

DAILY INSPECTION

NOTES

1. Before the first flight of the day, do a check of the left side of the tailboom assembly in the areas where paint was removed for cracks, as follows:
 - a) If required, use a clean cloth moistened with cleaning compound (C-318), prepared in accordance with manufacturer's recommendations, to remove any exhaust residues or dirt from both areas that require checking, as shown.
 - b) Make sure that the tailboom skin is clean and that adequate lighting exists. Visually inspect the two areas where original paint and primer was removed and protected with clear paint coating. Look for cracks from a distance not exceeding 12 inches (30.48 cm).
 - c) Pay close attention near the edge of the stabilizer upper support.
 - d) If a crack is found on the tailboom skin, replace the tailboom before the next flight and contact Product Support Engineering.
 - e) If no crack is found, the intent of the daily inspection is complete.
2. Make an entry in the helicopter records to show that the daily inspection is completed.
3. Comply with subsequent 100-hour inspection requirements described in Figure 4-7 when time is reached.

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Figure 4-6. Tailboom Assembly (407-530-014-101/-103 and 407-030-801-107) — Daily Inspection
(Sheet 2 of 2)