | INITIAL |
| 30-4. VISUAL CORROSION INSPECTION GUIDE<br><br>This guide provides a checklist for those parts or surfaces which can be visually inspected without any disassembly of the helicopter. These inspections should be accomplished in conjunction with other preventive maintenance.<br><br>MAIN ROTOR BLADES<br><br>1. Visually inspect both upper and lower surfaces for damage to paint.<br><br>2. Inspect edges and tips of doublers trailing edge and around trim tab for evidence of voids.<br><br>3. Inspect for corrosion and bond separation at latch bolt pads.<br><br>4. See applicable maintenance manual for additional inspections and for preventive maintenance instructions.<br><br>MAIN ROTOR HUB AND MAST ASSEMBLY<br><br>1. Grips. Inspect for pitting if paint has been damaged. Check around main bolt head and nut for corrosion products. Apply CPC as needed.<br><br>2. Hub. Inspect for rusty spots which indicate removal of cadmium plating.<br><br>3. Pillow blocks. Inspect bolts for evidence of corrosion.<br><br>4. Mast. Inspect for paint and plating damage. Inspect splined areas for rust. Apply CPC as needed.<br><br>5. Pitch horn. Inspect for pitting in the area around the trunnion bearing and in areas where paint is damaged. Inspect trunnion bearing housing for removal of cadmium plate. Apply CPC as needed.<br><br>6. Blade latch bolt. Inspect for rusting on areas where cadmium plating has been removed. Apply CPC as needed.<br><br>7. Flap restraint (kit). Inspect overall for rust spots. General discoloration is not a problem. Apply CPC as needed. | |

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| | INITIAL |
| 8. Refer to applicable maintenance manual for additional inspections and for preventive maintenance instructions. | |
| FLIGHT CONTROLS (ROTATING) | |
| 1. Control tubes (pitch link assembly). Inspect exterior surface for damaged paint and pitting. Inspect ends for proper sealing. Inspect rod ends, clevices, and bolts for evidence of corrosion. Apply CPC as needed. | |
| 2. Swashplate assembly. Inspect around staked bearings for cracks or pitting. Inspect idler link, collar, and mast splines for pitting or corrosion products. Inspect boot for damage. Apply CPC as needed. | |
| 3. Pivot sleeve and support. Inspect for paint damage. Inspect wear surfaces for pitting or coating removed. | |
| TAIL ROTOR BLADES | |
| 1. Tip. Inspect for corrosion or delamination adjacent to the stainless steel abrasion strip and tip block. | |
| 2. Body. Inspect for nicks, scratches and other paint damage. Check all bonded joints for voids. | |
| 3. Butt. Inspect area around bearings, balance weight, and pitch horn for corrosion products or pitting. Apply CPC as needed. | |
| TAIL ROTOR HUB ASSEMBLY AND FLIGHT CONTROLS | |
| 1. Yoke. Inspect area around blade bolts, trunnion thrust bushings, and area contacted by static stop for pitting. Apply CPC as needed. | |
| 2. Pitch change links. Inspect around the bearings at each end and all other surfaces for pitting. Apply CPC as needed. | |
| 3. Pitch horn. Inspect around attach points, weight package, etc., for pitting. Apply CPC as needed. | |
| 4. Other components. Check crosshead, static stop, knurled nut, attaching parts, etc., for evidence of corrosion. Inspect overall for paint damage. Apply CPC as needed. | |

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| INITIAL ITEMS FOR AIRWORTHINESS | |
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| | INITIAL |
| 5. Inspect shaft for damage to finish. | |
| VERTICAL FIN | |
| 1. Inspect trailing edge cover, leading edge cover, and splice joints for voids and disbonds. Inspect overall for paint damage. Inspect tail skid and attaching hardware for corrosion products. | |
| LANDING GEAR | |
| 1. Standard gear without fairings. Inspect cross-tubes for chips, nicks, blisters, and other paint damage. Inspect for pitting in and around paint defects. The areas around the straps and saddles need a thorough inspection. | |
| 2. High gear without fairings. Same as **step 1.**, plus inspect the step and the crosstube where the step attaches. | |
| 3. Skid pans (pop-out float). Inspect for voids at the edges of all bonded joints. Inspect the area around fasteners and fittings. Inspect lower part of crosstube which attaches to skid pan for corrosion products. Inspect tubing and fittings for pitting and corrosion products. | |
| 4. Floats and hardware. Inspect for damage and corrosion. | |
| NOTE: If fairings are installed, inspect visible area. | |
| EXTERIOR SURFACES (FUSELAGE, TAILBOOM, AND HORIZONTAL STABILIZER) | |
| 1. General. Inspect for nicks, chips, blisters, and other signs of paint damage. Look closely at seams, joints, edges, and fastener heads. | |
| COWLING AND COVERS | |
| 1. Inspect latches and hinges for evidence of corrosion. Inspect rivet heads and other fasteners. | |
| BAGGAGE COMPARTMENT | |
| 1. Inspect door latches and hinges. Inspect condition of floor and tie-downs. | |

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| INITIAL ITEMS FOR AIRWORTHINESS | |
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| | INITIAL |
| 2. Remove dirt and debris. | |
| DOORS (CREW AND PASSENGER) | |
| 1. Inspect hinges and latches. | |
| NOSE | |
| 1. Battery compartment. Check for electrolyte spillage. | |
| 2. External power receptacle. Inspect for corrosion on receptacle and around access door. | |
| AIRFRAME UNDERBODY | |
| 1. General. Make sure all drain holes are open. Inspect for edge voids in bonded joints around drain holes and at other edges. Inspect paint for nicks, chips, blisters, etc. | |
| 2. Hard points. Inspect for rust on jack points and tie-downs. Inspect adjacent areas for skin corrosion around rivet heads. | |
| CABIN INTERIOR | |
| 1. Cyclic and collective sticks. Inspect hardware and general condition of sticks. | |
| 2. Pedals and support. Inspect for chipped paint and corrosion. | |
| 3. Floors. Inspect general floor area, fastener heads, and areas where water could be trapped (corners, low spots, etc.) Remove salt, sand, debris, etc. | |

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| INITIAL ITEMS FOR AIRWORTHINESS | |
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| | INITIAL |
| This inspection to be accomplished each 100 hours or 90 days (whichever comes first). | |
| 30-5. 100-HOUR OR 90-DAY CORROSION INSPECTION GUIDE. | |
| GENERAL | |
| 1. Perform visual corrosion inspection in addition to this inspection. | |
| 2. Open or remove engine and transmission cowling, tail rotor driveshaft cover, and tail rotor gearbox cover. | |
| PYLON LINKS, MOUNTS, AND NODAL BEAM | |
| 1. Inspect links for damaged paint, pitting, or rusting. | |
| 2. Inspect fore and aft mounts to cabin roof. Pay special attention to aft mounts on 206L series (next to firewall). | |
| 3. Inspect link to transmission mount. | |
| 4. Inspect nodal beam components for damage to finish. | |
| MAIN TRANSMISSION CASE | |
| 1. Inspect condition of paint and sealant. | |
| 2. Inspect around bolts, studs, and attached parts for corrosion products. | |
| HYDRAULIC PUMP/RESERVOIRS | |
| 1. Inspect condition of paint on exterior. | |
| 2. Open lid and remove screen. Check for corrosion products or pitting on inside of lid and under screen. | |
| 3. Inspect condition of pump and attaching hardware. | |
| MAIN INPUT DRIVESHAFT | |
| 1. Inspect for evidence of cad-plate removal (rust) on shaft and couplings. | |

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| INITIAL ITEMS FOR AIRWORTHINESS | |
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| | INITIAL |
| TAIL ROTOR DRIVESHAFTS (CAD-PLATED) | |
| 1. Inspect for evidence of cad-plate removal (rust). | |
| 2. Inspect splined joints for corrosion products. | |
| 3. Inspect fasteners. | |
| TAIL ROTOR DRIVESHAFTS (ALUMINUM) | |
| 1. Inspect for nicks, chips, scratches, and other damage to organic finish (clear lacquer). | |
| 2. Inspect for pitting on shaft. | |
| 3. Inspect flex couplings and fasteners. | |
| TAIL ROTOR DRIVESHAFT BEARING HANGERS | |
| 1. Inspect for nicks, chips, or blisters in paint. (The hangers just fore and aft of the oil cooler fan are magnesium.) | |
| 2. Inspect other hangers for evidence of corrosion products. Touch up as needed. | |
| TAIL ROTOR GEARBOX | |
| 1. Inspect for corrosion products around fasteners and attached parts. | |
| 2. Inspect paint for chips, nicks, and blisters. | |
| CYCLIC AND COLLECTIVE - CABIN ROOF AREA | |
| 1. Actuator support assembly. | |
| a. Inspect casting for damaged paint, pitting, or cracks. | |
| b. Inspect roof around support for evidence of corrosion. | |

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| | INITIAL |
| 2. Actuators | |
| a. Inspect cylinder barrel and valve body for damage to anodized surfaces. | |
| b. Inspect trunnions on piston for rusting. Inspect all attaching hardware. | |
| 3. Bellcranks and supports | |
| a. Inspect support to roof attachments and roof area for corrosion products. | |
| b. Inspect around bearings for paint damage and pits. | |
| 4. Control tubes | |
| a. Inspect body of tubes for scratches, nicks, and other paint damage. | |
| b. Inspect rod ends and clevises for corrosion products. | |
| UNDER SEATS AND IN VERTICAL TUNNEL | |
| 1. Remove front seats and open vertical tunnel. | |
| 2. Cyclic control system. Inspect pivot supports, torque tube, and yoke for damage to paint and evidence of corrosion products. | |
| 3. Collective control system. Inspect collective stick, jackshaft, and supports for damage to paint and evidence of corrosion products. | |
| 4. Control tube. | |
| a. Inspect all visible surfaces of control tube for damage to paint coatings and evidence of corrosion. | |
| b. Inspect all rod ends and fasteners. | |
| 5. Tail rotor pitch control. Inspect bellcranks and control tubes for paint damage. | |

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| 6. Inspect for fungus. | |
| 7. Inspect fuel system components (206L). | |
| POWER PLANT AND ENGINE COMPARTMENT AREA | |
| 1. Engine mounts. | |
| a. Inspect tubes for rust. | |
| b. Inspect attachments to engine and airframe. | |
| 2. Fuel lines. | |
| a. Inspect fittings for cracks and corrosion. | |
| b. Inspect brackets and fasteners. | |
| c. Inspect filter and mounting bracket for corrosion products. | |
| 3. Power Plant controls. Inspect brackets, control rods, rod ends, and fasteners. | |
| 4. Oil tank. | |
| a. Inspect tank exterior for paint damage. | |
| b. Inspect brackets and fasteners. | |
| c. Inspect all fittings and tubing. | |
| 5. Oil cooler. | |
| a. Inspect exterior for paint damage. | |
| b. Inspect brackets for cracks and paint damage. | |
| c. Inspect all fittings and tubing. | |
| AIRFRAME | |
| 1. Remove access door on right side just forward of tailboom. | |

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| 2. Tailboom attach fittings. | |
| a. Inspect fittings in tailboom and in fuselage. | |
| b. Inspect around bolts and rivets. | |
| c. Make sure drain holes are open. | |
| 3. Tailboom interior (forward). | |
| a. Inspect tailboom and fuselage ring for evidence of corrosion. | |
| b. Inspect for evidence of wear and corrosion on tail rotor control tube. | |
| 4. Tailboom interior (aft). Inspect vertical fin supports and inside of tailboom for cracks, corrosion, etc. | |
| 5. Inspect fuselage longerons on each side of engine pan for evidence of corrosion. | |
| 6. Inspect horizontal stabilizer top surface for delamination of bonded joints and hardware. | |
| 7. Inspect vertical fin for delamination and security of four attach inserts. | |
| 8. Cabin interior. | |
| a. Inspect floors and bulkheads for evidence of bondline corrosion. Remove debris. | |
| b. Inspect rivets and other fasteners. | |
| LANDING GEAR | |
| 1. Remove landing gear fairings. | |
| 2. Crosstubes (forward and aft). | |
| a. Inspect for paint damage. | |
| b. Inspect the areas around the straps and saddles for evidence of galvanic action. | |

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| INITIAL ITEMS FOR AIRWORTHINESS | |
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| | INITIAL |
| c. Inspect all fastener heads. | |
| d. Inspect all steps and attachments. | |
| 3. Skid tubes. | |
| a. Inspect for pitting where paint is damaged. | |
| b. Inspect for cracks around fasteners. | |
| 4. Skid pans (pop-out floats). | |
| a. Inspect for edge voids in bonded joints. | |
| b. Inspect fasteners. | |
| 5. Inspect float inflation lines (pop-out floats) each 180 days. Inspect for corrosion in end fitting and condition of lines. | |
| FUNGUS | |
| Inspect the following for fungus: | |
| 1. Under the seats. | |
| 2. In the baggage compartment. | |
| 3. Under the baggage compartment floor. (This is an extremely bad area.) | |
| 4. In the tailboom. | |
| 5. The control rod compartment (broom closet) and (if applicable) between the aft facing seats. | |
| 6. Behind the hat box. | |
| 7. In the console access under the nose. | |
| 8. In float covers. | |
| 9. In the doors. | |