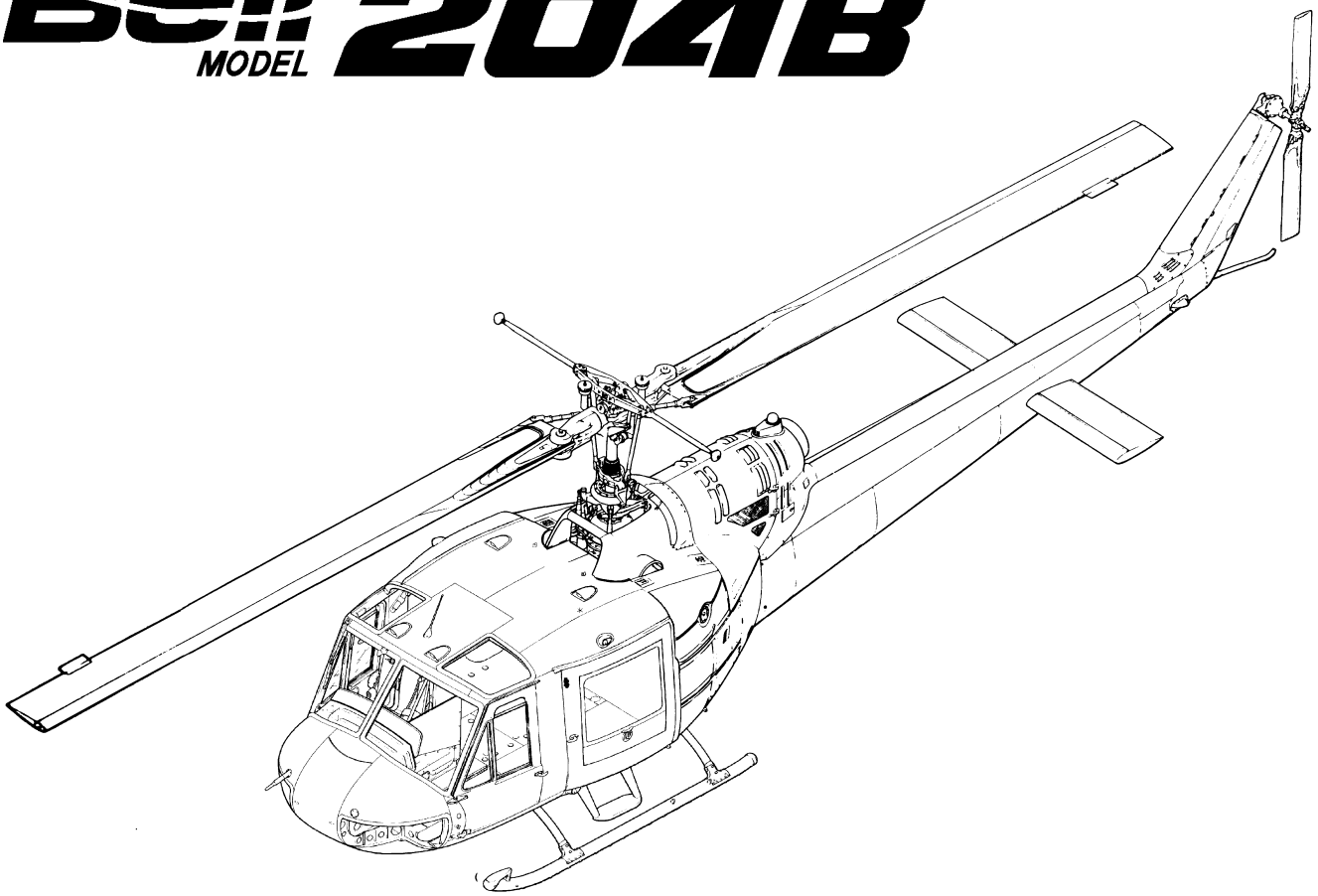
BHT-204B-M&O-1

Bell MODEL 204B



MAINTENANCE & OVERHAUL INSTRUCTIONS

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Phone: 817-280-3548

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SPARE PARTS WARRANTY

ONE YEAR/1,000 HOURS PRORATED

WARRANTY AND REMEDY: Seller warrants each new helicopter part or helicopter part reconditioned by seller to be free from defect in material and workmanship under normal use and service and if installed on Bell model helicopters. Seller's sole obligation under this warranty is limited to replacement or repair of parts which are determined to Seller's reasonable satisfaction to have been defective with 1,000 hours of operation or one (1) year after installation, whichever occurs first and reimbursement of reasonable freight charges. After 200 hours of use, there will be a prorated charge to the Purchaser for replacement parts (prorating the hours of total use against the then applicable part life or 2,000 hours, whichever is the lesser). Defective parts must be reported in writing to the Seller's Warranty Administration within 90 days of being found defective. Replacement of parts may be with either new or reconditioned parts, at Seller's election. Warranty adjustment is contingent upon the Purchaser complying with the Warranty Remedies as described in the Commercial Warranty Information brochure and the Seller's Warranty Administration disposition instructions for defective parts. Failure to comply with all of the terms of this paragraph may, at Seller's sole option, void this warranty.

NOTE: Parts, components and assemblies of all new helicopters may have been restored or reworked due to mars, blemishes, dents or other irregularities during the manufacturing process. Such restoration and/or rework is permitted under Seller's approved manufacturing and engineering processes and guidelines. The restoration and/or rework so completed does not render such items defective in material or workmanship.

THIS WARRANTY IS GIVEN AND ACCEPTED IN PLACE OF (i) ALL OTHER WARRANTIES OR CONDITIONS, EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OR CONDITIONS OF MERCHANT ABILITY AND FITNESS FOR A PARTICULAR PURPOSE AND (ii) ANY OBLIGATION, LIABILITY, RIGHT, CLAIM OR REMEDY IN CONTRACTOR IN TORT (DELICT), INCLUDING PRODUCT LIABILITIES BASED UPON STRICT LIABILITY, NEGLIGENCE, OR IMPLIED WARRANTY IN LAW.

This warranty is the only warranty made by Seller. The Purchaser's sole remedy for a breach of this warranty or any defect in a part is the repair or replacement of helicopter parts and reimbursement of reasonable freight charges as provided herein. Seller excludes liability, whether as a result of a breach of contract or warranty, negligence or strict product liability, for incidental or consequential damages, including without limitation, damage to the helicopter or other property, costs and expenses resulting from required changes or modifications to helicopter components and assemblies, changes in retirement lives and overhaul periods, local customs fees and taxes, and costs or expenses for commercial losses or lost profits due to loss of use or grounding of helicopters or otherwise.

Seller makes no warranty and disclaims all liability in contract or in tort (delict), including, without limitation, negligence and strict tort (delictual) liability, with respect to work performed by third parties at Purchaser's request and with respect to engines, engine accessories, batteries, radios, and avionics, except Seller assigns each manufacturer's warranty to Purchaser to the extent such manufacturer's warranty exists and is assignable.

This warranty shall not apply to any helicopter part which has been repaired or altered outside Seller's factory in any way so as, in Seller's judgment, to affect its stability, safety or reliability, or which has been subject to misuse, negligence or accident, or which has been installed in any aircraft which has been destroyed unless that helicopter has been rebuilt by Bell. A list of destroyed aircraft is obtainable from Bell Product Support. Repairs and alterations which use or incorporate parts and components other than genuine Bell parts or parts approved by Bell for direct acquisition from sources other than Bell itself are not warranted by Bell, and this warranty shall be void to the extent that such repairs and alterations, in Seller's sole judgment, affect the stability, safety or reliability of the helicopter or any part thereof, or damage genuine Bell or Bell-approved parts. No person, corporation or organization, including Bell Customer Service Facilities, is authorized by Seller to assume for it any other liability in connection with the sale of its helicopters and parts.

NO STATEMENT, WHETHER WRITTEN OR ORAL, MADE BY ANY PERSON, CORPORATION OR ORGANIZATION, INCLUDING BELL CUSTOMER SERVICE FACILITIES MAY BE TAKEN AS A WARRANTY NOR WILL IT BIND SELLER.

Seller makes no warranty and disclaims all liability with respect to components or parts damaged by, or worn due to, corrosion. Seller makes no warranty and disclaims all liability for consumables (wear items) which are defined as items required for normal and routine maintenance or replaced at scheduled intervals shorter than the warranty period. "Consumables" include but are not limited to engine and hydraulic oil, oil filters, packings and o-rings, anti-corrosion and/or sealing compounds, brush plating material, nuts, bolts, washers, screws, fluids, compounds, and standard aircraft hardware that is readily available to aircraft operators from sources other than Seller.

All legal actions based upon claims or disputes pertaining to or involving this warranty including, but not limited to, Seller's denial of any claim or portion thereof under this warranty, must be filed in the courts of general jurisdiction of Tarrant County, Texas or in the United States District Court for the Northern District of Texas, Ft. Worth Division located in Ft. Worth, Tarrant County, Texas. In the event that Purchaser files such an action in either of the court systems identified above, and a final judgment in Seller's favor is rendered by such court, then Purchaser shall indemnify Seller for all costs, expenses and attorneys' fees incurred by Seller in defense of such claims. In the event Purchaser files such a legal action in a court other than those specified, and Seller successfully obtains dismissal of that action or transfer thereof to the above described court systems, then Purchaser shall indemnify Seller for all costs, expenses and attorneys' fees incurred by Seller in obtaining such dismissal or transfer.

January 2007

1-78. INSPECTION

This section contains requirements for Scheduled Inspections, Component Overhaul Intervals, Special Inspections, Conditional Inspections, and Airworthiness Limitations Schedule.

INSTRUCTIONS

Mechanic will complete form by checking each item to indicate acceptance.

Prior to inspection, cowling, fairing, and inspection doors and plates will be opened as necessary.

Airworthiness of helicopter shall be determined by thoroughly inspecting all items for general condition, security, freedom of operation, and safety in accordance with Quality Standard Aircraft Practices and the M&O Manual.

Each item shall conform with FAA Specification and Airworthiness Directives notes.

NOTE

Neither the assignment of a time period for overhaul of a component or failure to assign a time period of a component constitutes a warranty of any kind. The only warranty applicable to helicopter and any component is that warranty included in Purchase Agreement for helicopter or the component.

Time between overhaul and inspection periods is based upon experience, testing, and engineering judgement, and is subject to change at discretion of Bell Helicopter Textron or an appropriate government agency.

Inspections that are recurring in hours or calendar intervals are covered in this sections's Scheduled Inspections.

Inspections that are required at other than normal frequency of daily or hourly are carried in Special Inspection section of this section. These inspections are listed in hours or days.

Inspections that are the result of an accident or incident are covered in this sections's Conditional Inspections.

Inspections that are the result of elapsed time are covered in this section's Component Overhaul Intervals.

Prior to inspection, remove or open as necessary, cowling, fairing, inspection doors, and plates.

Lubrication and service requirements are in addition to those stated herein, and the lubrication charts shall be referred to.

Detailed inspection requirements for auxiliary kits installed are in the appropriate Service Instruction.

Operating Time — The time required to be recorded in historical record sheets or helicopter logs. Operating time to be recorded may be identified as follows:

- Time in Service (flight time) — The measured time that starts the moment the helicopter leaves the ground and continues until it touches the ground at the next point of landing. The time when the helicopter is on the ground, with the engine and the rotor turning, is not included.

- Calendar Time — The elapsed time starts on the day the inspection is completed, the component is installed, or the rotor is turned for the first time and ends on the last day of the month that the time limit expires. Calendar time is continuous. Calendar time does not stop when you remove a component, put the helicopter in storage, etc.

Inspection Interval Tolerance — The tolerance for scheduled and special inspection intervals, unless otherwise stated, is 10%, up to a maximum of 100 hours operating time or 30 days calendar time.

The tolerance is established for maintenance scheduling convenience only. In each case, the subsequent interval will be adjusted to re-establish the original schedule. When an inspection is completed more than 10% early, subsequent inspections will be advanced as required to not exceed the maximum tolerance.

The approval of the inspection interval tolerance by the governing civil aviation authority is the responsibility of the owner/operator.

The tolerance for the time between overhauls is 100 hours operating time unless specified otherwise. The tolerance is for maintenance scheduling only.

A schedule of maintenance inspections follows:

a. Daily Inspection — Accomplish prior to first flight of the day.

b. Deleted.

c. 100 Hour Inspection — Accomplish each 100 hour interval.

d. 1000 Hour Inspection — Accomplish each 1000 hour interval.

e. Scheduled Inspections — Recurring actions at designated operating hours or calendar intervals designed to ensure continuing airworthiness of helicopter.

f. Component Overhaul Intervals — Accomplish component overhaul in accordance with Component Overhaul Interval.

g. Special Inspections — Components requiring attention at other than normal time intervals.

h. Conditional Inspection — Required by unusual events, such as hard landings or sudden stoppage of rotor, etc.

i. Airworthiness Limitations — Lists parts which are limited to a terminal service life.

NOTE

Inspection and maintenance of engine, electronic equipment, instruments, etc., shall be performed in accordance with acceptable aircraft practices and the manufacturers instructions.

Refer to engine manufacturers requirements for inspections that apply only to the engine.

SCHEDULED INSPECTIONS

1-79. DAILY INSPECTION.

DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
	GENERAL All areas checked shall include a visual inspection for evidence of corrsion, particularly when helicopter is flown near or over salt water or in areas of high industrial emissions.	
Section X	FORWARD FUSELAGE AREA 1. Battery for security. External connections for arcing and corrosion. Vent lines for obstructions, kinking, and security. 2. Battery case and cover for damage and distortion. Mount bolts for security. 3. Instrument tubing and wiring behind instrument panel for security and damage. 4. Pitot tube for damage, security, and obstruction of ports. 5. RPM warning box for damage. Wiring for fraying and loose connections. Cover plate for security. 6. Windshield wiper motor for security. Wiring for chafing and fraying. 7. External power receptacle for arcing and condition. 8. External power caution light switch for security and operation. 9. Navigation lights for damage and security. 10. Landing light for damage. 11. Search light for damage. 12. Landing gear for excessive wear of skids and shoes, security for mountings of skids and crosstubes. Cracks, distortion, excessive yielding of skid tubes and crosstubes.	

SCHEDULED INSPECTIONS

1-79. DAILY INSPECTION. (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
	13. Crosstube supports for slipping or moving. 14. Landing gear steps for peeling, missing, or worn nonslip coat (walkway coating compound) 15. Fuselage exterior structure for cracks, dents, corrosion, defective and missing rivets or screws.	
	PYLON AND POWER PLANT AREA	
Section III	1. Stabilizer bar assembly for visible damage in the form of scratches, nicks, dents, cracks, corrosion, and excessively worn bearings. 2. Stabilizer tubes, 204-011-328-001, -011, for cracks, paying particular attention to an area covering 360 degrees and 1-1/2 inch outboard from vertical bolt, 174-23A.	
Section II	3. Main rotor drag braces for evidence of corrosion and security of attachment. Make a close visual examination of inboard end (grip end) of drag brace assembly for corrosion and/or cracks. 4. Main rotor blades for visible foreign object damage and security. Refer to Section II. 5. Upper and lower main rotor blade surfaces for damage, evidence of corrosion and cracks. Give particular attention to the doubler area and all bond lines. Inspect hairline cracks in the paint finish closely for possible voids. Leading edge scarf joints for filler erosion, if splice cover is not installed. 6. Main rotor hub reservoirs for oil-lubricated hub assembly; proper oil level, evidence of leakage, and obvious contamination or for grease lubricated hub assembly; grease past purge points, excessive grease, and obvious contamination. 7. Main rotor grips for evidence of corrosion and visible damage. Shield area for trapped contamination. 8. Main rotor hub static stops for obvious deformation and/or cracks. 9. Main rotor yoke for general condition and security of pillow block assembly attachment, paying particular attention to the area surrounding the pillow block bushing bores. Visually inspect for sealant integrity around yoke to pillow block mating surface and around head and nut of yoke to pillow block attachment bolt.	

1-79. DAILY INSPECTION. (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
	10. Main rotor pitch change links, damper tubes and connecting links for scratches, nicks, dents, security of attachment, and obviously worn bearings. 11. Pillow block bushing flange and outside area of bushing holes for evidence of cracks/corrosion. 12. Obvious damage, particularly in the area of main rotor hub static stop contact area. 13. Security of mast nut and mast. 14. Mast seal for evidence of leakage. 15. Stabilizer bar dampers for full fluid level and security of attachment. 16. Scissors and sleeve assembly for worn bearings and foreign object damage. 17. Swashplate assembly for worn bearings and foreign object damage. 18. Control lugs (3 ea.) on swashplate inner ring and (2 ea.) on swashplate outer ring for cracks. 19. Collective levers for security of attachment and foreign object damage. 20. Fuselage pylon structure for cracks, distortion, missing rivets. Transmission support for cracks, distortion, defective/missing rivets. Lift beam assembly for cracks. 21. Antenna for security and corrosion. 22. Antenna coupler for security and damage. 23. Transmission for obvious damage, web cracks, loose accessories and fittings. 24. Transmission for oil leaks and proper oil level. Check oil sight gage for discoloration or contamination. Service transmission if required. 25. Transmission oil filter for bypass indication. 26. Main driveshaft boots or seals and surrounding area for evidence of grease leakage. Inspect temperature indicators TEMP-PLATES, installed on driveshaft couplings for evidence of overheating indication, deterioration, debonding or excessive discoloration of the epoxy overcoating. Refer to Section IV for inspection, repair, and installation. Determine and correct cause prior to flight.	

1-79. DAILY INSPECTION. (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
	27. Web above input quill in main transmission case for cracks if web area has previously been reworked. 28. Transmission tail rotor drive quill coupling seals and surrounding area for evidence of grease leakage. Inspect temperature indicators TEMP-PLATES, installed on driveshaft couplings for evidence of overheating indication, deterioration, debonding or excessive discoloration of the epoxy overcoating. Refer to Section VI for inspection, repair, and installation. Determine and correct cause of discoloration prior to flight. 29. Refer to engine manufacturer manual for power plant inspection requirements. 30. Starter-generator for security of mounting, burned or arced connections, and cooling air ducts for obstructions, kinking, and security. 31. Engine mounts for security and tubes for scratches, dents, cracks, and worn bearings. 32. Cowling for security. Loose or missing fasteners, cracks, and proper operation of cowl latches. 33. Electrical installation for worn or frayed cable bundles, loose or broken clamps or fasteners. 34. Fire extinguisher system for state of charge and security. 35. Hydraulic reservoirs for proper oil level. 36. Hydraulic servos for evidence of leaks. 37. Hydraulic lines for leaks and chafing. AFT FUSELAGE/TAILBOOM AREA	
Section X	**NOTE** In the following steps 1, 2, and 3, a visual check is required of the tail rotor drive couplings. Inspect temperature indicators TEMP-PLATES, installed on driveshaft couplings for evidence of overheating indication, deterioration, debonding or excessive discoloration of the epoxy overcoating. Refer to Section VI for inspection, repair, and installation. Determine and correct cause of discoloration prior to flight.	
Section VI	1. Tail rotor driveshaft and tail rotor driveshaft hanger assemblies for security and obvious damage. Inspect driveshaft hangers and surrounding area for evidence of grease leakage. Inspect temperature indicators TEMP-PLATES, installed on driveshaft couplings for evidence of overheating indication, deterioration, debonding or excessive discoloration of the epoxy overcoating. Refer to Section VI for inspection, repair, and installation.	

SCHEDULED INSPECTIONS

1-79. DAILY INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	2. Intermediate gearbox for security and obvious damage and oil leakage. Input and output quill couplings and surrounding area for grease leakage. Inspect temperature indicator TEMP-PLATES installed on driveshaft couplings for evidence of overheating indication, deterioration, debonding, or excessive discoloration of the epoxy overcoating. Refer to Section VI for inspection, repair, and installation. Oil for proper level. **3.** Tail rotor gearbox for security and obvious damage and oil leakage. Input quill coupling and surrounding area for grease leakage. Inspect temperature indicator TEMP-PLATES installed on driveshaft couplings for evidence of overheating indication, deterioration, debonding or excessive discoloration of the epoxy overcoating. Refer to Section VI for inspection, repair, and installation. Oil for proper level. **4.** Tail rotor hub assembly for worn bearings, visible damage, and security of attachment. **5.** Deleted. **6.** Tail rotor blades for physical condition, foreign object damage, and security of attachment. **7.** Tail rotor hub and blade assembly installation hardware for security of attachment. **8.** Forward spar of the vertical fin for cracks, loose or working rivets. **9.** Covers for worn hinges, loose or working rivets. **10.** Tail rotor driveshaft for damage. **11.** Anticollision light for damage and security. **12.** Fire detector amplifier for damage and security. Exposed wiring for fraying and chafing. **13.** Elevators for general condition, cracks, corrosion, and excessive play.		

SCHEDULED INSPECTIONS

1-79. DAILY INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
Section X	**CABIN EXTERIOR AND INTERIOR** **1.** Cabin for evidence of damage, cracks, corrosion, loose fasteners, and general condition. **2.** Cabin doors for corrosion, damage, distortion, security, and freedom of operation. **3.** Cabin doorpost, floor, and forward crew door for cracks and cabin door seals for security and condition. **4.** Emergency escape panel mechanism locking pin for proper engagement and security. **5.** Emergency escape windows (passenger/cargo push out) for security and decals for legibility. **6.** Helicopter documents for proper entries and location in helicopter. **7.** Safety belts for condition, operation of release mechanism, and security. **8.** Windows and windshield for cracks, scratches, crazing, cleanliness, and optical distortion. Sliding windows for free operation, positive locking, and security. **9.** Fire extinguisher for security, condition, and state of charge. **10.** Interior lights for damage and security. **11.** Spare light bulbs available. **12.** Instruments for security. Range markings for accuracy and legibility. Cover glass for cracks, cleanliness, and alignment of slippage marks. **13.** Standby compass for leakage. Correction card for legibility. Mount for security. **14.** Altimeter for damage and security. Exposed wiring for chafing. Altimeter setting control for freedom of movement.		

SCHEDULED INSPECTIONS

1-79. DAILY INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	15. Radio transmitter and receiver for cleanliness, security, and broken or loose knobs. Controls for freedom of movement. **16.** All other accessible wiring and components for chafing, loose connections, and damage. **17.** Caution panel for damage to light segments. Switches for binding. Panel for security. **18.** Cyclic, collective, and anti-torque controls for visible damage, security, and proper feel and response. **19.** Deleted. ANNOTATE COMPLETION OF AIRWORTHINESS CHECK IN LOGBOOK BEFORE FLIGHT.		

SCHEDULED INSPECTIONS

1-80. 100 HOUR INSPECTION

DATA REFERENCE	INSPECTION TASK DECRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____**		
	Accomplish complete daily inspection in conjunction with the following:		
Section II	**MAIN ROTOR**		
	NOTE Magnetic particle and fluorescent penetrant inspection not required for 100 hour inspections.		
	1. Main rotor blades for evidence of bond failure and leading edges for erosion.		
	2. Main rotor pitch links for excessive radial or axial play in bearing.		
	PYLON		
	NOTE Any damper that has no apparent internal movement with pylon motion is evidently seized internally.		
Section III	**1.** Stabilizer bar damper clamps for evidence of corrosion.		
	2. Swashplate assembly for corrosion and gimbal ring for evidence of axial play.		
	3. Collective levers for evidence of corrosion.		

SCHEDULED INSPECTIONS

1-80. 100 HOUR INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DECRIPTION	INITIAL MECH	INITIAL OTHER
Section VI	**TAIL ROTOR** **1.** Tail rotor hub assembly for worn bearings. **2.** 204-011-769-001 tail rotor pitch change shaft bearing (set) for excessive play. **3.** Clean tail rotor blades to maintain improved visibility.		
Section IV	**TRANSMISSION** **1.** Visually inspect main case for cracks in web above input quill. **NOTE** When 204-040-760 three-micron filter element is installed, oil need not be drained or element replaced until one half of transmission time between overhaul period or twelve months is reached. **2.** Drain transmission oil. Inspect and clean sump screen, internal filter, and chip detector. If metallic chips or particles are found, investigate to determine cause. Examine sight glasses for cracking, crazing, and discoloration. **3.** Replace 204-040-760 ten-micron external filter element. **4.** Inspect for general condition, security and evidence of oil leaks. **5.** Inspect oil lines and hoses for pin holes or cracks due to chafing. Inspect wire bundles and controls for chafing. **6.** Service transmission to proper oil level.		
Section III	**MAST ASSEMBLY** **1.** Inspect mast assembly for security, nicks, dents, and scratches. Pay particular attention to the area contacted by main rotor hub static stops. **2.** Inspect for evidence of oil leaks at mast bearing caps.		

SCHEDULED INSPECTIONS

1-80. 100 HOUR INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DECRIPTION	INITIAL MECH	INITIAL OTHER
Section VI	**TAIL ROTOR DRIVE SECTION** **1.** Torque intermediate gearbox attachment bolts. **2.** Torque tail rotor gearbox retaining nuts. **NOTE** 204-040-003-037 intermediate gearbox and 204-040-012-013 tail rotor gearbox have a 300 hour/ twelve month oil change interval. **3.** Drain oil from intermediate and tail rotor gearboxes. Examine sight glasses for cracking, crazing, and discoloration. **4.** Remove, clean, and reinstall chip detectors. **5.** Service intermediate and tail rotor gearboxes to proper oil level. **6.** Check condition of clamps for tail rotor shaft coupling to gearbox couplings. Inspect clamps for evidence of cracks in or near the bolt hole lugs. **7.** Externally examine shaft hanger bearings and shaft couplings for evidence of grease leakage.		
Section X	**TAILBOOM** **1.** Internal and external structure of tailboom for cracks, distortion, corrosion, and security. **2.** Check tailboom attachment points for cracks and security. **3.** Remove plugs and check barrel nut bores for cracks. Check attachment bolt and barrel nut for no less than one and no more than two threads showing.		

SCHEDULED INSPECTIONS

1-80. 100 HOUR INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DECRIPTION	INITIAL MECH	INITIAL OTHER
	4. Visually inspect all tailboom attachment point fittings as follows: **a.** Remove the two dome lights in the baggage compartment and inspect upper tailboom attachment fittings and longerons. Using a bright light and mirror, inspect visible portions of attachment fittings for cracks. Pay special attention to upper left attachment fitting, particularly in area of most forward rivets. Inspect longerons, left and right sides, from attachment fittings to aft bulkhead of baggage compartment for any evidence of corrosion. **b.** Remove three access doors on lower skin of tailboom baggage compartment to expose lower attachment fittings. Using a bright light and mirror, inspect visible portions of attachment fittings for any indications of cracking, particularly in area of most forward rivets. Inspect longeron left and right sides, from attachment fittings to aft bulkhead of baggage compartment for any evidence of corrosion. **c.** Visually inspect tailboom attachment point fittings at bores of barrel nuts for cracks. Be sure that no less than one, and not more than two threads protrude through the barrel nut. **d.** Open access door on right side of fuselage and inspect the four tailboom attachment fittings on fuselage aft bulkhead for cracks, giving special attention to the area around tailboom attachment bolt and most aft fasteners. Give particular attention to inspection of lower left fitting. **e.** Any crack, corrosion, or bond separation is cause for immediate grounding of aircraft until problem has been eliminated. **5.** Check tail rotor and synchronized elevator push-pull for chafing. **6.** Check elevator and horn assembly for security, condition, and corrosion.		
Section VIII	**PILOT AND PASSENGER COMPARTMENTS** **1.** Check all safety equipment for inspection due dates and operation.		

SCHEDULED INSPECTIONS

1-80. 100 HOUR INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DECRIPTION	INITIAL MECH	INITIAL OTHER
	2. Check all heating and cooling ducts and controls for cracks, security, and operation.		
	3. Check cabin structure for cracks, loose rivets, and other damage.		
Section X	**FUSELAGE — PYLON AREA**		
	1. Inspection friction dampers. Perform operational check. Move pylon fore and aft, using mast as lever. Check friction dampers for freedom of movement and smooth operation.		
	2. Repair or replace dampers that are found binding.		
	3. Inspect mounts, mounting brackets, and structure for cracked or broken parts.		
	4. Inspect lift link and fitting for security and cracks.		
Section IX	**ELECTRICAL**		
	1. Check inverters for security of mounting and connections.		
	2. Check voltage regulator for damage and security of mounting and terminals.		
	3. Drain pitot static system. Check for leaks.		
	4. Relays and main bus area for security of mounting and connections.		
	5. Bus insulation for damage and condition.		
	6. Operational check of cabin heater system, bleed air shutoff, and line check valve. Refer to Section V for engine operational check of bleed air pressure valve.		
	7. Perform an operational check of transmission chip detector system. Refer to Section IV.		
	8. Remove battery and perform Reconditioning Cycle in accordance with Battery Instruction Manual. Install serviceable battery.		

SCHEDULED INSPECTIONS

1-80. 100 HOUR INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DECRIPTION	INITIAL MECH	INITIAL OTHER
Section VII	**FLIGHT CONTROLS** **1.** Inspect all control rods for clearances, security, and general condition. **2.** Inspect tail rotor and synchronized elevator control tubes for wear. Refer to Section VII. **3.** Check all controls for freedom of motion. **4.** Collective stick for proper minimum friction. Check shoes and liners for excessive wear. **5.** Inspect all antitorque control tubes in tailboom for chafing and wear. **6.** Check collective lever minimum friction as follows: **NOTE** Perform either step a boost OFF or step b boost ON. **a.** Boost OFF. **(1)** Disconnect control tube from arm of collective jackshaft. **(2)** With collective full down and pilot friction adjustment full off, attach a pull scale to collective stick at the center (± 0.5 inch) of throttle twist grip. A constant load of 14 to 16 pounds should be achieved as stick moves up through center of travel. **b.** Boost ON (system completely connected). **(1)** Connect hydraulic test stand to helicopter. **(2)** With hydraulic power ON, collective stick full down, and pilot friction adjustment full off, attach a pull scale to collective stick at the center (± 0.5 inch) of throttle twist grip. A constant load of 8 to 10 pounds should be achieved as stick moves up through center of travel.		

SCHEDULED INSPECTIONS

1-80. 100 HOUR INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DECRIPTION	INITIAL MECH	INITIAL OTHER
Section VII	**HYDRAULIC SYSTEM** **1.** Inspect all lines, fittings, and hoses for security, kinks, general condition, and pitting. Pay particular attention to the condition of the hoses. **2.** Check hydraulic actuators for leakage and security. Clean exposed area of cylinder piston with hydraulic fluid and lint-free cloth. **3.** Inspect pump for damage to finish and leakage. **4.** Check actuator attachment brackets for security, cracks, and corrosion in immediate area. **5.** Check cyclic hydraulic cylinder piston rods for evidence of excessive wear or scoring. Wear of the piston rod indicates cylinder assembly is incorrectly aligned to lower supports, therefore readjust. Refer to Section VII for installation, alignment, and nut torque. **POWER PLANT** **NOTE** Refer to engine manufacturer manual for engine inspection requirements. **1.** Replace main fuel filter element. **INSTRUMENTS**		
Section V	Drain pitot-static system of any accumulated moisture (Section V). **ENGINE FIRE EXTINGUISHER** **1.** Check for secure mounting of container, manifold, and wiring. **2.** Check for correct charge at container indicator. **3.** Check manifold below engine for cleanliness with special attention to discharge holes and evidence of corrosion.		

SCHEDULED INSPECTIONS

1-80. 100 HOUR INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DECRIPTION	INITIAL MECH	INITIAL OTHER
	LUBRICATION REQUIREMENTS		
Section I	Refer to Figure 1-6 for 100 hour lubrication requirements.		

SCHEDULED INSPECTIONS

1-81. 1000 HOUR INSPECTION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____		
	FACILITY: _____		
	HELICOPTER S/N: _____		
	REGISTRY NO.: _____		
	TOTAL TIME:_____		
	SIGNATURE:_____		
	FUEL SYSTEM		
	Remove main fuel filter; inspect, clean, and reinstall.		
	NOTE On helicopters S/N 2001 through 2025, fuel quantity must be less than 500 pounds when filter is removed. On helicopters S/N 2026 and subsequent, fuel quantity is not critical since a shutoff valve in the fuel line can be closed.		
	1. Accomplish complete daily and 1000 hour inspection in conjunction with the following:		
Section I	**2.** Refer to Airworthiness Limitations for list of parts with prescribed maximum service life. Refer to Component Overhaul for overhaul interval.		
	3. Refer to Lubrication Chart for 1000 hour inspection.		
	4. Remove and replace components as scheduled in components overhaul section.		
Section VII	**5.** Remove, inspect, and clean or replace hydraulic filters.		
	6. Deleted.		
	7. Calibrate fuel quantity system.		

SCHEDULED INSPECTIONS

1-81. 1000 HOUR INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	8. Inspect main rotor blades (Section II).		
	9. Inspect anti-torque pitch control quill and chain (Section VII).		
	10. Fluorescent penetrant inspect 204-011-711 crosshead assembly (BHT-ALL-SPM).		
	11. Magnetic particle inspect 204-010-481 or 205-011-706 mast nut (BHT-ALL-SPM).		
	12. Deleted.		
Section IX	**13.** Inspect baggage smoke detection system.		
	14. Replace beacon light bulb smoke detector unit.		
	a. Using a 20,000-ohm/volt voltmeter, check fire detector amplifier between P59, pin D, and ground for less than 4 volts DC. Adequately screen/block beacon light to energize fire detector amplifier circuit and illuminate lamp.		
Section VII	**15.** Inspect cyclic and collective flight control cylinder installations as follows:		
	a. Replace seals in cyclic, collective, and tail rotor cylinders as required (Section VII).		
	b. Inspect universal bearings for looseness.		
	c. Inspect input lever bushings and bolts for wear and looseness.		
	d. Tighten nuts attaching cylinders to upper supports.		
	e. Inspect fasteners attaching cyclic cylinder lower supports to structure for looseness.		
	f. Inspect cyclic cylinder lower bearings for looseness.		

SCHEDULED INSPECTIONS

1-81. 1000 HOUR INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	g. Remove bolts attaching cyclic cylinders to lower supports. Check alignment of cylinders to lower supports. No side loads should exist on rod end bearings. **h.** Inspect cylinder extension tubes and dust boots for condition and security. **i.** Inspect linkage for wear and security. **16.** Visually inspect all flight control rods, bellcranks, levers, and support assemblies for clearance, security, corrosion, and general condition. Repair the components found damaged in accordance with Section VII. **17.** Inspect both swashplate and support assembly and scissors and sleeve assembly. Disconnect bottom of each drive link from swashplate trunnion and each mixing lever control tube from scissors. Check swashplate duplex bearing and collective sleeve hub bearing set for roughness and ease of rotation. Purge lubricate bearings. Reconnect drive links and tubes. Refer to Section III for maintenance instructions.		

SCHEDULED INSPECTIONS

1-82. 3000 HOUR INSPECTION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____**		
Section VII	**FLIGHT CONTROLS** **1.** Inspect all flight control rods for clearances, security, and general condition. **2.** Remove all bonded and riveted rod ends, inserts, and clevis fittings from flight control tubes. **3.** Inspect tubes for internal corrosion and general condition. **4.** Seal one end of tube and fill with epoxy primer (C-202) to ensure complete internal coverage. Coat O.D. of tube with epoxy primer (C-202) and allow to dry for 6 hours. **5.** Replace rod ends, inserts, and clevis fitting on tubes. **6.** Dip rivets in sealant (C-308) and install rivets. **7.** Seal all rivets, edge of rod ends, inserts, and clevis on tubes.		

COMPONENT OVERHAUL INTERVALS

1-83. 1000 HOUR COMPONENT OVERHAUL

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____** **NOTE** Neither assignment of a time period for overhaul of a component or failure to assign a time period for overhaul of a component constitutes a warranty of any kind. The only warranty applicable to helicopter and any component is that warranty included in Purchase Agreement for helicopter or component. The operation time specified for overhaul of any part number in this overhaul schedule applies to all successive dash numbers for that item, unless specified otherwise. Time between overhaul and inspection periods is based upon experience, testing, and engineering judgement, and is subject to change at the sole discretion of Bell Helicopter Textron or an appropriate government agency. **1000 HOUR COMPONENT OVERHAUL** **1.** Remove and overhaul the following components:		
Section II	**a.** Main Rotor Hub 204-012-101-003		

COMPONENT OVERHAUL INTERVALS

1-83. 1000 HOUR COMPONENT OVERHAUL (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
Section III	**b.** Mast Assembly with Bearing 204-040-136-ALL 204-040-366-005 204-040-366-007 204-040-366-009 204-040-366-015		
	c. Stabilizer Bar Assembly 204-011-326-ALL		
	d. Swashplate Assembly 204-011-400-007 204-011-400-009 and 204-011-400-017 Conditional		
	e. Scissors and Sleeve Assembly 204-011-401-007 204-011-401-009 204-011-401-011 and 204-011-401-019 Conditional		
Section IV	**f.** Transmission Assembly △1 204-040-009-019 204-040-009-031 Includes all quills		
	g. Intermediate Gearbox 204-040-003-023		
	h. Tail Rotor Gearbox 204-040-012-007		
	i. Tail Rotor Driveshaft Hangers 204-040-600-007 204-040-600-009		
	j. Engine-to-Transmission Driveshaft 204-040-010-005 204-040-010-007		
	k. Irreversible Valve Assembly 204-076-055-001		
	△1 Magnetic particle inspect lower planetary spider gear 204-040-785-003 (BHT-ALL-SPM).		

COMPONENT OVERHAUL INTERVALS

1-84. 1500 HOUR COMPONENT OVERHAUL

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____**		
Section IV	**1.** Remove and overhaul the following components: **a.** Transmission ⚠1 — 204-040-009-061, 204-040-016-005, Includes all quills **b.** Tail Rotor Gearbox — 204-040-012-013		
Section VII	**c.** Left and Right Cyclic Cylinders — 204-076-064-001, 204-076-064-003, 204-076-064-007, 204-076-064-009, 204-076-070-001, 204-076-070-003, and 205-076-038-001, 205-076-038-003 **d.** Collective Cylinder — 204-076-064-005, 204-076-064-011, 204-076-070-005, and 205-076-038-005		
Section III	**e.** Mast Assembly with bearing 212-040-136-001 — 204-040-366-005, 204-040-366-007, 204-040-366-009		
	⚠1 Magnetic particle inspect lower planetary spider gear 204-040-785-003 (BHT-ALL-SPM).		

COMPONENT OVERHAUL INTERVALS

1-85. 2000 HOUR COMPONENT OVERHAUL

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____**		
Section IV	**1.** Remove and overhaul the following components: **a.** Intermediate Gearbox 204-040-003-037 **b.** Transmission △1 204-040-009-087 Includes all quills △1 Magnetic particle inspect lower planetary spider gear 204-040-785-003 (BHT-ALL-SPM).		

COMPONENT OVERHAUL INTERVALS

1-86. 2400 HOUR COMPONENT OVERHAUL

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____**		
Section II	**1.** Remove and overhaul main rotor hub 204-012-101-005.		

COMPONENT OVERHAUL INTERVALS

1-86A. 2500 HOUR COMPONENT OVERHAUL

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____**		
Section III	**1.** Remove and overhaul the following components: **a.** Mast Assembly 204-040-366-015 with bearing 212-040-136-001 204-040-366-017 204-040-366-021		

SPECIAL INSPECTIONS

1-87. BETWEEN 5 AND 10 HOURS OF FLIGHT AFTER INSTALLATION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____		
	FACILITY: _____		
	HELICOPTER S/N: _____		
	REGISTRY NO.: _____		
	TOTAL TIME:_____		
	SIGNATURE:_____		
Section II	**1.** Main Rotor Hub and Blade — Torque check main rotor hub and blade assembly retaining nut.		
Section VI	**2.** Tail Rotor Hub and Blade — Torque check tail rotor hub and blade assembly retaining nut.		
Section IV	**3.** Intermediate Gearbox — Torque check intermediate gearbox attaching bolts.		
	4. Tail Rotor Gearbox — Torque check tail rotor gearbox attaching nuts.		

SPECIAL INSPECTIONS

1-88. EACH 10 HOURS OF COMPONENT OPERATION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____**		
Section VII	**TAIL ROTOR QUILL CONTROL CHAIN** Remove cover to gain access to chain. Using 10X magnifying glass, inspect chain link segments for cracks. Pay particular attention to area of chain that travels over sprocket of control quill and 3 inches each side of this area. If any cracks are found, chain must be replaced. Lubricate chain with preservative oil (C-125) or wipe with cloth dampened in turbine engine lubricating oil (C-010).		

SPECIAL INSPECTIONS

1-89. EACH 25 HOURS OF COMPONENT OPERATION

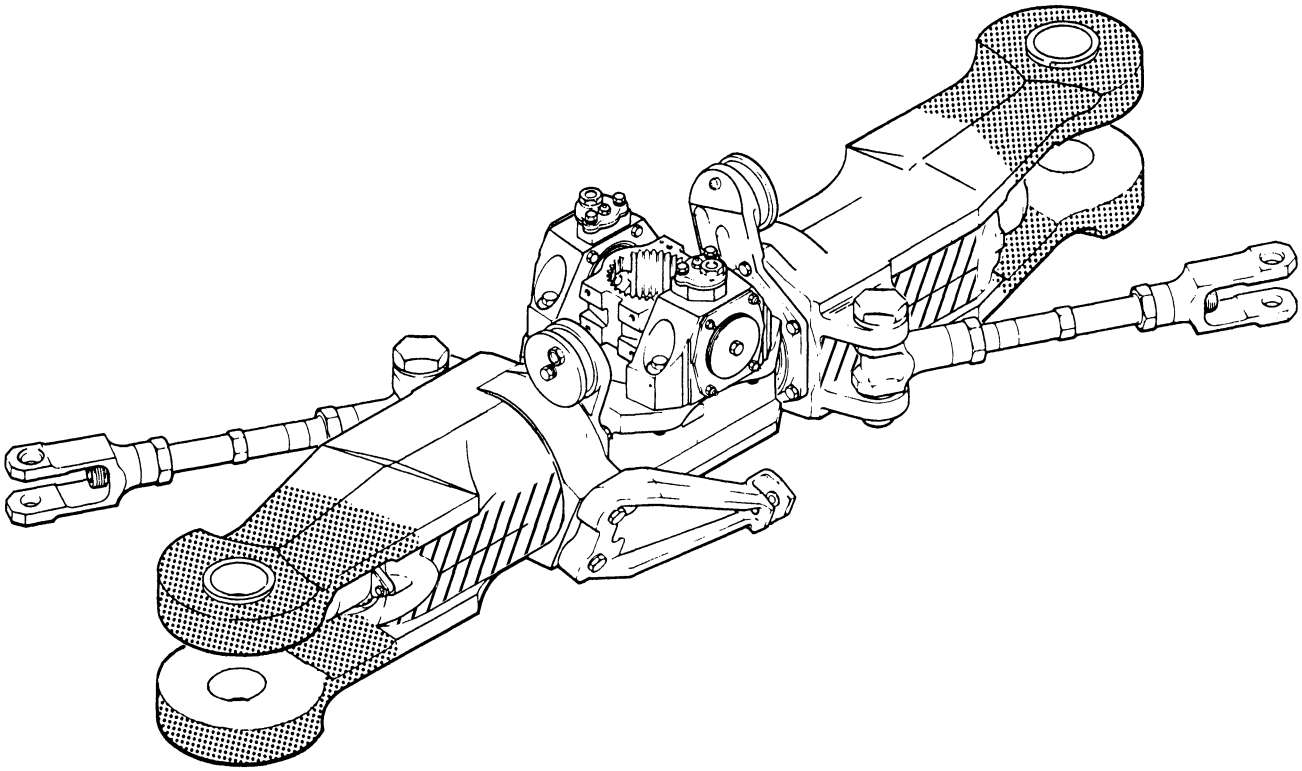
DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____**		
Section III	**1.** 204-011-461 and 204-011-463 swashplate gimbal ring bolts, including all dash numbers. **NOTE** Do not attempt to turn bolts. Bolt movement will fail Loctite joint and cause accelerated bolt wear. **a.** Grasp 204-011-402 swashplate inner ring and attempt to move it in a horizontal plane in line and on axis with gimbal ring attach points. Maximum allowable axial looseness in gimbal ring bearings and attachments is 0.010 inch. **b.** On an axis 90° to step a, repeat check. Maximum axial allowable looseness in gimbal ring bearing and attachments is 0.010 inch. **2.** Transmission Oil System — Remove transmission sump filter and magnetic plugs, then check for contamination. If contamination is evident, remove, inspect, and clean oil jets. If Service Instruction 204-20 is incorporated, this inspection is not required. **3.** Main rotor hub grip 204-011-121 — Detailed visual inspection **a.** Prepare both main rotor grip tangs for inspection by cleaning exposed surfaces with denatured alcohol (C-326) (BHT-ALL-SPM). Wipe dry.		

SPECIAL INSPECTIONS

1-89. EACH 25 HOURS OF COMPONENT OPERATION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	b. Inspect grip surfaces for evidence of hairline cracks on upper and lower tang exposed surfaces. Pay particular attention to the lower tang lower surface from blade bolt bushing flange to the trailing and leading edge of tang (Figure 1-10A). **c.** For 204-011-121-001 and -005 M/R grips, inspect grip barrels both leading and trailing edge sides for evidence of hairline cracks (Figure 1-10A).		

GRIP
204-011-121



1 AREA TO BE INSPECTED
UPPER AND LOWER TANGS
ALL EXPOSED SURFACES

1 AREA TO BE INSPECTED
GRIP BARREL
LEADING AND TRAILING
SIDES EXPOSED SURFACE

1 Inspect every 25 hours for all grips.

204B-M-1-10A

Figure 1-10A. Inspection of Main Rotor Hub Grip Tangs and Barrel (25 Hours)

SPECIAL INSPECTIONS

1-90. BETWEEN 25 AND 30 HOURS AFTER INSTALLATION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____**		
Section II	**1.** Main Rotor Blade Retaining Nut — Torque check main rotor blade retaining nuts. **2.** Main Rotor Hub Pillow Block Nuts. **a.** Torque check main rotor hub pillow block nuts. **b.** Wipe area clean with cloth dampened with MEK (C-309) and apply a bead of sealant (C-308) to following areas: **(1)** Pillow block bushing flanges and adjacent pillow block surfaces. **(2)** Bolt heads and adjacent bushing surface. **(3)** Perimeter of pillow block and yoke mating surfaces. **(4)** Pillow block bolt nuts and adjacent yoke surfaces.		
Section VI	**3.** Tail Rotor Driveshaft Hanger Bearings. **NOTE** The following recurring 25 hour inspection is applicable after initial installation of a tail rotor driveshaft hanger bearing. The inspection is no longer required following successful completion of the fourth inspection period.		

SPECIAL INSPECTIONS

1-90. BETWEEN 25 AND 30 HOURS AFTER INSTALLATION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	a. Accomplish helicopter run-up for 5 minutes. Shut down helicopter and immediately inspect hanger bearings for movement of the dust shields, identified by breakage of the witness marks. Remove any bearings from service that display dust shield movement. **b.** Bearings not displaying movement at the run-up may remain in service, but must be inspected for dust shield movement at each of the next three mandatory 25 hour special inspections, or any time the bearing is inspected between any of the 25 hour inspections. Bearings that do not display dust shield movement after the fourth 25 hour inspection may remain in service with no further inspection required. Record accomplishment of each inspection in the helicopter log books. **c.** Remove from service any bearing on which the witness mark indicates that the dust shield has moved.		

SPECIAL INSPECTIONS

1-91. EACH 50 HOURS OR 15/30 DAYS.

DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
Section II	Main Rotor Blades — Wash with cleaning compound (C-318). Rinse thoroughly and wipe dry. Apply a light coat of WD-40 corrosive preventive compound to blades after every 50 hours of operation or 30 days, or every 15 days for blades operating in salt laden atmosphere, whichever occurs first.	

SPECIAL INSPECTIONS

1-92. 100 HOURS AFTER INITIAL INSTALLATION OF TAILBOOM.

DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
Section X	Tailboom — Check torque on tailboom attachment bolts 100 hours after initial installation.	

SPECIAL INSPECTIONS

1-93. EACH 100 HOURS.

DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
Section VII	Tail Rotor Drive System. a. Torque intermediate gearbox attaching bolts. b. Torque tail rotor gearbox attaching nuts.	

SPECIAL INSPECTIONS

1-94. EACH 100 HOURS OR 3 MONTHS, WHICHEVER OCCURS FIRST.

DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
Section IV	Input Driveshaft 204-040-010. a. Remove, inspect, and lubricate 204-040-010 driveshaft in accordance with Section IV. b. Wipe all grease from exterior surfaces of coupling and from V-band clamp. c. Install driveshaft. d. Wipe all grease from surrounding helicopter structure. e. Run helicopter for 5 minutes at 100 percent N2. f. Carefully inspect coupling and surrounding helicopter structure for evidence of grease being slung out of coupling. If there is evidence of grease slinging, remove coupling and replace defective parts. Repeat leak test run.	

SPECIAL INSPECTIONS

1-95. EACH 300 HOURS OR 3 MONTHS, WHICHEVER OCCURS FIRST.

DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
Section IV	Input Driveshaft 205-040-004-017 only. a. Remove, inspect, and lubricate 205-040-004-017 driveshaft in accordance with Section IV. b. Wipe all grease from exterior surfaces of coupling and from V-band clamp. c. Install driveshaft. d. Wipe all grease from surrounding helicopter structure. e. Run helicopter for 5 minutes at 100 percent N2. f. Carefully inspect coupling and surrounding helicopter structure for evidence of grease being slung out of coupling. If there is evidence of grease slinging, remove coupling and replace defective parts. Repeat leak test run.	

SPECIAL INSPECTIONS

1-96. EACH 500 HOURS OR 12 MONTHS, WHICHEVER OCCURS FIRST.

DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
Section IV	205-040-004-003, -011, and -103 Main Driveshaft. a. Remove, inspect, and lubricate 205-040-004-003, -011, and -103 driveshaft in accordance with Section IV. b. Wipe all grease from exterior surfaces of coupling and from V-band clamp. c. Install driveshaft. d. Wipe all grease from surrounding helicopter structure. e. Run helicopter for 5 minutes at 100 percent N2. f. Carefully inspect coupling and surrounding helicopter structure for evidence of grease being slung out of coupling. If there is evidence of grease slinging, remove coupling and replace defective parts. Repeat leak test run.	

SPECIAL INSPECTIONS

1-96A. EACH 24 MONTHS

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____**		
Section II and Section III	**1.** Remove the following flight control bolts: Bolt Part Number — Location 20-057-5-24D — Fixed swashplate to RH and LH cyclic boost tubes (2) 20-057-5-24D — Collective lever to collective boost tube (1) 20-057-5-27D — Mixing lever to scissors tube (2) 20-057-5-27D — Scissors tube to scissors (2) 20-057-6-27D — Pitch link to universal (2) 20-057-5-30D — Drive link to rotating swashplate (2) 20-057-6-31D — Pitch horn to pitch link (2) 20-057-6-34D — Universal to mixing lever (2) 20-057-6S20D — Mixing lever (P/N 204-011-301) pivot bolts (4) 20-057-6S23D or 20-057-6S24D — Mixing lever (P/N 212-010-302) pivot bolts (4) 20-057-8S69D — Scissors to drive link (2)		

SPECIAL INSPECTIONS

1-96A. EACH 24 MONTHS (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION		INITIAL MECH	INITIAL OTHER
	20-057-8S90D	Scissors (P/N 204-011-406) pivot bolt (2)		
	20-057-10S27D or 20-057-10S29D	Stabilizer bar pivot bolts (2)		
	212-010-411-005 or 212-010-411-001	Scissors (P/N 212-010-407) pivot bolt (2)		
	AN174-15 △1	Stabilizer bar damper tube to damper wing shaft (2)		
	AN174-20 △1	Stabilizer bar damper tube to stabilizer bar (2)		
	AN178-22A	Collective lever to swashplate support (2)		
	△1 Bolts are on-condition.			
	2. Clean bolts with cloth dampened with MEK (C-309) or equivalent.			
	3. Inspect bolts for thread damage, shank wear, and corrosion. Replace any bolt that has damaged threads, detectable shank wear, or exhibits corrosion pitting.			
	4. Apply soft film corrosion preventive compound (C-104) to the bolt shanks only and install in accordance with 204B Maintenance Manual, Section 2 and Section 3.			
	NOTE Operations in extreme environmental conditions, which erode the hard film corrosion preventive compound, may warrant periodic touch-up of control bolts external surfaces. Prior to touch-up, visually check exposed surfaces of hardware for evidence of corrosion and fretting. Remove, clean, and inspect bolts as conditions warrant.			
	5. After bolts have been installed, nuts torqued and safetied, coat the bolt heads and nuts with hard film corrosion preventive compound (C-101).			

SPECIAL INSPECTIONS

1-96B. DELETED

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	NOTE The Each 1200 Hours special inspection has been moved to the 1200 Hours or 24 Months, Whichever Occurs First special inspection.		

SPECIAL INSPECTIONS

1-97. EACH 1200 HOURS OR 24 MONTHS, WHICHEVER OCCURS FIRST

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____** **NOTE** Accomplish each 1200 hours/24 months (whichever occurs first) of listed component operation.		
ASB 204-02-57 ASB 204-11-66	**MAIN ROTOR HUB PINS 204-012-104-001/-003/-005 AND INBOARD STRAP FITTINGS 204-012-102-001/-005/-009** **1.** Remove the four pins and two inboard strap fittings from the main rotor hub assembly. **2.** Inspect pins and inboard strap fittings by magnetic particle method. **3.** Magnetic particle indication interpreted as cracks are not acceptable and the pin or inboard strap fitting must be scrapped. **4.** If any strap pins are found cracked, the mating strap fitting must also be scrapped. **5.** If the pins are replaced (e.g., time expired), the mating fittings will be considered serviceable only after NDI inspection of the removed pins has confirmed they are not cracked. **6.** Reassemble main rotor hub assembly. **7.** Make an entry in the helicopter Historical Records (HR) to show that the main rotor hub pins and inboard strap fittings have been inspected in accordance with this special inspection.		

SPECIAL INSPECTIONS

1-97. EACH 1200 HOURS OR 24 MONTHS, WHICHEVER OCCURS FIRST (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
Section II	**MAIN ROTOR YOKE 212-011-102** — Detailed Visual Inspection **1.** Remove bearing races and spacers from yoke spindles. **2.** Inspect yoke spindle for cracks and corrosion pits. **3.** Inspect yoke spindle bearing journals for wear. **4.** Any crack or wear beyond limits is cause for rejection of yoke. Clean up any corrosion. **5.** Assemble yoke.		
Section II	**MAIN ROTOR HUB GRIP 212-011-121** — Detailed Visual Inspection **1.** Prepare both main rotor grip tangs for inspection by cleaning exposed surfaces with denatured alcohol (C-326) as per BHT-ALL-SPM. Wipe dry. **2.** Inspect grip surfaces for evidence of hairline cracks on upper and lower tangs exposed surfaces. Pay particular attention to the lower tang lower surface from the blade bolt bushing flange to the trailing and leading edge of the tang. Crack indications require the grip to be removed from service for further evaluation (Figure 1-11). **3.** Inspect grip barrels both leading and trailing sides for evidence of hairline cracks (Figure 1-11). **4.** Check for gap (360°) between flange of blade bolt bushing and surface of grip tang. Maximum gap of 0.0025 inch (0.0635 mm) permitted. Noted gap greater than the maximum permitted requires bushing to be replaced. **5.** Fit a blade bolt through both bushings simultaneously; bolt should be able to be turned with the fingers. If this cannot be accomplished, refer to Section II for further inspection requirements. **6.** Inspect buffer pads on tang inner surfaces for delamination. Any delamination will require buffer pad replacement (Figure 1-11).		

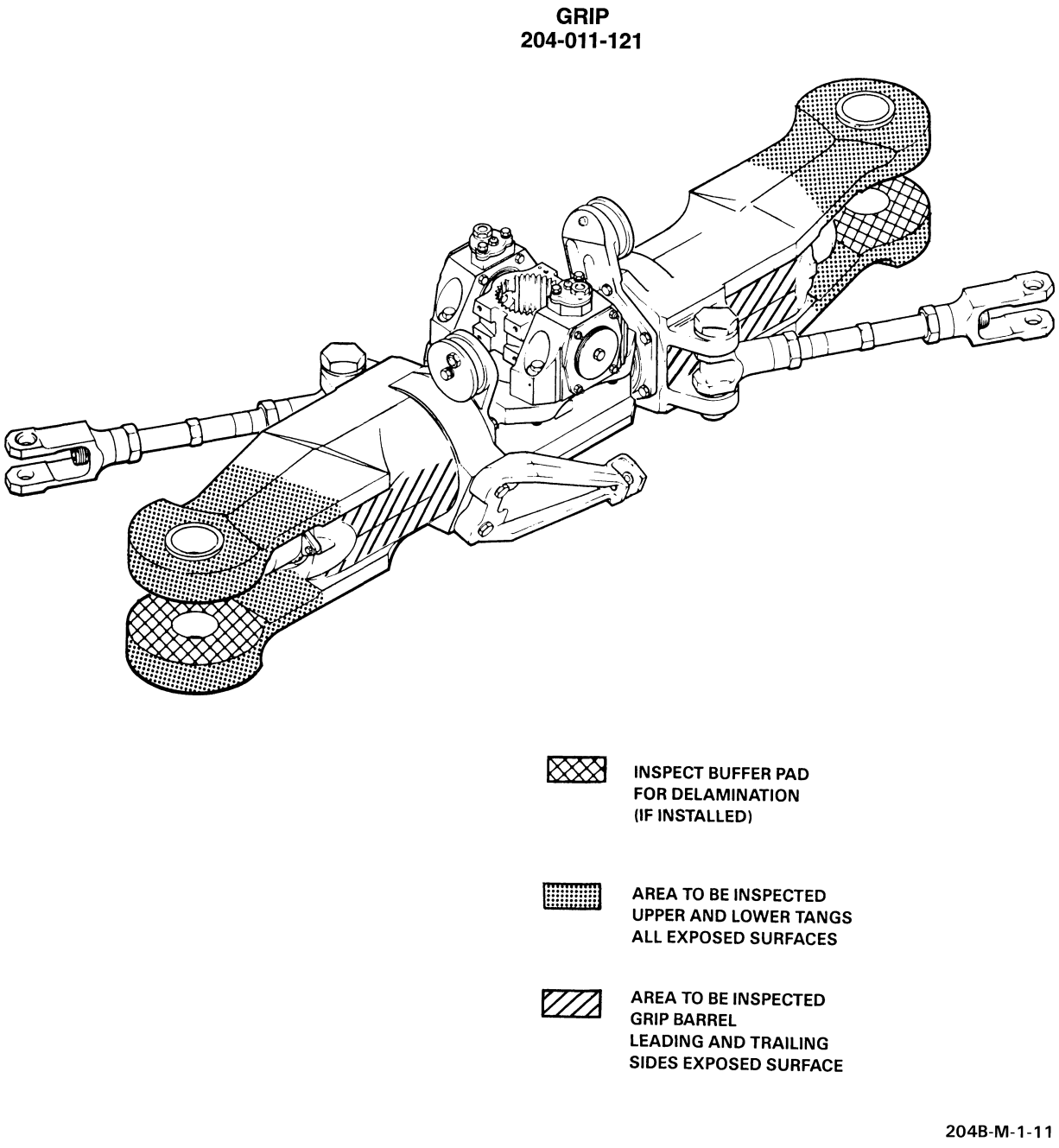


Figure 1-11. Inspection of Main Rotor Hub Grip Tangs and Barrel (1200 Hours/24 Months)

CONDITIONAL INSPECTIONS

1-98. HARD LANDING.

DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
	ENGINE OVERSPEED, OVERTORQUE, COMPRESSOR STALL OR SURGE, OR OVERTEMP. If overspeed, overtorque, compressor stall or surge, or excessive temperature occur, perform special inspection as required by Lycoming Engine Inspection Handbook No. TS5311-5 or TS5313-5. Hard landing is defined as any accident or incident in which ground impact of helicopter causes severe pitching of main rotor, allowing hard contact of hub with mast, or results in yielding or cracking the mounting lugs of the transmission support case or noticeable yielding or cracking of fuselage pylon support structure or landing gear. This definition is confined only to those accidents not involving sudden stoppage of main rotor or tail rotor. **NOTE** Components removed from helicopter, following hard landing, shall be evaluated as an interrelated group. Removal records accompanying each component shall cross reference part and serial numbers of other drive system components removed for evaluation. 1. If hard landing is suspected, following steps a. through g. shall be complied with: a. Inspect main and tail rotor blades for evidence of strike damage. If such evidence is found on either rotor, perform Sudden Stoppage — Power On or OFF. b. Visually inspect underside of fuselage and tailboom for evidence of ground contact. c. Perform landing gear deflection check. Refer to Section X. (1) If crosstubes have yielded, remove landing gear and inspect support and structure to which they are attached for signs of yielding or other damage. (2) If supports and attaching structure are not damaged, replace damaged landing gear components. d. Inspect mast for deformation due to rotor hub contact. e. Inspect area around lower supports of pylon dampers for loose rivets or other damage. f. Inspect static stops on rotor hub for damage and/or sheared attachment bolts. g. If no damage other than yielded landing gear crosstubes has been found at this point, it can reasonably be decided that a true hard landing did not occur. Complete daily inspection and return helicopter to flight status provided no further evidence of damage is found.	

CONDITIONAL INSPECTIONS

1-98. HARD LANDING. (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
	h. If damage is more extensive than landing gear crosstube yielding, a hard landing has occurred; comply with requirements of steps 2., 3., and 4.	
	2. If a hard landing has occurred, following steps shall be accomplished:	
	a. Remove and perform overhaul evaluation inspection of following components.	
Section III	(1) Mast assembly	
	NOTE If there is any deformation in area contacted by main rotor hub, or any other obvious damage, the mast is nonairworthy and nonreparable.	
Section IV	(2) Transmission	
Section IV	(3) Main input driveshaft.	
	b. Perform thorough visual inspection of following components, which may be kept in service if no discrepancy or obvious damage is found. Replace any damaged component.	
Section II	(1) Main Rotor Blades	
	(2) Main Rotor Hub	
Section VI	(3) Tail Rotor Blades	
	(4) Tail Rotor Hub	
	(5) Antitorque Controls	
	(6) Intermediate Gearbox	
	(7) Tail Rotor Gearbox	
	(8) Tail Rotor Driveshafts	
	(9) Tail Rotor Driveshaft Hangers	
Section III	(10) Swashplate and Support Assembly	
	(11) Scissors and Sleeve Assembly	
	(12) Stabilizer Bar Assembly	
Section II	(13) Main Rotor Controls	
	c. Check all cowling and doors for proper fit and alignment. Remove cowling and inspect all attachment fittings.	

1-98. HARD LANDING. (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
	NOTE If significant damage has been found in any area of airframe, inspection shall be expanded in those areas until it extends beyond the zone of damage. d. Using 10 power magnifying glass make complete inspection of pylon support structure for loose or sheared rivets, cracked brackets, buckled or cracked support angles and webs. Pay particular attention to pylon mounts attaching points and damper support attaching points. e. Remove lift link and make complete inspection of lift link, lift link attachment fittings, and lift beam for cracks and other evidence of damage. If lift link is damaged it is nonairworthy and nonreparable. f. Remove both pylon dampers, disassemble and check for internal yielding. Reassemble and reinstall if no evidence of damage. If pylon dampers have yielded they are nonairworthy and nonreparable. g. Install serviceable mast, transmission assembly, and main driveshaft assembly. Reinstall removed pylon control components. h. Check all engine mount fittings and bolts for damage and looseness. i. Inspect engine firewalls for evidence of warping, crushing, or other damage. j. Make a complete inspection of area where tailboom is attached to forward fuselage section. This includes both sets of attachment fittings and the longerons, beam caps, skins, webs, bulkhead flanges, and other structural members. Check torque on attachment bolts to determine if yielding has occurred. k. Completely inspect flight control system from pilots controls to rotor head for bent or damaged tubes, bellcranks, bellcrank supports, and for damaged control system bearings. Particular attention shall be given to pylon controls, lower cylinder attachment support fitting, and adjacent airframe structure. l. Pressurize hydraulic system and check for leaks, interference, binding, and for satisfactory operation. m. Inspect fuel, oil, and pneumatic system for damage. Make engine ground run and visually check fuel, oil, and pneumatic lines for leaks. 3. Inspect power plant in accordance with engine manufacturer engine inspection guide. 4. If no significant damage has been found, no further inspection is necessary.	

CONDITIONAL INSPECTIONS

1-99. SUDDEN STOPPAGE — POWER ON OR OFF

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____ **W.O.** _____ **FACILITY:** _____ **HELICOPTER S/N:** _____ **REGISTRY NO.:** _____ **TOTAL TIME:** _____ **SIGNATURE:** _____ Sudden stoppage is defined as any rapid deceleration of drive system whether caused by seizure within the helicopter transmission or by contact of main or tail rotor blades with the ground, water, snow, dense vegetation, or other object of sufficient inertia to cause rapid deceleration. Main or tail rotor blade damage, when caused by striking some object sufficient to require blade replacement, is considered sudden stoppage. When sudden stoppage occurs, inspect helicopter and replace components as follows: **NOTE** Components removed from helicopter, following a sudden stoppage, shall be evaluated as an interrelated group. Removal records accompanying each component shall cross reference part and serial numbers of other drive system components removed for evaluation. If sudden stoppage inspection is the result of tail rotor strike, comply with step 7 through step 13.		
Section II	**1.** Main rotor blades **a.** Visually inspect both main rotor blades for evidence of damage. Check closely for wrinkled skin.		

CONDITIONAL INSPECTIONS

1-99. SUDDEN STOPPAGE — POWER ON OR OFF (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	b. If either blade is damaged sufficiently to require blade replacement, return both blades to authorized overhaul facility. Make entry in component record to show that reason for removal was sudden stoppage. **c.** If no evidence of damage is found on either blade, both blades may be retained in service.		
Section II	**2.** Main rotor hub **a.** If main rotor blades were not damaged sufficiently to require blade replacement, main rotor may be retained in service. **b.** If main rotor blades were damaged sufficiently to require blade replacement, perform overhaul inspection on hub. Make entry in component record to show reason for removal was Sudden Stoppage. **c.** If any main rotor blade is damaged beyond repair, scrap 204-011-102 grip and perform overhaul evaluation inspection on main rotor hub. Make entry in component record to show reason for removal was Sudden Stoppage.		
	3. Pylon control components		
Section III	**a.** If one or more of the following discrepancies in step 1 through step 5 are found, swashplate assembly, stabilizer bar assembly, and scissors and sleeve assembly shall be removed and overhaul evaluation shall be performed. Refer to Section III.		
Section II	**(1)** Severe main rotor blade damage **(2)** Pitch horn failure **(3)** Yielded stabilizer bar tube **(4)** Control tube buckled or broken **(5)** Transmission main support case mounting leg broken		

CONDITIONAL INSPECTIONS

1-99. SUDDEN STOPPAGE — POWER ON OR OFF (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	b. Using 10 power magnifying glass, make complete inspection of pylon support structure for loose or sheared rivets, cracked support angles and webs. Pay particular attention to pylon mounts attaching points and damper support attach points. **c.** If no condition exists as listed in step a above, perform close visual inspection; if no evidence of damage is found, swashplate assembly, stabilizer assembly, and scissors and sleeve assembly may be retained in service. **4.** Replace all bolts in rotating controls. Discard removed bolts. **5.** Remove and inspect main driveshaft visually. If evidence of yielding or deformation is noted, scrap driveshaft assembly. If no visual evidence of damage is detected, perform overhaul evaluation. Refer to Section IV. Make entry in component record to show that reason for removal was Sudden Stoppage. **6.** Transmission and mast assembly. **a.** If mast has evidence of torsional yielding (defined as excessive run out, bending, deformation or spline misalignment), mast assembly (including mast bearing), transmission top case, transmission lower planetary spider, lower mast bearing, freewheeling assembly (outer races, inner race and clutch) and pylon mounts shall be scrapped. The transmission shall be overhaul evaluated. If the main case is magnesium, it shall be scrapped. Refer to Section IV. **b.** If a main rotor blade is damaged beyond repair, main rotor mast assembly (204-011-450-ALL) shall be scrapped. **c.** If mast does not have torsional yielding and transmission has no obvious damage that would render it nonrepairable, then transmission and mast shall have overhaul evaluation performed. Refer to Section IV. Make entry in component record to show that reason for removal was Sudden Stoppage. **7.** Tail rotor driveshaft hangers		
Section VI			

CONDITIONAL INSPECTIONS

1-99. SUDDEN STOPPAGE — POWER ON OR OFF (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	a. If tail rotor driveshaft has been damaged by main rotor strike or other circumstances, hangers to which damaged shaft was attached shall be considered unserviceable and scrapped. If tail rotor driveshaft fails as a result of torsional load then all hangers and shafts shall be considered unserviceable and scrapped. Make complete inspection of area where tailboom is attached to forward fuselage section. This includes both sets of attachment fittings and the longerons, beam caps, skins, webs, bulkhead flanges, and other structural members. Check torque on attachment bolts to determine if yielding has occurred. **b.** If inspection reveals no condition as listed in step a above, and there is no obvious damage which would render hanger assemblies unserviceable, then hanger assemblies shall have overhaul evaluation performed. Refer to Section VI. Make entry in component record to show that reason for removal was Sudden Stoppage.		
Section VI	**8.** Tail rotor driveshaft. **a.** Remove tail rotor driveshafts and inspect for following conditions. If one or more conditions listed in step (1) through step (4) are noted, all driveshafts and bearing hangers shall be considered unserviceable and scrapped. Make complete inspection of area where tailboom is attached to forward fuselage section. This includes both sets of attachment fittings and the longerons, beam caps, skins, webs, bulkhead flanges, and other structural members. Check torque on attachment bolts to determine if yielding has occurred. **(1)** Curvic faces distorted. **(2)** Evidence of overload. **(3)** Cracks. **(4)** Loose or sheared rivets. **b.** If inspection reveals no condition as listed in step 1 through step 4. exists, then perform inspection in accordance with Section IV. Make entry in component record to show that reason for removal was Sudden Stoppage. **c.** Three-inch diameter shaft.		

CONDITIONAL INSPECTIONS

1-99. SUDDEN STOPPAGE — POWER ON OR OFF (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	(1) If tail rotor driveshaft has been damaged (broken, twisted, or buckled) by main rotor shaft strike, torsional overload or impact, the hangers to which the damaged shaft(s) were attached shall be inspected for damage to individual components per Section VI. **(2)** When damage occurs, bearings and shafts of hanger assemblies as well as clamps and attaching hardware (tail rotor shaft to hanger assembly) shall be scrapped. Magnesium hangers (pillow blocks) shall be scrapped. Steel hangers (pillow blocks) are to be submitted to overhaul for evaluation. All remaining undamaged shafts shall be submitted for overhaul. **d.** Three and one-half inch diameter shaft **(1)** If tail rotor driveshaft has been damaged (bent, twisted, or buckled) as a result of main rotor strike to shaft, or other impact from external source (not related to helicopter torsional, e.g. tree, ground or other object) or boom damage and subsequent shaft contact, then the hanger assemblies to which damaged shaft(s) were attached shall be inspected for damage to individual components per Section VI. Bearings and shafts of hanger assemblies as well as attaching hardware (tail rotor shaft to hanger assembly) shall be scrapped. Magnesium hangers (pillow blocks) shall be scrapped. Steel hangers (pillow blocks) shall be submitted to overhaul for evaluation. Make entry in component record to show that reason for removal was Sudden Stoppage. **(2)** If tail rotor driveshaft fails as a result of torsional load, then all hanger assemblies shall be submitted to overhaul for evaluation. All hanger assembly shafts shall be scrapped along with attaching hardware (clamps and bolts) which attached the failed driveshaft(s) and hanger assemblies. Also, all magnesium hangers (pillow blocks) and all driveshaft assemblies shall be scrapped. Make entry in Component Record to show that reason for removal was sudden stoppage. If inspection reveals no condition as listed in above steps, and there is no obvious damage which would render hanger assemblies unserviceable, then hanger assemblies shall have overhaul evaluation performed in accordance with Section VI. Make entry in component record to show that reason for removal was Sudden Stoppage.		

CONDITIONAL INSPECTIONS

1-99. SUDDEN STOPPAGE — POWER ON OR OFF (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
Section VI	**9.** Tail rotor hub and blade assembly **a.** If sudden stoppage originated at tail rotor blades, tail rotor hub and blade assembly shall be considered unserviceable and nonrepairable. **b.** If sudden stoppage originated at main rotor or transmission, tail rotor hub and blade assembly may remain in service provided there is no visible external damage. If visible damage is noted on tail rotor hub and blade assembly, remove tail rotor hub and blade assembly and perform overhaul evaluation inspection. Refer to Section VI. Make entry in component records to show that reason for removal was Sudden Stoppage. The 204-011-728 tail rotor grips must be condemned as nonairworthy. **c.** If sudden stoppage originated at tail rotor driveshaft, intermediate gearbox or tail rotor gearbox, remove tail rotor hub and blade assembly and perform overhaul evaluation inspection. Refer to Section VI. Make entry in component record to show that reason for removal was Sudden Stoppage.		
Section VI	**10.** Tail rotor gearbox **a.** Remove tail rotor gearbox. Check for cracks, sheared or bent attaching studs, and evidence of case distortion. If any of the above is noted, then gearbox is nonairworthy and nonrepairable. **b.** If inspection reveals no condition as listed in step a above, then perform overhaul evaluation. Refer to Section VI. Make entry in component record to show that reason for removal was Sudden Stoppage.		
Section VI	**11.** Intermediate gearbox **a.** Remove intermediate gearbox. Check for cracks, case distortion, or broken lugs. If any of the above is noted, then gearbox is nonairworthy and nonrepairable. **b.** If inspection reveals no condition as listed in step a above, then perform overhaul evaluation. Refer to Section VI. Make entry in component record to show that reason for removal was Sudden Stoppage.		

CONDITIONAL INSPECTIONS

1-99. SUDDEN STOPPAGE — POWER ON OR OFF (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
Section IV	**12.** Transmission sump case **NOTE** If no evidence of damage was found in step 7 through step 11, then omit step 12 and subsequent step a through step c unless 3.5 inch diameter tail rotor shaft is installed. **a.** If damage was found on bearing hangers, tail rotor driveshaft, intermediate gearbox, or tail rotor gearbox, then remove tail rotor drive output quill from transmission sump case assembly. **b.** Inspect output quill pinion for unusual load patterns on both sides of teeth. If no damage is found, reinstall quill; transmission can be retained in service. **c.** If tail rotor drive quill reveals discrepancies, remove transmission and perform overhaul evaluation. Refer to Section VI. Make entry in component record to show that reason for removal was Sudden Stoppage. **13.** Reinstall or replace, as applicable, all removed components with like serviceable components.		

CONDITIONAL INSPECTIONS

1-100. OVERSPEED

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____**		
	Overspeed is defined as any incident in which 110% main rotor RPM is exceeded and/or engine overspeed limits in Lycoming Engine Manual are exceeded. Perform overspeed inspection as follows: **NOTE** Components removed from helicopter, following an overspeed, shall be evaluated as an interrelated group. Removal records accompanying each component shall cross reference part and serial numbers of other drive system components removed for evaluation.		
Section V	**1.** Refer to Lycoming Engine Inspection Guide for engine overspeed and inspection requirements.		
Section II	**2.** Main rotor hub assembly **a.** Remove main rotor hub. Remove main rotor blades. **b.** Perform overhaul conditional evaluation inspection. Refer to Section II. Make entry in component record to show that reason for removal was Overspeed. **c.** Inspect main rotor blades retention bolts and drag brace bolts. Refer to Section II.		
Section II	**3.** Main rotor blades		

CONDITIONAL INSPECTIONS

1-100. OVERSPEED (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	a. Inspect main rotor skin for wrinkles and deformation. **b.** Remove each rotor blade tip cap and inspect inertia weight for looseness. Reinstall tip cap. **c.** If no discrepancies are found in inspections outlined in step a and step b above, main rotor can be retained in service. **d.** If discrepancies are found in step a and step b above, return both blades to authorized blade repair station. Make entry in component record to show that reason for removal was Overspeed. Indicate percent and duration, if known.		
Section VI	**4.** Tail rotor hub and blades **a.** Remove tail rotor hub and blade assembly. **b.** Remove tail rotor blades. **c.** Replace tail rotor blade retention bolts.		
Section VI	**5.** Tail rotor blades **a.** Check for bond separations anywhere on blade. If any separation exists, scrap blade. **b.** If any movement of tip or root end balance weights has occurred, scrap blade. **c.** Check retention bushings for evidence of looseness. If any bushing is loose, scrap blade. **d.** If blades pass above inspections and no other discrepancies exist, then retain blade in service. **6.** Remove and condemn only the 204-040-620-3 or -7 long tail rotor driveshaft. **7.** Perform close inspection of following components. If no visual damage is found, components may be retained in service.		

CONDITIONAL INSPECTIONS

1-100. OVERSPEED (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	NOTE In addition to close visual inspection, inspect main transmission spiral bevel gear for damage. Refer to Section IV.		
Section II	**a.** Main transmission		
Section VI	**b.** Intermediate gearbox		
	c. Tail rotor gearbox		
Section III	**d.** Main rotor mast		
Section IV	**e.** Main input driveshaft		
Section VI	**f.** Tail rotor driveshaft hangers		
Section III	**g.** Stabilizer bar		
	h. Swashplate		
	i. Scissors and sleeve		
Section VI	**j.** Tail rotor hub		
Section II	**8.** Install serviceable main rotor hub and blade assembly. Install serviceable tail rotor blades. Balance and install tail rotor hub and blade assembly.		

CONDITIONAL INSPECTIONS

1-101. OVERTORQUE

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____		
	FACILITY: _____		
	HELICOPTER S/N: _____		
	REGISTRY NO.: _____		
	TOTAL TIME:_____		
	SIGNATURE:_____		
	Overtorque is defined as any incident in which torsional loads are introduced into the helicopter dynamic system in excess of established limits. Perform overtorque inspection as follows:		
	NOTE Components removed from helicopter, following an overtorque, shall be evaluated as an interrelated group. Removal records accompanying each component shall cross reference part and serial numbers of other drive system components removed for evaluation.		
	1. Refer to Lycoming Inspection Handbook No. T5311-5 or T5313-5 for engine overtorque inspection limits.		
	2. When overtorque has not exceeded 47.5 PSI, perform thorough visual inspection of the following components. If inspection does not reveal any discrepancies or obvious damage to components, they may be retained in service.		
Section II	**a.** Main rotor blades		
Section VI	**b.** Tail rotor blades		
Section II	**c.** Main rotor hub		
Section VI	**d.** Tail rotor hub		
	e. Intermediate gearbox		

CONDITIONAL INSPECTIONS

1-101. OVERTORQUE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	f. Tail rotor gearbox		
	g. Tail rotor driveshafts		
	h. Tail rotor driveshaft hangers		
Section III	**i.** Stabilizer bar assembly		
	j. Swashplate		
	k. Scissors and sleeve assembly		
Section IV	**l.** Main driveshaft		
Section III	**m.** Mast		
Section IV	**n.** Transmission		
	3. When overtorque exceeds 50 PSI but does not exceed 61 PSI: **a.** Perform thorough visual inspection of components listed in step 2 above. **b.** Inspect main transmission chip detector. **c.** Inspect main transmission internal filter and pump inlet screen. **d.** If metal particles indicating internal failure are found, remove transmission for overhaul evaluation. Make entry in component record that reason for removal was Overtorque. Remove all transmission system oil lines and oil cooler. Replace external oil filter element. Flush and reinstall lines. Install new oil cooler. Tag old cooler, Metal Particle Contaminated, and forward to overhaul facility.		

CONDITIONAL INSPECTIONS

1-101. OVERTORQUE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	e. If chip detector, internal filter, and pump inlet screen appear normal, and there is no evidence of internal failure, operate the transmission for 5 hours, then check chip detector, internal filter, and pump inlet screen. If chip detector, filter, and screen inspection does not reveal particles, the transmission is satisfactory for service. If metal particles are found or if there is any evidence of internal failure, remove the transmission for overhaul evaluation. Clean oil lines and replace oil cooler. If impending bypass is indicated, replace external oil filter element and record entries as prescribed in preceding step d.		
	f. Replace main rotor hub pillow block bolts 204-011-171-1 (only), if installed.		
	g. Remove fifth mount bolts and remove fifth mount. Perform thorough inspection of bolts and fifth mount support. Check for bent bolts and bent fifth mount support. Check for proper bolt hole alignment between transmission and fifth mount support. Install fifth mount.		
	4. When overtorque has exceeded 61 PSI:		
	a. Remove and condemn 204-040-600-3 or -7 long tail rotor driveshaft.		
	b. Return following components to overhaul facility for overhaul evaluation.		
Section IV	**(1)** Transmission		
Section IV	**(2)** Main driveshaft. If overtorque exceeds 50 PSI, scrap driveshaft.		
Section II	**(3)** Main rotor blades		
	(4) Main rotor hub		
Section III	**(5)** Mast		
	(6) Perform thorough visual inspection of other components outlined in step 2 above.		

CONDITIONAL INSPECTIONS

1-101. OVERTORQUE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	c. Remove fifth mount bolts and remove fifth mount. Perform thorough inspection of bolts and fifth mount support. Check for bent bolts and bent fifth mount support. Check for proper bolt hole alignment between transmission and fifth mount support. Install fifth mount. **d.** Install serviceable components. **NOTE** Component removal record of dynamic components shall reflect overtorque as reason for removal.		

CONDITIONAL INSPECTIONS

1-102. COMPRESSOR STALL OR SURGE.

DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
	Engine compressor stall or surge is characterized by a sharp rumble or a series of low sharp reports, severe engine vibration and a rapid rise in exhaust gas temperature (EGT), depending on severity of surge. When a surge has been reported, progressively perform steps 1., 2., and 3., as indicated by discrepant conditions. **NOTE** Components removed from a helicopter, following a compressor stall or surge, shall be evaluated as an interrelated group. Removal records accompanying each component shall cross reference part and serial numbers of other drive system components removed for evaluation. Discuss circumstances of reported compressor stall with pilot. Determine N1 speed at which reported stall occurred. Check helicopter and engine log for pertinent history.	
Section V	1. Power plant. a. Examine inlet screen for blockage. b. Inspect engine in accordance with Lycoming Inspection Handbook as applicable. c. If compressor is dirty, wash per approved engine manufacturer method.	
Section IV	2. Power train. a. If compressor stall occurs below 85 percent N1 speed, comply with following steps (1) and (2). (1) Remove magnetic chip detectors from transmission, intermediate gearbox and tail rotor gearbox, and inspect for metal particles. (2) Inspect main transmission spiral bevel gear. Refer to Section IV. (3) If no evidence of damage is found on tailboom vertical fin and no indication of metal particles are found on chip detectors, clean chip detectors and reinstall. Return helicopter to flight status and repeat chip detector inspection in 5 to 10 hours. If positive indication of damage is found on tailboom pylon or metal chips are found on chip detectors on initial or 5 to 10 hour inspection, comply with steps b. (1) through (4). b. If compressor stall occurs at 85 percent N1 or above, comply with the following steps (1) through (4) and 3. (1) Remove and condemn 204-040-620-3 and -7 long tail rotor driveshaft.	

CONDITIONAL INSPECTIONS

1-102. COMPRESSOR STALL OR SURGE. (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
	(2) Remove tail rotor gearbox from helicopter and remove input quill. Inspect gear teeth on pinion and gear for damage with 10-power glass. If no evidence of scoring or scuffing is found and there is no other damage that would render the gearbox unserviceable, it may be reassembled and reinstalled for continued use. If gear teeth are scored or scuffed or there is other damage that would render gearbox unservicable, gearbox will be overhauled and steps (3) and (4) will be accomplished. Both gear and pinion shall be scrapped. (3) Remove input and output drive quill from intermediate gearbox and inspect gear teeth on pinion and gear for damage with 10-power glass. If no evidence of scoring or scuffing is found and there is no mechanical damage that would render gearbox unservicable, reassemble and return to service. If gear teeth are scuffed or scored or gearbox has sustained other damage, gearbox will be overhauled and both gear and pinion shall be scrapped. (4) Remove tail rotor drive quill from transmission and inspect gear teeth for damage with 10-power glass. If there is no indication of scoring or scuffing and there is no other damage that would render the transmission unserviceable, it is suitable for continued use. If gear teeth are scored or scuffed or there is other damage that would render the transmission unserviceable, overhaul or comply with step (5). (5) If transmission is replaced, tail rotor bearing hanger and tail rotor hub and blade must also be replaced and procedures outlined in steps (a) through (e) performed. **NOTE** Perform overhaul evaluation on tail rotor hub and blade in accordance with Section VI. Make entry in component record to show that reason for removal was Compressor Stall. (a) Remove inboard and outboard drag brace bolts. Check bolts for deformation and perform magnetic particle inspection. If satisfactory, return to service. (b) Visually inspect stabilizer bar outer tubes for bending. Allowable deflection is 0.150 inch in each tube. (c) Remove main rotor pillow blocks from main rotor yoke and check for deformation of bushings and bushing holes in pillow blocks and yoke. (d) Perform close visual inspection of all other main rotor components. (e) If discrepancies are noted as result of inspections in steps (a) through (d), remove and replace main rotor hub and blade assembly, stabilizer bar assembly, and mast assembly. Removed assemblies shall have an overhaul evaluation performed. Refer to Section II. Make entry in component records to show that reason for removal was Compressor Stall.	

CONDITIONAL INSPECTIONS

1-102. COMPRESSOR STALL OR SURGE. (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
Section X	3. Airframe a. Check tailboom vertical fin for evidence of damaged skin panels and structure and rivets for looseness and sheared heads. If inspection indicates no damage return helicopter to service. If positive evidence of damage is found comply with steps b. through e. b. Remove skin from tailboom vertical fin adjacent to tail rotor gearbox mounting. Inspect all support structures in this area and repair as required. Install new skin. c. Make close visual inspection of complete tailboom structure for distortion, buckling, skin cracks, and sheared or loose rivets, paying particular attention to tailboom attachment points at fuselage station 195 and fuselage adjacent to tailboom structure and intermediate gearbox support structure. d. Make close visual inspection of main pylon support and engine mount attachment structure for distortion buckling, cracks, sheared or loose rivets, etc. e. If discrepancies found during inspection in steps b., c., and d. cannot be repaired by FAA Advisory Circular 43.13-1 standard procedures, replace discrepant assembly.	

CONDITIONAL INSPECTIONS

1-103. LIGHTNING STRIKES.

DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
	NOTE In all instances below, if significant damage has been found in any area, inspection shall be expanded in those areas until it extends beyond zone of damage. Any damage found anywhere on helicopter shall be recorded in detail and copies of these records shall be provided along with any component returned for overhaul to assist overhauling facility in evaluating component. Because lightning behavior is difficult to predict, conduct a thorough inspection of entire helicopter. Lightning damage may appear as burn marks, heat discoloration, arc marks, or small weld marks (where metal has melted and resolidified). Honeycomb and composite materials may exhibit debonds. When helicopter is suspected of receiving a lightning strike, the following precautions shall be followed:	
Section III	1. Visually inspect all external surfaces with particular attention to main rotor hub and blades, stabilizer bar, swashplate, scissor and sleeve, transmission, mast assembly, tail rotor hub and blades, tail rotor gearboxes, vertical fin, and elevator. Check electrical instruments and systems. Verify magnetic compass accuracy. Refer to Section I.	
	2. If visual indications of damage are present, proceed as follows:	
Section II	a. Remove main rotor blades and visually inspect. If blades show any of following indications, scrap blades. (1) Inspect blades for signs of burns. Burn marks can be very small. (2) Inspect blades for debond in all bonded areas.	
	b. Remove main rotor hub and forward to overhaul facility. Tag hub stating Lightning Strike as reason for removal. Inspect main rotor hub and rotating controls for indication of arcing or burning.	
Section IV	c. Remove main driveshaft inspection. If main driveshaft has crowned-tooth couplings, accomplish following steps (1), (2), and (3). If main driveshaft has flex-frame couplings, proceed to step 3. (1) Disassemble couplings to extent required to lubricate. Clean couplings with solvent (C-304). (2) Visually inspect couplings for evidence of arc burning or pitting. Pay special attention to tips, roots, and profiles of male and female coupling teeth. Evidence of arc burning or pitting is cause for rejection.	

1-103. LIGHTNING STRIKES. (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
	(3) Remove flex-frame coupling driveshaft and return it to Bell Helicopter Textron, Fort Worth, Texas for evaluation. Do not disassemble the couplings. d. Remove tail rotor output coupling from main transmission assembly and all other crown-tooth couplings from tail rotor drive system for inspection. (1) Disassemble to same extent required for coupling repack and clean couplings. (2) Visually inspect couplings for evidence of arc burning or pitting. Pay special attention to tips, roots, and profiles of male and female coupling teeth. Evidence of arc burning or pitting is cause for rejection.	
Section II	e. If main rotor hub and blades, main driveshafts, or tail rotor output coupling exhibit evidence of damage which can be attributed to a lightning strike, remove transmission and mast assembly for overhaul. Tag components stating Lightning Strike as reason for removal. If no evidence of damage is noted on above-mentioned components, partially remove and inspect main transmission as follows:	
Section IV	(1) Remove and inspect all transmission chip detectors and debris monitor. (2) If evidence of arc burning or pitting is noted, or excessive debris is found, remove transmission and mast assembly for overhaul. Tag components stating Lightning Strike as reason for removal. (3) If no evidence of arc burning or pitting is noted, ground run light on skids for one hour. Inspect chip detectors and remove and inspect oil filter or debris monitor. Repeat these inspections after accumulating 5 flight hours but prior to 10 flight hours.	
Section VI	f. Inspect tail rotor hub and blades. Scrap blades if indications of burns or debonding are present. Remove tail rotor hub for overhaul. Tag hub stating Lightning Strike as reason for removal. g. Remove and inspect tail rotor and intermediate gearbox chip detectors. h. If tail rotor hub and blades or tail rotor couplings exhibit evidence of damage which can be attributed to a lightning strike, or excessive debris is found on chip detectors, remove tail rotor and intermediate gearboxes and tail rotor driveshaft hangers for overhaul. Tag components stating Lightning Strike as reason for removal. Additionally, the tail rotor driveshafts and attaching hardware shall be visually inspected for evidence of arc burns or pitting. Evidence of arc burning or pitting is cause for rejection.	

CONDITIONAL INSPECTIONS

1-103. LIGHTNING STRIKES. (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
	i. If no evidence of arc burning or pitting is noted, operate helicopter light on skids for one hour. Inspect chip detectors. Repeat this inpection after accumulating 5 flight hours but prior to 10 flight hours.	
	3. If no visual indications of damage are present, proceed as follows:	
Section IV	a. Remove and inspect all transmission chip detectors.	
	(1) If excessive debris is found on chip detectors, remove transmission and mast assembly for overhaul.	
	(2) If little or no debris is found, operate helicopter light on skids for one hour. Inspect chip detectors and remove and inspect oil filter or debris monitor. Repeat these inspections after accumulating 5 flight hours but prior to 10 flight hours.	
Section II	b. Remove main rotor hub assembly and remove grips. Refer to Section II.	
	(1) Visually inspect bearings for signs of electrical arcing, burning, or delamination.	
	(2) Visually inspect pitch change links at drive assembly connections for arcing burns.	
	(3) If indications of arcing or burning are present, overhaul main rotor hub, stabilizer bar, and drive assembly. Replace affected pitch change links and attaching hardware.	
	(4) If no indications are found, assemble main rotor hub.	
	4. Prior to first flight after a suspected or confirmed lightning strike, verify proper function of all drive system component chip detectors as follows:	
	a. Remove electrical connector from chip detector.	
	b. Remove chip detector and reinstall connector.	
	c. With helicopter electrical power on, bridge chip detector gap with a clean conductive object (e.g. a screwdriver).	
	d. Verify proper indication on the CHIP indicator panel and caution panel. Verify illumination of MASTER CAUTION light.	

1-103. LIGHTNING STRIKES. (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
	e. Using a single strand of steel wool to bridge gap of one chip detector, verify proper function of chip burn off system. f. Make repairs as required. 5. When established that lightning has struck helicopter, inspections of electrical and instrument systems which follow are mandatory to ensure flight safety: a. Inspect all electrical wiring, bundles, and connectors for burning or electrical arcing. Unplug all connectors and inspect pins and housing for electrical arcing or burning. Inspect interior of all circuit breaker panels for burning or electrical arcing. Replace any wires, connectors, or circuit breakers found to be damaged. b. Inspect main rotor blade and control links, transmission system, driveshafts, gearboxes, and tailboom structure for magnetization. Using magnetometer with a range no larger than ±5 gauss, place arrow or red dot (depending on magnetometer model) within 0.5 inch of item being checked and point it directly at item. If any items or components have a reading greater than one gauss, those items shall be degaussed. **NOTE** Do not test chip detectors for magnetization. If transmission or gearbox magnetic readings are greater than one gauss near chip detector, remove chip detector from housing and repeat test. c. Remove and bench test voltage regulator(s). Operationally check DC generator, starter-generator, and inverter(s) for proper operation. Visually inspect generator, starter-generator, and inverter(s) for burns or electrical arcing. If damaged, remove for internal inspection and bench test. d. Perform operational check of bussing system. e. Inspect transmission, tail rotor, and intermediate gearbox chip detectors for proper operation. Remove chip detectors found inoperative. f. Perform operational check of interior and exterior lighting system. Replace lamps, bulbs, and lighting assemblies as required. g. Perform operational check on all instruments. Remove and repair/replace instruments and sensors found to be defective. h. Perform operational check on all caution messages for proper operation.	

CONDITIONAL INSPECTIONS

1-103. LIGHTNING STRIKES. (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
	6. When established that lightning has struck helicopter, inspections of structure which follow are mandatory to ensure flight safety: **NOTE** Arcing damage on metal components of airframe structure, when cleaned out to twice its visible depth, shall be treated as mechanical damage, and damage limits establish repairability and/or scrapping of component. Any other structural damage, tears, voids, rupture, etc., directly or indirectly related to lightning strike shall also be treated as mechanical damage. a. Check sandwich panels in suspect areas for voids or debond. If damage is apparent, proceed with normal repair procedures. b. Check fixed controls and support system components for possible arcing damage. Bearings in rod ends, bellcranks, and supports are susceptible to arcing damage. Check bearings for smooth rotation. Visibly inspect attaching hardware of support for signs of lightning damage, damaged finish and/or burns. If damage is evident, remove supports and inspect mounting holes and mating surfaces for arcing damage. Arcing damage shall be blended out to twice its visible depth, and repaired damage shall not exceed mechanical damage limits. c. When it is apparent that lightning has grounded through skid landing gear, remove entire landing gear assembly and inspect crosstubes and airframe support fittings for possible arcing damage; specifically, inspect attaching holes and mating surfaces of the crosstubes directly beneath landing gear bearing/ retaining supports. Clean out arcing damage to twice its visible depth. The damage, after cleanup, shall not exceed allowable mechanical damage limits. d. Any airframe metal parts not specifically identified above, but that are suspect, shall be noted in maintenance log and reinspected prior to next 100 hours of flight. 7. Inspect avionics systems: a. Perform standard preflight test on all avionics systems. If system does not function properly, make necessary repairs. b. Inspect antennas for damage. If damaged, repair and make VSWR measurements as necessary or replace.	

CONDITIONAL INSPECTIONS

1-104. MAGNETIC COMPASS MALFUNCTION.

DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
	1. Check magnetic compass for accuracy. If excessive error is indicated, compass must be calibrated using standard compensating methods. 2. After compensating, and while still on the compass rose, swing for residual deviations on 12 symmetrical headings (each 30 degrees). Record compass readings on compass correction card and install in compass card holder.	

CONDITIONAL INSPECTIONS

1-105. OVERHAUL EVALUATION CRITERIA.

DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
	NOTE Accomplish following evaluation criteria in order to disposition component(s) removed as result of conditional inspection.	
Section II	1. Evaluation Criteria Established for Main Rotor Blades (48-Foot Rotor). a. Check dimensions for indications of permanent deformation or damage to drag brace bolt hole. If inside diameter of bushed hole is elongated in excess of 0.0015 inch, remove the bushing by machining and check for elongation of hole in blade. Elongation of hole in excess of 0.0015 inch is cause for scrapping blade. Bushing looseness is cause for scrapping since blade is in a distorted condition. b. Visually check skin for wrinkles and deformation. c. Check blade sweep in blade balancing fixture. d. Check tip cap assembly attachment screws in blade spar for permanent deformation. Deformation of screws or hole is cause for scrapping blade. e. Inspect and tighten, if needed, root end cover plate attachment screws and lead weight retaining bolts. Install after other inspections are complete. Apply (squeeze) bead of sealant (C-308) to provide air-tight seal. f. Inspect for voids and bond separations: (1) Edge voids or separations in any one bond line of doublers, grip plates, or drag plates with a total length of 15 percent of total length of bond line is cause for scrapping blade. (2) Any edge void or separation in a doubler, grip plate, or drag plate in excess of 0.090 inch in depth or 2.25 inches in length is cause for scrapping blade. (3) Any edge void or separation in outboard three inches of doubler, outboard three inches of grip plate, or outboard one inch of drag plate is cause for scrapping blade. (4) Treat voids and separations in stainless steel leading edge in accordance with prevailing repair procedure provided no cause for scrapping is found. Return blades to Bell Helicopter Company to check for blade contour, blade twist, and sweep alignment.	
Section II	2. Evaluation Criteria Established for Main Rotor Hubs (48-Foot Rotor). a. Carefully inspect all detail parts visually for any apparent damage or abnormal appearance.	

CONDITIONAL INSPECTIONS

1-105. OVERHAUL EVALUATION CRITERIA (CONT).

DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
	b. Check dimensions for indications of permanent deformation or damage to: (1) 204-011-121 Grip Assembly (a) Drag brace hole diameters are within 0.8745 to 0.8750 inch. (b) Inboard bearing diameter is within 5.624 to 5.625 inches and outboard bearing is within 5.374 to 5.375 inches. Elongation in excess of 0.0015 inch for 30 degrees is cause for scrapping part. (c) Main bolt diameter is within 2.500 to 2.501 inches. Elongation of bushing in excess of 0.0015 inch requires check of mating hole. Elongation of hole in excess of 0.0015 inch is cause for scrapping part. (d) Main blade bolt is a free fit in the bushings with a 4.504 inch gage block installed between tangs. (2) 204-011-102 Yoke Assembly (a) Diameter of inner bearing surface is within 4.7500 to 4.7513 inches and outer bearing is within 4.5000 to 4.5013 inches. Diameters are concentric within 0.003 inch Total Indicated Runout (T.I.R.). (b) Check four pillow block bushing holes for elongation. Diameter of holes are within 1.000 to 1.005 inches. The diameter can be 1.001 inches for less than 30 degrees. (3) 204-011-151 Main Retention Bolt — Diameter of main retention bolt is within 2.4992 to 2.4999 inches. (4) 204-011-166 Drag Brace Bolt — Diameters concentric within 0.010 inch T.I.R. (5) 204-012-102 and 204-012-103 Strap Fittings — Diameter concentric within 0.002 inches T.I.R. (6) 204-011-140 Drag Brace — Diameter of holes through clevis are within 0.8742 to 0.8747 inch. c. Scrap components not conforming to above requirements. Perform magnetic particle inspection or fluorescent penetrant inspection on applicable parts and proceed with normal overhaul.	
Section III	3. Evaluation Criteria Established for Stabilizer Bar Assemblies. Apparent deformation of a tube is cause for scrapping assembly. If there is no evidence of tube deformation, perform standard overhaul on assembly. Refer to Section III.	

CONDITIONAL INSPECTIONS

1-105. OVERHAUL EVALUATION CRITERIA. (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
Section III	4. Evaluation Criteria Established for Swashplate Assembly. a. Inspect dimensions of 204-011-404 swashplate support as follows: (1) Gimbal Ring mounting holes are within 0.313 to 0.312 inch. (2) Outside dimension between collective lever bushing faces is within 5.870 to 5.868 inches. If replacement bushings cannot bring this dimension into tolerance, scrap part. (3) Dimension between inside faces of outside lugs (gimbal ring pivot location) is within 6.653 to 6.648 inches. (4) Check all lugs for bushing looseness. Bushing looseness is evidence of permanent deformation and is cause for scrapping part. (5) If part meets the above requirements, proceed with normal overhaul, including magnetic particle inspection or fluorescent penetrant inspection. Any variations from above dimensions are cause for scrapping part. b. Inspect dimensions of 204-011-402 inner ring assembly as follows: (1) Boost tube and antidrive link attachment holes are parallel to top surface of swashplate within 0.0005 inch. (2) The portion of sleeve surface mating with bearing race has a diameter of 8.999 to 8.998 inches. (3) Check bushings for looseness. Loose bushings are cause for scrapping part. c. Inspect dimensions of 204-011-403 outer ring assembly as follows: (1) Inside diameter of ring is within 10.252 to 10.250 inches. (2) Drive link pin holes are parallel to top surface of swashplate within 0.0005 inch. d. If components meet above requirements, proceed with normal overhaul, including magnetic particle inspection or fluorescent penetration inspection. Any variations from above dimensions are cause for scrapping component.	

1-105. OVERHAUL EVALUATION CRITERIA (CONT).

DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
Section III	5. Evaluation Criteria Established for Scissors and Sleeve Assemblies a. Inspect dimensions of 204-011-407 drive link as follows: (1) Attachment hole diameters are 0.4995 to 0.5000 inch and 0.3120 to 0.3125 inch. (2) Check all bushings for looseness. Looseness is cause for scrapping part. (3) Both sets of lugs are aligned such that proper bolt may be inserted freely. b. Inspect dimensions of 204-011-406 scissors lever as follows: (1) Check pitch link bearing and liner for looseness. If any looseness occurs, remove and check hole diameter of 1.3745 to 1.3750 inches. Elongation of hole in excess of 0.001 inch for 30 degrees is cause for scrapping part. (2) The two pivot hole diameters on longer arm are 1.2500 to 1.2505 inches and on shorter arm are 1.251 to 1.255 inches. Elongation of large hole greater than 0.001 for 30 degrees is cause for scrapping part. If small hole is elongated greater than 0.0005 inch, remove liner and check mating hole. Elongation of small hole in excess of 0.0005 inch is cause for scrapping part. (3) Remove and check all needle bearings for brinelling. (4) Two surfaces facing each other between pivots are parallel within 0.004 inch. c. If parts meet above requirements, proceed with normal overhaul including magnetic particle inspection and fluorescent penetrant inspection. Any variations from above dimensions are cause for rejection of entire assembly.	
Section III	6. Evaluation Criteria Established for Mast Assemblies. a. With particular attention to area contacted by main rotor static stops, inspect for damage (yielding or deformation). b. Mount mast on centers and inspect as follows: (1) Runout at lower bearing journal A not to exceed 0.001 inch. Runout at upper bearing journal B not to exceed 0.004 inch. Runout in upper set of splines C (split cone seat) not to exceed 0.003 inch. Refer to limits chart, Section III. (2) Splines (three places) are in line radially within 1/2 degree. Refer to imits chart, Section III.	

1-105. OVERHAUL EVALUATION CRITERIA. (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
	c. Visually inspect liner for deformation as follows: Surfaces B and C are square with diameter A within 0.001 inch T.I.R., with no evidence of coning. Refer to figure 1-12. d. Check mast and bearing liner for cracks by magnetic particle inspection. e. Nonconformance to above requirements is cause for rejection of mast assembly. Assemblies conforming to above requirements may be returned to serviceable condition by overhauling in accordance with Section III. Exception: Replacement of 204-040-136 thrust bearing is mandatory.	
Section IV	7. Evaluation Criteria Established for Transmission. a. Visually inspect for external damage. Give particular attention to the main support case for cracks or yielding. b. Check for freedom and smoothness of rotation of bearings. c. Visually inspect gear teeth for cracked or chipped teeth. If cracked or chipped teeth are found in tail rotor drive train, replace all gears in drive train (204-040-103, 204-040-104, 204-040-111, or 204-040-762 and 204-040-320 or 204-040-763). Check case dimensions for bore alignment. Check freewheeling clutch for brinelling. d. If there are no visual indications of yielding or cracks in 204-040-354 main support case, check dimensions for yielding. Dimension from surface G to mounting (lower) face of bushing in each ear is 2.270 to 2.260 inches. Refer to figure 1-13. e. Check dimensions of 204-040-353 main level gear case for yielding. Surface T is flat within 0.002 inch T.I.R. Refer to figure 1-13. f. Magnetic particle inspect gears for cracks. g. If any one of steps a. through f. reveal evidence that main rotor drive train has experienced excessive loads, indicated by cracked or distorted cases or gears, the entire component is considered unserviceable and nonreparable. A cracked, broken, or yielded arm on the main support case may result from a hard landing and does not necessarily indicate excessive torsion loads. If there is no evidence that main rotor drive has been overloaded torsionally, the component may be returned to a serviceable condition by overhauling in accordance with Section IV.	

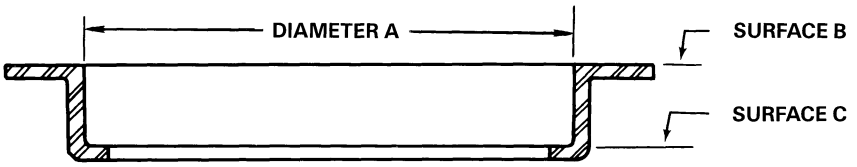


Figure 1-12. Liner bearing mast

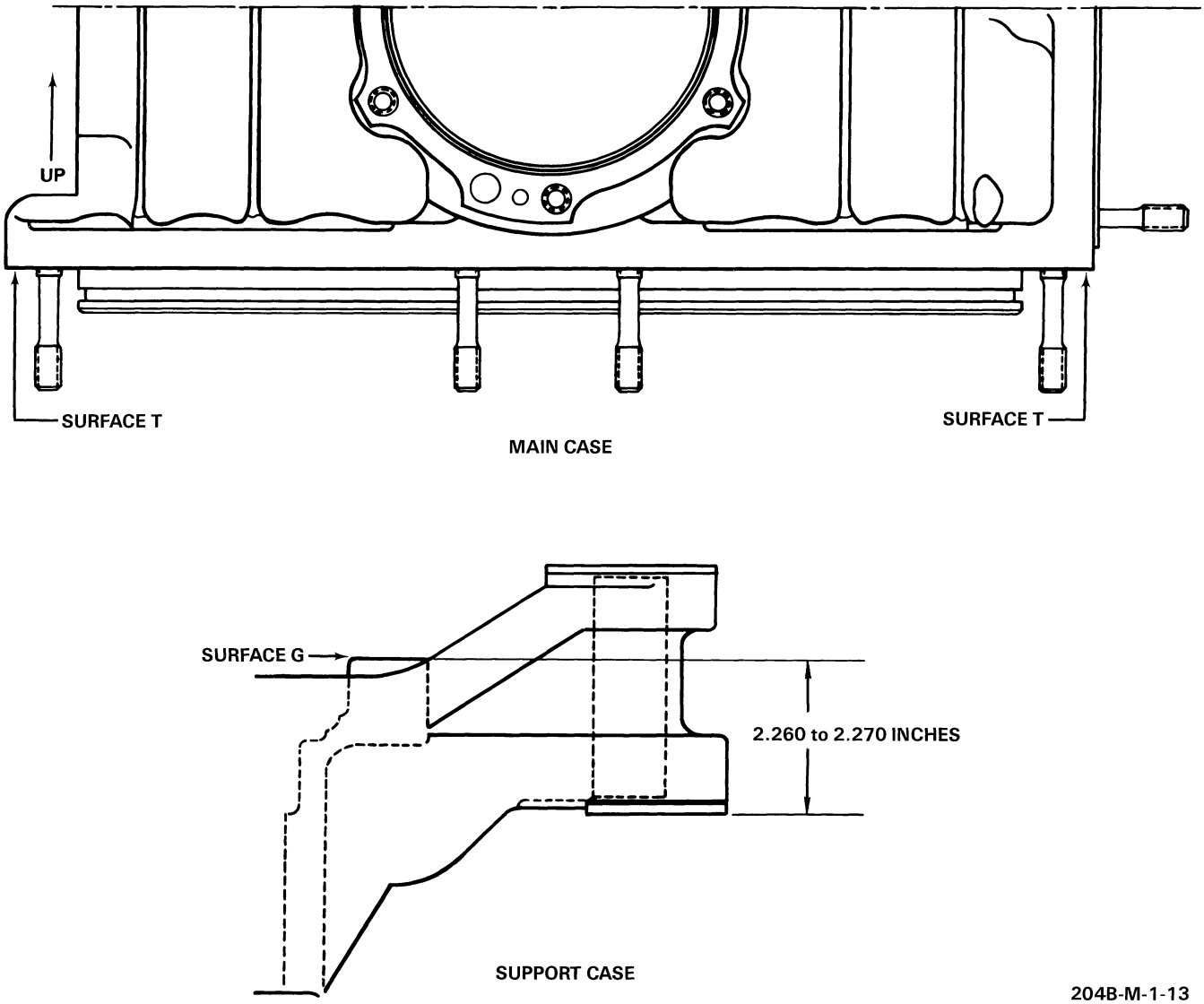


Figure 1-13. Special inspection areas

CONDITIONAL INSPECTIONS

1-105. OVERHAUL EVALUATION CRITERIA. (CONT)

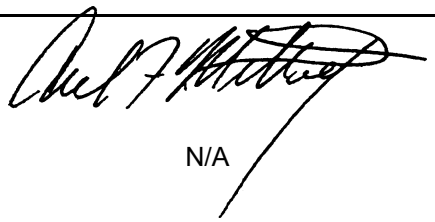
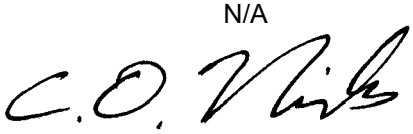
DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
Section IV	8. Evaluation Criteria Established for Input Driveshaft. a. Visually inspect for damage. b. Visually inspect male and female couplings for chipped or cracked teeth or for galling caused by excessive misalignment. c. Remove couplings and 204-040-686 mount shaft on centers to check for yielding. Runout on O.D. of shaft (at any place along shaft) does not exceed 0.005 inch T.I.R. d. If step c. indicates shaft has yielded, then entire component is considered unserviceable and nonreparable. If not, then component may be returned to serviceable condition by replacing parts found to be deficient and overhauling in accordance with Section IV.	
Section VI	9. Evaluation Criteria Established for Hanger Assemblies. a. Visually inspect as follows: (1) Curvic faces for distortion or evidence of excessive load. (2) Mounting ears of hanger for cracks or distortion. (3) Teeth of spherical couplings for cracks or galling. b. Check bearing for freedom and smoothness of rotation. c. Check detail parts for cracks by magnetic particle inspection or fluorescent penetrant inspection as applicable. d. If inspection reveals cracks, distortion, or evidence of overloads in any one detail part, then assembly is considered unserviceable and nonreparable. If these conditions do not exist, then assembly may be returned to serviceable condition by overhauling in accordance with Section VI.	
Section VI	10. Shaft, Tail Rotor Drive. a. Visually inspect curvic faces for distortion or evidence of overload and inspect rivets for evidence of looseness or yielding. b. Inspect balance weights for security. **NOTE** Open only one empty bonded space where bond test coupling was performed. c. Thoroughly clean shaft inside and out, then inspect for scratches on surface. Polish out any scratches. Refer to REMOVAL AND INSPECTION — DRIVESHAFT in Section VI.	

1-105. OVERHAUL EVALUATION CRITERIA. (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
	d. Check for cracks by fluorescent penetrant inspection. e. Check static balance. f. If there is distortion, cracks, evidence of shearing of rivets, or if static balance is not within 0.1 ounce inch, or if nicks, dents, or scratches are not within acceptable limits, shaft is considered unserviceable and nonreparable. If these conditions do not exist, inspect the shaft and repair, if necessary, in accordance with Section VI, and return to service.	
Section VI	11. Evaluation Criteria Established for Intermediate and Tail Rotor Gearboxes. a. Check gearbox for freedom of rotation and for proper backlash of gears. Backlash does not vary more than 0.002 inch when checked at different points around gear. b. Inspect tail rotor gearbox output shaft for yielding. With gearbox still assembled, rotate output shaft and check runout of pitch diameter of splines by indicating on a 0.0600 inch diameter pin laid in the spline. Maximum acceptable runout is 0.012 inch T.I.R. on small diameter spline or 0.010 inch T.I.R. on larger spline. c. Remove quills and visually inspect gear teeth for damage and pattern for evidence of overload. d. Visually inspect couplings for cracked or chipped teeth. e. Inspect bearings for roughness or brinelling. f. Check case, couplings, gear, and sleeves by magnetic particle inspection or fluorescent penetrant inspection. g. If any one of steps a. through f. reveal cracks or distortion, indicative of excessive loads, then entire component is considered unserviceable and nonreparable. If this condition does not exist, then component may be returned to serviceable condition by overhauling in accordance with Section VI.	
Section V	12. Evaluation Criteria Established for 204-011-801 Tail Rotor Hub Assembly. a. Carefully inspect all detail parts visually for any apparent damage or abnormal appearance.	

1-105. OVERHAUL EVALUATION CRITERIA. (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	MECH INITIAL
	b. Check dimensions for indications of permanent deformation or damage to the following: (1) 204-011-722 Tail Rotor Yoke — Trunnion housing diameter is 1.8748 to 1.8757 inches. (2) 204-010-785 Tail Rotor Trunnion — Two cylindrical surfaces are concentric within 0.003 inch T.I.R. (3) 204-011-728 Tail Rotor Grip. (a) Bearing hole diameter is 2.4415 to 2.4410 inch. (b) Pitch horn hole diameter is 0.2500 to 0.2495 inch. (c) Blade bolt diameters are 0.4375 to 0.4370 inch. Check blade bolt bushings for elongation. If elongation exceeds 0.0005 inch, remove bushing and check mating hole. If mating hole is elongated greater than 0.0005 inch, scrap grip. c. If components meet above requirements, proceed with normal overhaul including magnetic particle inspection or fluorescent penetrant inspection as applicable. Any variations from above dimensions are cause for rejection of entire assembly.	
Section VI	13. Evaluation Criteria Established for 204-011-702-15 Tail Rotor Blades. a. Inspect tip block for evidence of bond separation or cracks. Bond separation or cracks is cause for scrapping blades. b. Inspect laminates and grip plates for voids or bond separation. (1) Edge voids or separations in any one bond line of doublers or grip plates with total length in excess of 15 percent of total length of bond line are cause for scrapping blade. (2) Any one edge void or separation in a doubler or grip plate in excess of 0.060 inch in depth or 2.00 inches in length is cause for scrapping blade. (3) Any edge void or separation in outboard 1.00 inch of a doubler or a grip plate is cause for scrapping blade. c. Check balance. Span moment above line K to be not more than 80,419 inch grams.	
Section VI	d. Scrap components not conforming to above requirements. If above requirements are met, proceed with normal overhaul as outlined in Section VI.	

REVISION NO.	DATE OF SIGNATURE	FAA/ODA* SIGNATURE
Reissue	1 May 1996	
Revision 1	15 December 1997	N/A
Revision 2	5 January 2006	N/A
Revision 3	7 April 2006	N/A
Revision 4	30 April 2008	N/A
Revision 5	6 August 2008	N/A
Revision 6	12 August 2008	N/A
Revision 7	1 October 2008	N/A
Revision 8	12 March 2010	N/A
Revision 9	31 January 2011	* 

AIRWORTHINESS LIMITATIONS SCHEDULE

1-106. AIRWORTHINESS LIMITATIONS SCHEDULE

The Airworthiness Limitations Schedule is FAA approved and specifies maintenance required under paragraphs 43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.

WARNING

ALL REPAIR AND OVERHAUL PROCEDURES LIVES PUBLISHED BY BELL HELICOPTER TEXTRON, INCLUDING COMPONENT RETIREMENT LIFE, ARE BASED SOLELY ON THE USE OF BELL APPROVED PARTS AND PROCESSES. IF PARTS OR PROCESSES DEVELOPED OR APPROVED BY PARTIES OTHER THAN BELL HELICOPTER ARE USED, THEN THE DATA PUBLISHED OR OTHERWISE SUPPLIED BY BELL HELICOPTER ARE NOT APPLICABLE. THE USER IS WARNED TO NOT RELY ON BELL HELICOPTER DATA FOR PARTS AND PROCESSES NOT APPROVED BY BELL HELICOPTER. ALL APPLICABLE INSPECTIONS AND REPAIR METHODS MUST BE OBTAINED FROM THE SUPPLIER OF THE PARTS OR PROCESSES NOT APPROVED BY BELL HELICOPTER. BELL HELICOPTER IS NOT RESPONSIBLE FOR PARTS OR PROCESSES OTHER THAN THOSE WHICH IT HAS ITSELF DEVELOPED OR APPROVED.

The mandatory airworthiness limitations schedule (Table 1-2) summarizes the mandatory maximum life, in hours, years or by Retirement Index Number (RIN) of components with a limited airworthiness life. Parts that are not on the schedule have an unlimited airworthiness life.

Refer to the engine manufacturer's publications for the airworthiness limitations schedule of the engine and components.

NOTE

The airworthiness life or inspection interval for any part number contained in this schedule applies to all the successive dash numbers for that component unless it is otherwise specified.

WARNING

SOME PARTS ARE INSTALLED AS ORIGINAL EQUIPMENT ON BOTH MILITARY AND COMMERCIAL HELICOPTERS AND MAY HAVE A LOWER AIRWORTHINESS LIFE AND/OR OVERHAUL SCHEDULE WHEN USED ON A MILITARY HELICOPTER. IN ADDITION, CIRCUMSTANCES SURROUNDING THEIR USE MAY CALL FOR OPERATION OF THE MILITARY HELICOPTER OUTSIDE OF THE APPROVED COMMERCIAL FLIGHT ENVELOPE. CONSEQUENTLY, PARTS THAT HAVE BEEN USED ON MILITARY HELICOPTERS SHOULD NOT BE USED ON COMMERCIAL HELICOPTERS.

CAUTION

AIRWORTHINESS LIFE OF SOME KIT COMPONENTS MAY NOT BE COVERED IN THIS SCHEDULE. REFER TO APPLICABLE SERVICE INSTRUCTION (SI) OR MAINTENANCE MANUAL SUPPLEMENT (MMS) FOR KIT COMPONENTS SCHEDULE.

NOTE

The airworthiness life given or the failure to give an airworthiness life to a component does not constitute a warranty of any kind. The only warranty applicable to the helicopter or any component is the warranty included in the Purchase Agreement for the helicopter or the component.

The airworthiness lives given to the components and assemblies are determined by experience, tests and the judgement of Bell Helicopter engineers. The airworthiness lives and inspection intervals cannot be changed without the approval of the FAA.

Prior to disposing of unsalvageable aircraft parts and materials, caution should be exercised to ensure that the parts and materials are disposed of in a manner that does not allow them to be returned for service. Refer to FAA Advisory Circular 21-38 for guidance on the disposal of unsalvageable aircraft parts and materials.

Table 1-2. Airworthiness Limitations Schedule

NOMENCLATURE	PART NUMBER △1	AIRWORTHINESS LIFE YEARS/HOURS/RIN
	MAIN ROTOR COMPONENTS	
Blade	204-011-250-001	2500 hours
Blade	204-011-250-005	2500 hours
Blade	204-011-250-009	2500 hours
Blade	204-011-250-113	2500 hours
Blade	204-011-200-001	500 hours
Grip	204-011-121-001	9000 hours
Grip	204-011-121-005	9000 hours
Grip	204-011-121-117	△18 △19 9000 hours
Grip	204-011-121-125	△18 25,000 hours or 500,000 = RIN
Drag Brace	204-011-140-001	2400 hours
Yoke	204-011-102-(ALL)	3600 hours
Yoke	212-011-102-105	△3 10,000 hours
Pillow Block	204-011-108-113	△2 Conditional
Pillow Block Bushings	204-011-135-105	3600 hours
Pillow Block Bushings	204-011-135-003	2400 hours
Retention Strap	204-011-113-001	200 hours
Outboard Strap Fitting	204-011-115-001	1000 hours
Inboard Strap Fitting	204-011-138-003	1000 hours
Strap Pin	204-011-176-001	1000 hours
Retention Strap	204-012-112-001	1000 hours
Inboard Strap Fitting	204-012-102-001	△4 1200 hours
Inboard Strap Fitting	204-012-102-005	△4 1200 hours
Inboard Strap Fitting	204-012-102-009	△4 2400 hours
Outboard Strap Fitting	204-012-103-001	3000 hours

Table 1-2. Airworthiness Limitations Schedule (Cont)

NOMENCLATURE	PART NUMBER △1	AIRWORTHINESS LIFE YEARS/HOURS/RIN
	MAIN ROTOR COMPONENTS (CONT)	
Strap Pin	204-012-104-001	△5 2400 hours
Strap Pin	204-012-104-005	△5 2400 hours
Retention Strap	204-012-112-005	△6 1200 hours
Trunnion	204-011-105-001	△12 △17 15,000 hours or RIN = 300,000
Retention Strap	204-012-122-001/-005	△3 △7 1200 hours or 2 years after initial installation, whichever occurs first.
Retention Strap	204-310-101-101	1200 hours or 2 years
	MAIN ROTOR CONTROLS	
Pitch Horn	204-011-120-005	3000 hours
Scissors	204-011-406-005	1000 hours
Scissors	204-011-406-009	1000 hours
Scissors	204-011-406-015	On condition
Swashplate Drive Link	204-011-407-001	9000 hours
Swashplate Support	204-011-404-005	1000 hours
Swashplate Support	204-011-404-009	1000 hours
Swashplate Support	204-011-404-017	1000 hours
Swashplate Support	204-011-404-121	1000 hours
Swashplate Support	204-011-404-125	1000 hours
Collective Lever Assembly — Lever	204-011-438-003	1000 hours
Collective Lever Assembly — Pin	204-011-446-003	1000 hours
Centerframe Set	204-011-307-001	10,000 hours
Tube, Stabilizer Bar	204-011-328-001	△8 2400 hours or 3 years
Tube, Stabilizer Bar	204-011-328-011	△8 5000 hours or 5 years
Collective Sleeve	204-011-408-003	9000 hours
Collective Sleeve	212-011-412-101	9000 hours
Gimbal Ring	204-010-404-001	9000 hours
Gimbal Ring	212-010-416-101	9000 hours
Swashplate Outer Ring	204-011-403-001	9000 hours
Scissors Hub	204-011-405-009	9000 hours

Table 1-2. Airworthiness Limitations Schedule (Cont)

NOMENCLATURE	PART NUMBER (1)	AIRWORTHINESS LIFE YEARS/HOURS/RIN
	MAIN ROTOR CONTROLS (CONT)	
Scissors Tube	204-011-442-001	9000 hours
Mixing Lever	204-011-301-001	9000 hours
Mixing Lever	204-011-301-005	9000 hours
Pitch Link	204-011-127-001	9000 hours
Mixing Lever	212-010-302-001	9000 hours
Mixing Lever	212-010-302-105	9000 hours
Scissors Tube	212-010-404-005	9000 hours
	FIXED CONTROLS	
Left Cyclic Cylinder Assembly	204-076-026-017	9000 hours
Right Cyclic Cylinder Assembly	204-076-026-019	9000 hours
Collective Cylinder Assembly	204-076-026-021	9000 hours
Left Cyclic Cylinder Assembly	204-076-064-001	9000 hours
Left Cyclic Cylinder Assembly	204-076-064-007	9000 hours
Right Cyclic Cylinder Assembly	204-076-064-003	9000 hours
Right Cyclic Cylinder Assembly	204-076-064-009	9000 hours
Collective Cylinder Assembly	204-076-064-005	9000 hours
Collective Cylinder Assembly	204-076-064-011	9000 hours
Cylinder Assembly	204-076-070-001	9000 hours
Cylinder Assembly	204-076-070-003	9000 hours
Cylinder Assembly	204-076-070-005	9000 hours
	ELEVATOR CONTROL SYSTEM	
Elevator Horn Assembly	204-001-937-005	(20) 5000 hours
Elevator Assembly	204-030-858-043	(20) 5000 hours
Elevator Assembly	204-030-858-044	5000 hours
Elevator Assembly	204-030-858-053	5000 hours
Elevator Assembly	204-030-858-054	5000 hours
Elevator Assembly	204-030-858-103	5000 hours
Elevator Assembly	204-030-858-104	5000 hours

Table 1-2. Airworthiness Limitations Schedule (Cont)

NOMENCLATURE	PART NUMBER △1	AIRWORTHINESS LIFE YEARS/HOURS/RIN
TAIL ROTOR AND CONTROLS		
Blade	204-011-702-015	1000 hours
Grip	204-011-706-009	△9 500 hours
Grip	204-011-706-017	△9 500 hours
Grip	204-011-728-(ALL)	△10 300 hours
Yoke	204-010-781-005	1000 hours
Yoke	204-010-781-009	1000 hours
Yoke	204-011-722-001	1000 hours
Grip	205-011-711-101	2500 hours
DRIVE SYSTEM COMPONENTS		
Main Rotor Mast	204-011-450-001	△12 △14 6000 hours or RIN = 265,000
Main Rotor Mast	204-011-450-007	△12 △13 15,000 hours or RIN = 265,000
Main Rotor Mast	204-011-450-105	△12 △13 15,000 hours or RIN = 265,000
Tail Rotor Shaft	204-040-402-007	10,000 hours
Tail Rotor Shaft	204-040-402-009	10,000 hours
Input Driveshaft	204-040-433-101	5000 hours
Tail Rotor Driveshaft Hanger Bearing	204-040-623-005	1000 hours
Tail Rotor Driveshaft Hanger Bearing	204-040-623-111	1000 hours
Silent Chain (Manufactured prior to June 1, 1974, or illegible date etched on clevis end)	205-001-721-001	50 hours
Silent Chain (Manufactured June 1, 1974 and later, date etched on clevis end)	205-001-721-001	150 hours
Silent Chain	204-001-739-003/-105	△15 Conditional

Table 1-2. Airworthiness Limitations Schedule (Cont)

NOMENCLATURE	PART NUMBER ⚠1	AIRWORTHINESS LIFE YEARS/HOURS/RIN
	TRANSMISSION	
Spider	204-040-785-003	⚠11 Conditional
Clutch	X-134296	⚠16 2200 hours
Clutch	X134296	⚠16 2200 hours
	CONTROLS SYSTEM BOLTS	
Pitch Horn to Pitch Link (2)	NAS1306-31D	1000 hours
Pitch Horn to Pitch Link (2)	NAS6606D31	1000 hours
Pitch Link to Universal (2)	NAS1306-27D	1000 hours
Pitch Link to Universal (2)	NAS6606D27	1000 hours
Pitch Link to Universal (2)	20-057-6-27D	1000 hours
Universal to Mixing Lever (2)	NAS1306-34D	1000 hours
Universal to Mixing Lever (2)	NAS6606D34	1000 hours
Mixing Lever to Scissors Tube (2)	NAS1305-27D	1000 hours
Mixing Lever to Scissors Tube (2)	NAS6605D27	1000 hours
Scissors Tube to Scissors (2)	NAS1305-27D	1000 hours
Scissors Tube to Scissors (2)	NAS6605D27	1000 hours
Scissors Pivot Bolt (2)	NAS464-8-90	1000 hours
Scissors Pivot Bolt (2)	NAS464-P8-90	1000 hours
Scissors Pivot Bolt (2)	20-057-8S90D	1000 hours
Scissors Pivot Bolt (2)	NAS6208-90D	1000 hours
Scissors Pivot Bolt (2)	212-010-411-001	1000 hours
Scissors Pivot Bolt (2)	212-010-411-005	1000 hours
Scissors to Drive Link (2)	NAS464-8-69	1000 hours
Scissors to Drive Link (2)	NAS464-P8-69	1000 hours
Scissors to Drive Link (2)	20-057-8S69D	1000 hours
Scissors to Drive Link (2)	NAS6208-70D	1000 hours
Drive Link to Rotating Swashplate (2)	NAS1305-30D	1000 hours
Drive Link to Rotating Swashplate (2)	NAS6605D30	1000 hours
Fixed Swashplate to Right Cyclic Boost Tube (1)	AN175-16	1000 hours

Table 1-2. Airworthiness Limitations Schedule (Cont)

NOMENCLATURE	PART NUMBER ⚠1	AIRWORTHINESS LIFE YEARS/HOURS/RIN
	CONTROLS SYSTEM BOLTS (CONT)	
Fixed Swashplate to Left Cyclic Boost Tube (1)	AN175-16	1000 hours
Collective Lever to Collective Boost Tube (1)	AN175-16	1000 hours
Mixing Lever Pivot Bolt (4)	NAS464-6-20	1000 hours
Mixing Lever Pivot Bolt (4)	NAS464P6-23	1000 hours
Mixing Lever Pivot Bolt (4)	20-057-6S24D	1000 hours
Stabilizer Bar Pivot Bolt (2)	NAS464-10-27	1000 hours
Stabilizer Bar Pivot Bolt (2)	20-057-10S29D	1000 hours
Fixed Swashplate to Gimbal (2)	NAS464-5-39	1000 hours
Fixed Swashplate to Gimbal (2)	204-011-463-001	1000 hours
Gimbal to Swashplate Support (2)	NAS464-5-20	1000 hours
Gimbal to Swashplate Support (2)	204-011-461-001	1000 hours
Gimbal to Swashplate Support (2)	204-011-463-003	1000 hours
Gimbal to Swashplate Support (2)	204-011-463-107	1000 hours
	CONTROLS SYSTEM BEARINGS	
Stabilizer Bar Mixing Lever Bearing	KP6A ⚠21	100 hours
Stabilizer Bar Mixing Lever Bearing	AN201KP6A ⚠21	100 hours
Stabilizer Bar Mixing Lever Bearing	MS20201KP6A ⚠21	100 hours
Stabilizer Bar Mixing Lever Bearing	MS27641-6 ⚠21	100 hours
Scissors Assembly Pivot Bearing	KP8A ⚠22	100 hours
Scissors Assembly Pivot Bearing	AN201KP8A ⚠22	100 hours
Scissors Assembly Pivot Bearing	MS20201KP8A ⚠22	100 hours
Scissors Assembly Pivot Bearing	MS27641-8 ⚠22	100 hours
	FIRE PROTECTION	
Fire Extinguisher Cartridge	209-062-908-015 (13083-5) ⚠23	6 years

Table 1-2. Airworthiness Limitations Schedule (Cont)

NOTES:

1. The service life recommended for any basic part number applies to all successive dash numbers for that component unless otherwise specified.

2. An on-condition retirement is assigned to 204-011-108-113 pillow block subject to passing dye penetrant inspection every 2400 hours.

3. Perform magnetic particle inspection of 212-011-102-105 yoke when 1200 hours or 24 month retention straps are changed per ASB 204-94-43.

4. Life of -005 reduced to 1200 hours by ASB 204-78-2. Life of -001 reduced to 1200 hours based on similarity to -005. Life of 2400 hours is assigned to the shotpeened -009.

5. Life of -005 reduced to 2400 hours by ASB 204-78-5.
Life of -001 reduced to 2400 hours based on similarity to -005.

6. Life reduced to 1200 hours and removed from service by 1 January 1979, per ASB 204-78-3.

7. Life reduced from 2400 to 1200 hours or 24 months per ASB 204-80-08. FAA AD 80-17-09 was issued by the FAA to support the BHTI ASB. All tension-torsion straps must be retired after 24 months calendar time in service. In this application, calendar time in service begins when new straps are installed in the main rotor hub and blade assembly and are subjected to powered rotation.

8. Life reduced from 5000 hours to 2400 hours or 3 years by ASB 204-76-3. The -011 incorporates improved corrosion protection and is assigned the original 5000 hour life plus 5 year calendar life.

9. Life reduced to 500 hours by ASB 204-05-73-2.

10. Life reduced to 300 hours by ASB 204-88-17. FAA AD 88-25-05 imposes 300-hour life.

11. An on-condition retirement is assigned to the 204-040-785-003 spider subject to passing a magnetic particle inspection every 3100 hours per ASB 204-92-35/212-91-66.

12. Retirement Index Number (RIN) is the retirement life based on fatigue damage from normal helicopter lifts and takeoffs. New components will begin with an accumulated RIN of zero that will be increased as lifts and takeoffs are performed. Operators must record the number of lifts and takeoffs and increase the accumulated RIN accordingly. When the maximum RIN or retirement flight hours is reached, whichever occurs first, the component will be removed from service.

13. Retire when the part has 15,000 flight hours or when the accumulated RIN = 265,000 (RIN LIFE) per ASB 204-00-51. For manual tracking, increase the RIN count by 2 for each internal takeoff/lift recorded. Increase the RIN count by 4 for each external takeoff/lift recorded.

14. Retire when the part has 6000 flight hours or when the accumulated RIN = 265,000 (RIN LIFE) per ASB 204-00-51. For manual tracking, increase the RIN count by 10 for each internal takeoff/lift recorded. Increase the RIN count by 20 for each external takeoff/lift recorded.

15. An on-condition retirement is assigned to the 204-001-739-003/-105 chain subject to passing a visual inspection every 10 flight hours per ASB 204-75-4. Refer to Special Inspection “Each 10 Hours of Component Operation”.

16. Life introduced per ASB 204B-01-54.

17. Retire when the part has 15,000 flight hours or when the accumulated RIN = 300,000 (RIN LIFE) per ASB 204-95-47. For manual tracking, increase the RIN count by 1 for each takeoff/lift recorded. If logging, increase the RIN count by 2 for each takeoff/lift recorded.

Table 1-2. Airworthiness Limitations Schedule (Cont)

NOTES (CONT):

18 Visual special inspection required per ASB 204-95-44.

19 Ultrasonic inspection required per ASB 204-02-58.

20 Life increased from 3000 to 5000 hours per TB 204-00-46.

21 Life introduced per ASB 204-07-60, as applicable to bearings installed in stabilizer bar mixing lever assembly 204-011-301-001.

22 Life introduced per ASB 204-07-60, as applicable to bearings installed in scissors assembly 204-011-406-015.

23 In-service life begins the day the component is entered into service. In-service life only remains in effect while the component is installed on the helicopter.