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INSTRUCTIONS for CONTINUED AIRWORTHINESS for CROSSTUBES STC: SH2804SO-D

**FOR
BELL HELICOPTER TEXTRON MODEL 206L, 206L-1, 206L-3 AND 206L-4 HELICOPTERS**

Report Number AA-01149

Revision B

October 5, 2010



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LOG OF REVISIONS

Date	Revision	Description	Affected Pages	Approved / Date	Accepted / Date
09/07/01	-	Original Release	All	—	—
05/12/04	A	Added requirement for Abrasion Strip inspection Revised Mil-Spec MIL-S-8802 to AMS-S-8802 Added Note referencing de-bonding of Abrasion Strip to Section 3.4 Cleaning Requirements Revised Headings, Sections 5.3, 5.4 Revised Section 5.4, Steps 6 and 7 Added Section 5.4, Steps 8 thru 11 Added Note to Section 5.4 Added P/N 601-033-123 Abrasion Strip to Tables 5 – 7	6, 23 7, 9, 10 8 9, 10 11 11 11 20, 21	—	—
10/05/10	B	Revised document, Log of Revisions, Table of Contents, List of Tables, and List of Figures format to current AAI standard; revised figure and table placement Added STC SH2804SO-D applicability to title page and Section 1.0 Revised figure titles, Figure 1 and Figure 2, to specify information illustrated Revised figure titles, Figure 3 thru Figure 6, to specify crosstube/band clamp combination illustrated Revised parts list tables, Table 6 thru Table 8, to improve usability and delete extraneous information	All All 11, 13 17 – 20 22 – 23		

LIST OF EFFECTIVE PAGES

All pages contained herein are at latest revision shown in Log of Revisions.

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1.0 INTRODUCTION

These instructions contain the information necessary for inspection and maintenance of **AERONAUTICAL ACCESSORIES, INC. CROSSTUBES** installed on Bell Helicopter Textron model 206L, 206L-1, 206L-3 and 206L-4 helicopters in accordance with STC SH2804SO-D.

1.1 DISTRIBUTION

These instructions are provided with each Crosstube. Any airworthiness or flight safety revisions will be immediately made available to all affected Crosstube owners.

1.2 REVISION

A Log of Revision section is included in these instructions and will be utilized to document all changes. Change recommendations should be submitted to:

Aeronautical Accessories Inc.
P.O. Box 3689
Bristol, TN 37625-3689

2.0 DESCRIPTION

The Aeronautical Accessories, Inc. 206L-series Crosstubes are complete assemblies, which include the Crosstube Supports. The Crosstubes are designed to provide an interface between the Landing Gear skid tubes and the helicopter and to absorb landing loads. The Crosstubes are fitted with two supports, which contact mating Support Fittings in the helicopter structure.

3.0 MAINTENANCE INSTRUCTIONS

3.1 ANNUAL / 300 HOUR INSPECTION

The Crosstubes shall receive an Annual Inspection or a 300 hour inspection, whichever comes first, consisting of the following items:

NOTE

Removal of Crosstubes from helicopter is not required for inspection. If any damage is noted during the inspection, refer to Section 3.3 Repair or Section 4.0 Troubleshooting Information.

NOTE

If removal of clamped-on Supports is required, refer to Sections 5.3 & 5.4 for removal and reinstallation.

CAUTION

Particular care should be taken to inspect in the areas of the Supports at the aircraft attach points.

NOTE

The indications of corrosion are: 1) corrosion deposits (a white or gray powder), 2) pits in the aluminum surface, 3) blisters, bulging, or flaking of paint.

1. Remove landing gear fairings, if installed.
2. Inspect forward and aft straps holding crosstubes to helicopter for security, and ensure the rubber pads are installed and bonded in place.
3. Inspect abrasion strips on crosstubes for de-bonding. Replace as needed. (Recommended ambient temperature for optimal adhesion: 70 – 100°F. Bonding surface must be clean and dry. Clean crosstube with isopropyl alcohol and water.)
4. Inspect all crosstubes and components for corrosion or damage (scratches, nicks, dents). Refer to the zones shown in Figure 1 and the limits shown in Tables 1 and 3. Only one repair per side (L/H, R/H) is permissible. Crosstube components exceeding the limits shown in Tables 1 and 3 must be replaced.
5. Check the torque values on the screws per Table 2. Retorque fasteners as required.
6. Utilize the Inspection Record provided in Appendix A to document Inspection completion.
7. Crosstubes with Nylatron Doublers under clamped-on Supports only:
 - a. Inspect bond line around Nylatron doublers and Supports. If bond line has been broken refer to Section 3.3 Repair.

TABLE 1. DAMAGE AND REPAIR LIMITS

COMPONENT	MAXIMUM ALLOWABLE DAMAGE AND REPAIR LIMITS (Damage and corrosion may be repaired as noted in Section 3.3 Repair, if it does not exceed these limits.)	
	SCRATCHES / NICKS / DENTS / CORROSION	CRACKS
Crosstube	Refer to Figure 1 and Table 3 Refer to Figure 2 and Table 5	None
Forward & Aft Support	To a depth of .020" for a maximum area of 1.0 square inch. No more than two repairs per support allowed.	None
Clamp Assembly	To a depth of .005"	None

3.2 CROSSTUBE HARD LANDING INSPECTION

Crosstube hard landing inspection shall be conducted after a known or suspected hard landing. Inspect Crosstubes for Deflection as follows:

1. Hoist or jack the helicopter until no weight is on the skid tubes.
2. Measure the lateral distance between the two forward crosstube attachment straps. Measure the lateral distance between the two aft crosstube attachment straps. Divide these dimensions by two to determine the helicopter centerline, BL 0.00.
3. Measure the crosstube horizontal deflection from the centerline of the helicopter, BL 0.00, to the centerline of the skid tubes.
4. The crosstube horizontal deflection as measured in step 3 above must be within the limits as shown in Figure 2 and Table 4. Crosstubes that measure outside of the limits must be replaced.

3.3 REPAIR

Repair damage (scratches, nicks, dents) and corrosion as follows:

CAUTION

Circumferential scratches or areas of corrosion greater than .005 inch in depth and exceeding 60° of tube circumference are not repairable.

CAUTION

Abrasive blending-out strokes must be parallel to the crosstube, not circumferential.

1. Polish the affected area using Scotch-Brite or No. 400 to 600 abrasive paper or cloth. Ensure the limits presented in Table 1 are not exceeded.
2. Clean repaired area with isopropyl alcohol, brush Alodine bare aluminum areas per MIL-C-5541 or equivalent, and reprime with Epoxy Polyamide primer per MIL-PRF-23377 or equivalent.
3. Paint repaired area to match existing finish.

Repair broken bond lines around Nylatron Doublers and Supports as follows:

1. If no sign of damage or corrosion is present, remove crosstubes from aircraft and apply a bead of sealant (AMS-S-8802) around edges of Supports/Doublers/Clamps. Fill open areas between crosstube and T-Bolt Clamps. Smooth the bead of sealant to a fillet.
2. If the bond line has been broken and there is evidence of damage or corrosion present, remove crosstubes from aircraft, remove clamped-on Supports and Nylatron doublers. Inspect area under Nylatron doublers.

3.4 CLEANING REQUIREMENTS

NOTE

Use of aggressive and/or abrasive cleaning agents may result in de-bonding of abrasion strips (P/N 601-033-123).

Any dirt, sand, or debris should be cleaned from the Replacement Crosstubes using a mild, nonabrasive soap. Wipe surface dry with a nonabrasive cloth or paper before cleaning agent evaporates.

3.5 ADJUSTMENTS

Adjustments of the Crosstubes are not required. Apply the following torque to all fasteners noted during component or fastener replacement (torque all fasteners in accordance with Table 2).

1. Torque the fasteners attaching the Saddles to the Crosstubes (5/16 Fastener Size).
2. Torque the fasteners attaching the T-Bolt and Clamps (1/4 Fastener Size). Torque fasteners in accordance with Table 2.

TABLE 2. TORQUE VALUES

Fastener Size	Torque (in-lbs)
1/4	40 – 50
5/16	100 – 140

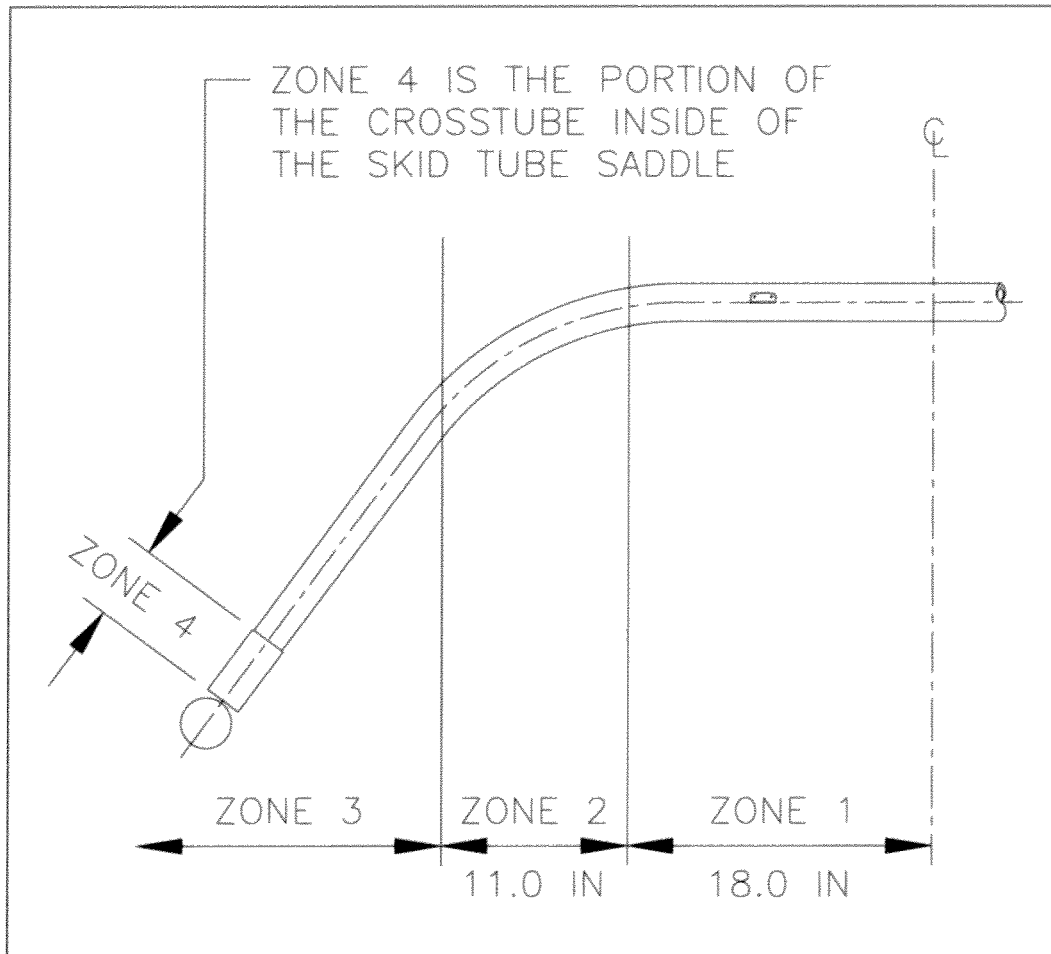


FIGURE 1. CROSSTUBE DAMAGE AND REPAIR ZONES

TABLE 3. CROSSTUBE INSPECTION AND REPAIR LIMITS, INCHES

**P/N 206-323-001/-005
206L, L-1, L-3, L-4 High Skid
Fwd Crosstube**

Zones	Allowable Limits
1	0.018
2	0.018
3	0.018
4	0.050

**P/N 206-323-013
206L, L-1, L-3, L-4 High Skid
Fwd Crosstube**

Zones	Allowable Limits
1	0.009
2	0.020
3	0.016
4	0.050

**P/N 206-323-015/-017/-021
206L, L-1, L-3, L-4 High Skid
Fwd Crosstube**

Zones	Allowable Limits
1	0.009
2	0.020
3	0.017
4	0.050

**P/N 206-323-002/-006
206L, L-1, L-3, L-4 High Skid
Aft Crosstube**

Zones	Allowable Limits
1	0.025
2	0.025
3	0.025
4	0.050

**P/N 206-323-014
206L, L-1, L-3, L-4 High Skid
Aft Crosstube**

Zones	Allowable Limits
1	0.009
2	0.023
3	0.017
4	0.050

**P/N 206-323-016/-018/-022
206L, L-1, L-3, L-4 High Skid
Aft Crosstube**

Zones	Allowable Limits
1	0.009
2	0.025
3	0.017
4	0.050

**P/N 206-325-001/-007/-115/-117/-119
206L, L-1, L-3, L-4 Low Skid
Aft Crosstube**

Zones	Allowable Limits
1	0.015
2	0.014
3	0.010
4	0.050

**P/N 206-325-002/-008/-116/-118/-120
206L, L-1, L-3, L-4 Low Skid
Aft Crosstube**

Zones	Allowable Limits
1	0.020
2	0.018
3	0.012
4	0.050

**P/N 206-328-001/-003/-117/-119
206L, L-1, L-3, L-4 Pan Style Float
Gear, Fwd Crosstube**

Zones	Allowable Limits
1	0.032
2	0.030
3	0.020
4	0.015

**P/N 206-328-002/-004/-118/-120
206L, L-1, L-3, L-4 Pan Style Float
Gear, Aft Crosstube**

Zones	Allowable Limits
1	0.035
2	0.030
3	0.020
4	0.017

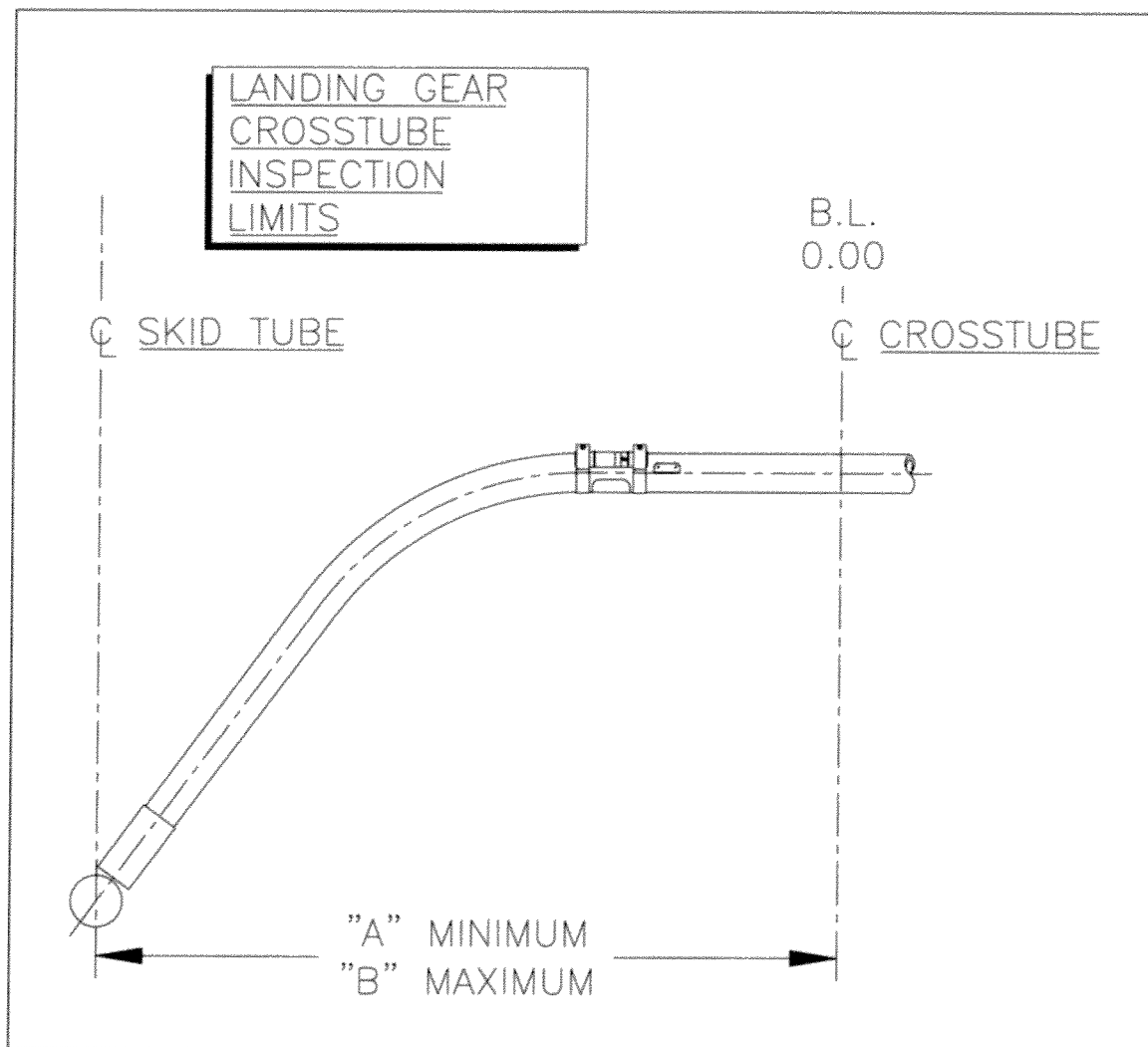


FIGURE 2. CROSSTUBE INSPECTION LIMITS

TABLE 4. HORIZONTAL DEFLECTION LIMITS, INCHES

Part Number	Model Effectivity	"A"	"B"
206-325-all dash numbers	206L, L-1, L-3, L-4 Low Skid Crosstube	42.84	44.06
206-323-all dash numbers	206L, L-1, L-3, L-4 High Style Crosstube	42.70	44.56

4.0 TROUBLESHOOTING INFORMATION

TABLE 5. TROUBLESHOOTING

Problem	Probable Cause	Remedy
Landing Gear-Crosstube is loose or has excessive vibration	Attachment components or fasteners loose, damaged, or missing	Check security of Crosstube attachment components. Check torque on all fasteners according to Table 2
	Crosstube is damaged allowing movement	Check Crosstube for cracks or other damage in accordance with Table 1 & 3. Repair and replace as needed
Aircraft does not sit level	Forward or Aft Crosstube is spread	Perform Crosstube Hard Landing Inspection per Section 3.2. Replace Components as required

5.0 REMOVAL AND REPLACEMENT INFORMATION

5.1 REMOVAL – REPLACEMENT CROSSTUBES

1. Remove fairings, if installed.
2. Hoist or jack the helicopter until no weight is on the skid tubes.
3. Remove forward straps and associated hardware from forward fuselage fittings.
4. Remove aft straps and associated hardware from aft fuselage fittings.
5. Raise helicopter until it is clear of skid landing gear, and remove landing gear.
6. Remove the skid tubes and the associated hardware from the Crosstubes.

5.2 INSTALLATION – REPLACEMENT CROSSTUBES

1. Reinstall Crosstubes into skid tube saddles with existing hardware. Apply sealant (AMS-S-8802) under each screw head. Before tightening, ensure screws are in place and threads have engaged. Do not torque fasteners at this time.
2. Install landing gear on aircraft, while keeping skids off the ground.
3. Before tightening, ensure screws are in place and threads have engaged. Torque all screws attaching Crosstubes to Saddles to 100 – 140 inch-pounds.
4. Lower helicopter to the ground.
5. Apply a fillet of sealant (AMS-S-8802) around top edge of saddle.
6. Reinstall fairings, if applicable.

5.3 REMOVAL OF CLAMPED-ON-SUPPORTS

1. Clamped-on Supports with Nylatron Doublers or Clamped-on coated Supports:
 - a. Inspect bond line around Nylatron doublers and Supports. If bond line has been broken refer to Section 3.3 Repair.
 - b. Remove two (2) T-Bolt Clamps from Crosstube Supports.
 - c. Use a plastic scraper to remove the bead of sealant from edges of Support.

WARNING

DO NOT USE A SCRIBE TO MARK ON CROSSTUBE.

- d. Using a grease pencil (china marker) mark the outline of the existing Crosstube Supports. Marking is required to properly align the Supports during reinstallation.

WARNING

DO NOT USE A PUTTY KNIFE TO REMOVE SUPPORT.

- e. Remove Supports with Nylatron Doublers installed by heating the sealant with a heat gun.

- f. Remove coated Supports by peeling the coated Support and adhesive strip from the crosstube.
- g. Clean affected area to remove sealants and adhesives.

5.4 INSTALLATION OF CLAMPED-ON SUPPORTS

NOTE

Do not reinstall uncoated Supports and Clamps. Coated Supports and Clamps must be used for reinstallation. Replace coated Supports and Clamps if damaged or worn.

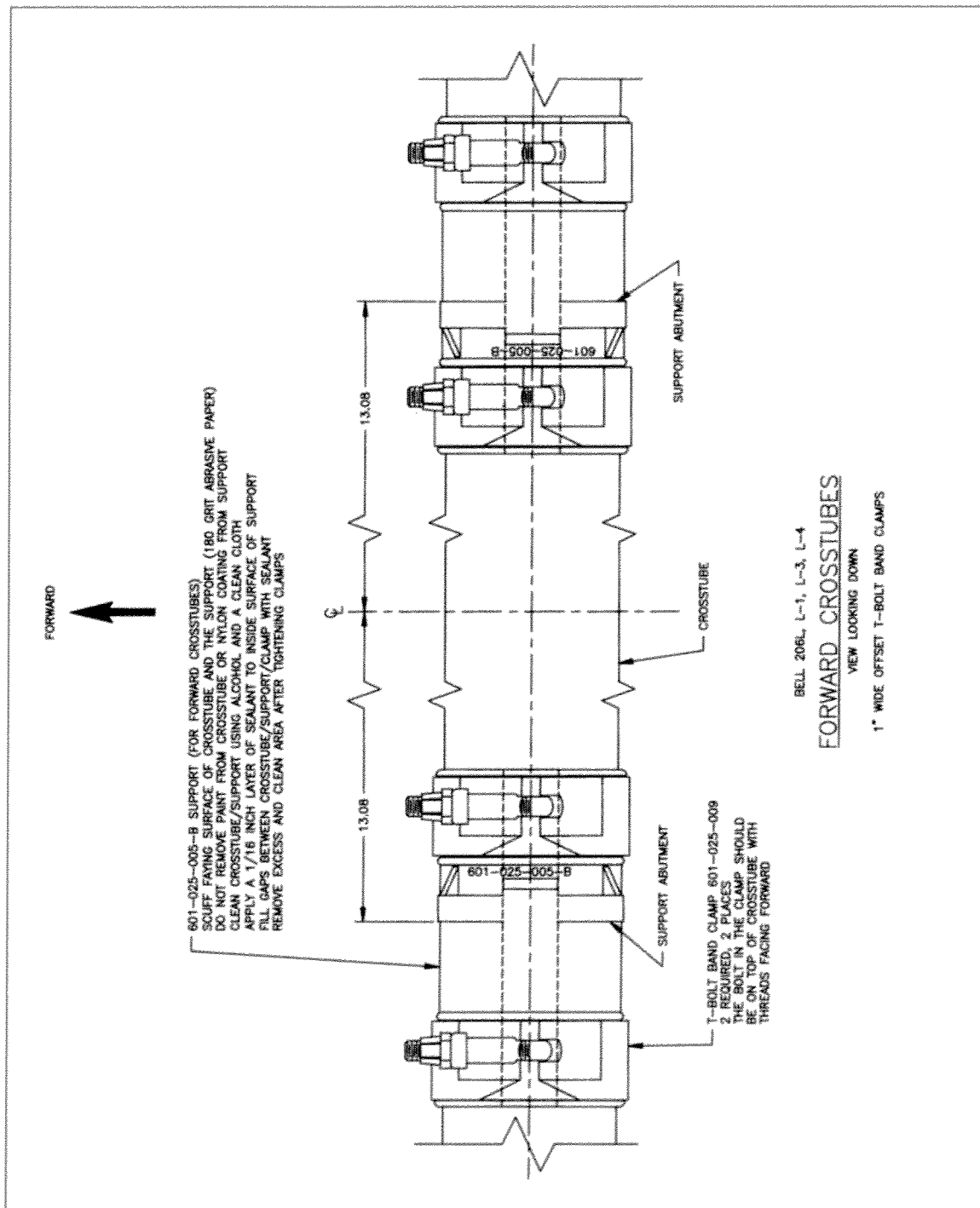
NOTE

Refer to Figures 3, 4, 5, and 6 for proper orientation of T-Bolt Clamps and Supports.

1. Scuff the faying surface of the Crosstube and Supports with 180 grit abrasive paper. Do not remove paint from the Crosstube or Nylon Coating from the Supports.
2. Clean the sanding residue from the Crosstube and Supports using alcohol and a clean cloth.
3. Apply a layer (approximately 1/16" thick) of sealant (AMS-S-8802) to inside surface of the Supports.
4. Position coated Supports, P/N 601-025-005-B (forward), and P/N 601-025-003-B (aft), using alignment marks on Crosstube.
5. Install T-Bolt Clamps, P/N 601-025-009 or P/N 601-025-015 (forward), and P/N 601-025-009 or P/N 601-025-015 (aft) on Crosstube as removed (see Figures 3 thru 6).
6. Tighten T-Bolt Band Clamp using minimal torque until a uniform sealant squeeze-out appears at both sides of the clamp. Fair in the sealant squeeze-out, remove excess sealant, wipe clean. Allow sealant to cure for 24 hours.
7. After sealant has cured for 24 hours, torque T-Bolt Band Clamp to 40 – 50 inch-pounds.
8. Fill any gaps between Crosstube/Support/Clamp with sealant, remove any excess sealant and wipe clean.
9. Apply fillet of sealant to Crosstube/Support/Clamp. Allow sealant to cure for 72 hours.
10. Check torque on the Clamp after the sealant has cured (72 hours at room temperature). Re-torque as required.
11. Prime and paint Supports and Band Clamps to match existing landing gear.

NOTE

Mask off 601-033-123 Abrasion Strips prior to priming and painting.



**FIGURE 3. CLAMP ORIENTATION, FORWARD CROSSTUBES
(1-INCH WIDE T-BOLT BAND CLAMPS)**

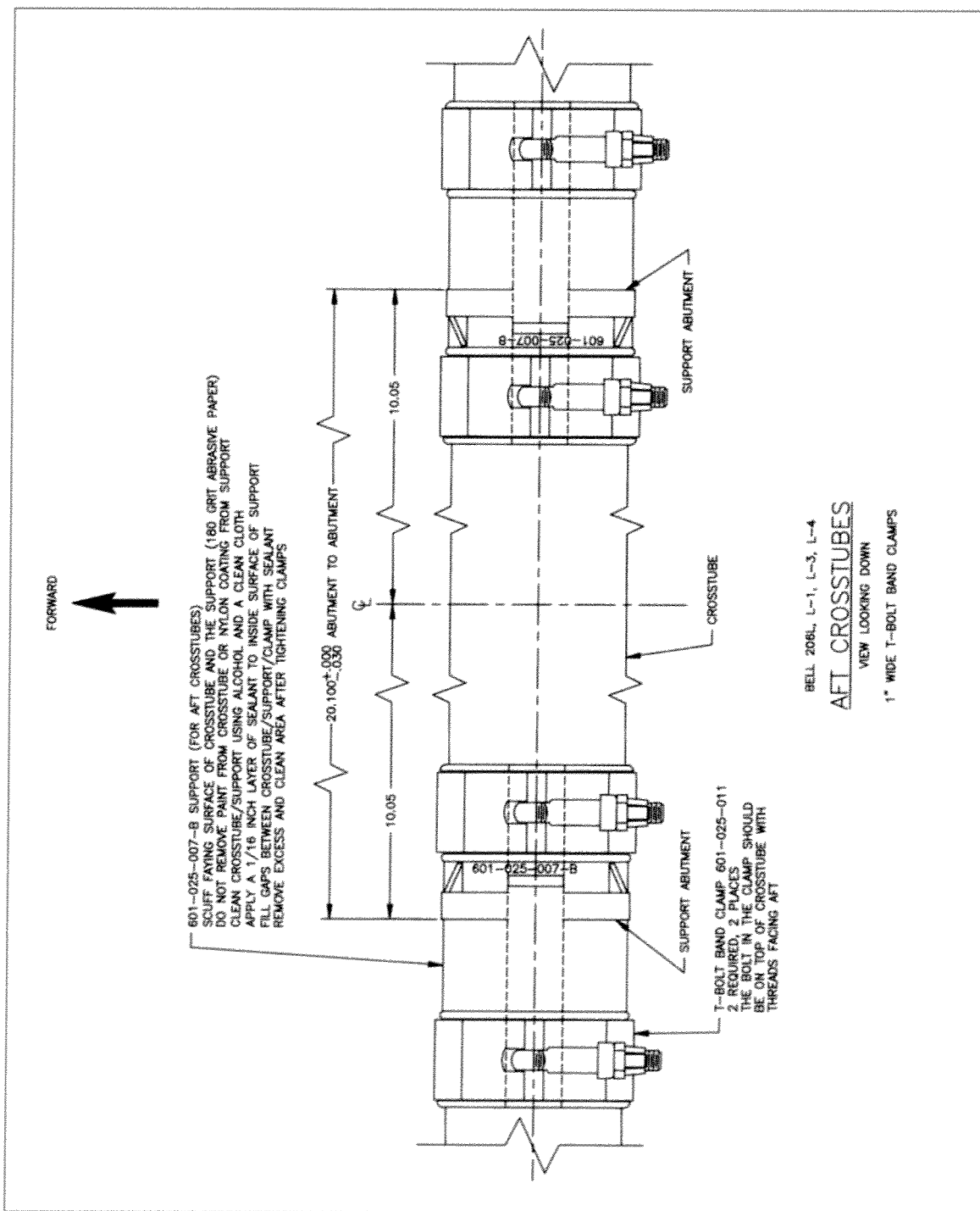
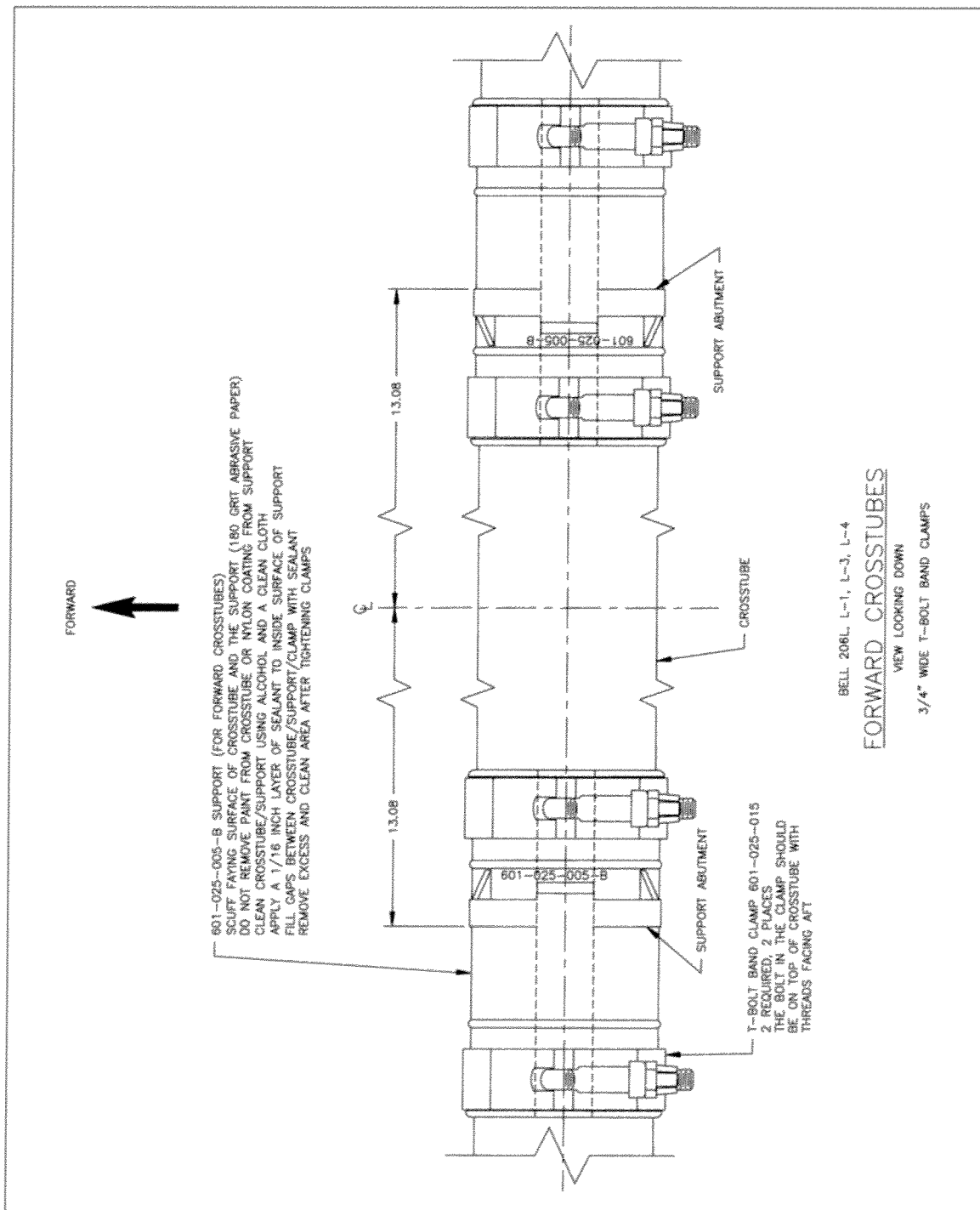


FIGURE 4. CLAMP ORIENTATION, AFT CROSSTUBES
(1-INCH WIDE T-BOLT BAND CLAMPS)



**FIGURE 5. CLAMP ORIENTATION, FORWARD CROSSTUBES
(3/4 INCH WIDE T-BOLT BAND CLAMPS)**

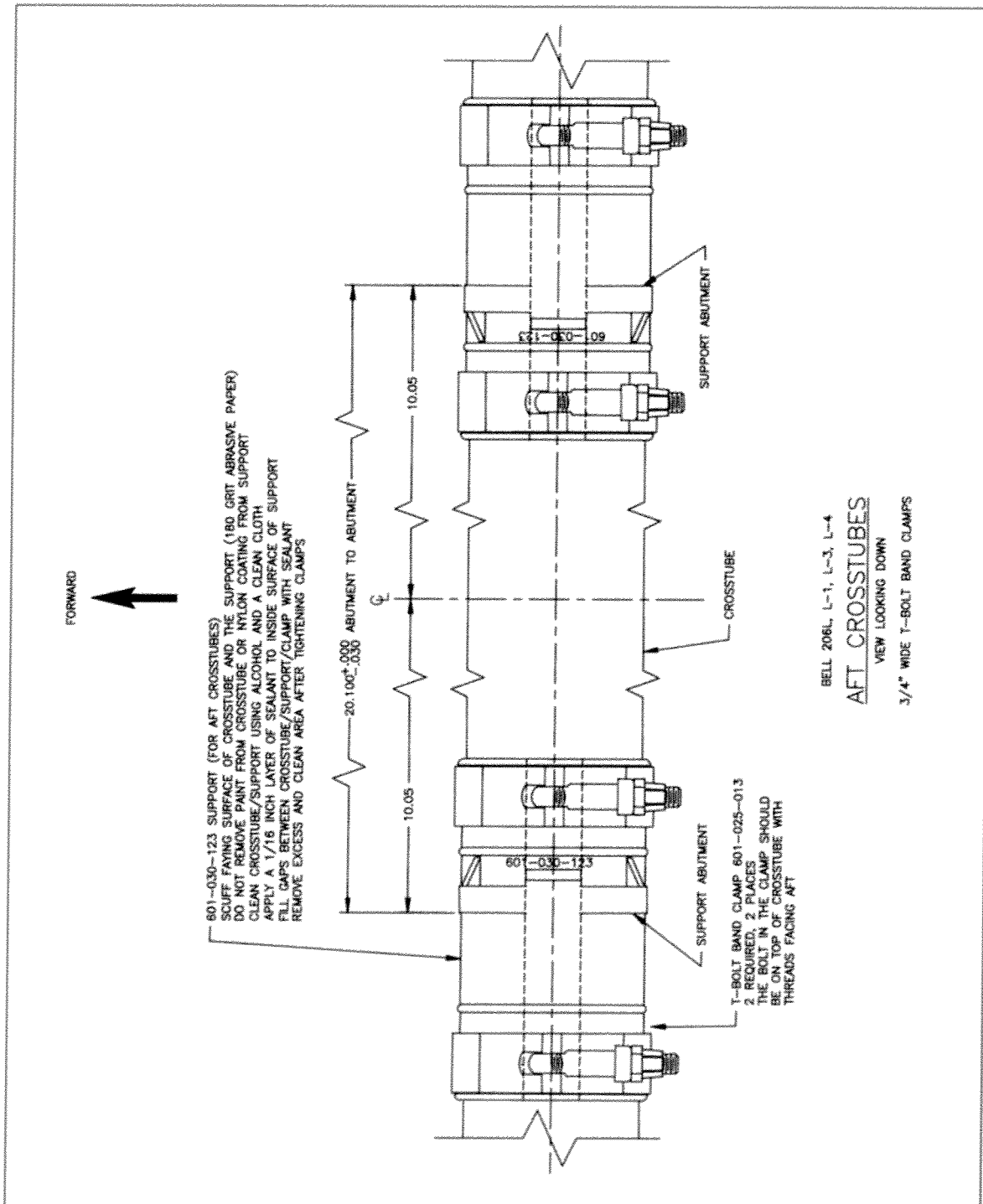


FIGURE 6. CLAMP ORIENTATION, AFT CROSSTUBES
(3/4 INCH WIDE T-BOLT BAND CLAMPS)

AERONAUTICAL ACCESSORIES, INC.

6.0 **STRUCTURAL FASTENER DATA**

For hardware identification and torque refer to Tables 2, 6, 7 and 8 and Figures 3 thru 6.

7.0 **SPECIAL TOOLS NEEDED**

Torque Wrench

8.0 **RECOMMENDED OVERHAUL PERIODS**

No component overhaul required for this type design change.

9.0 **AIRWORTHINESS LIMITATIONS**

No airworthiness limitations associated with this type design change.

10.0 **WEIGHT AND BALANCE**

206 Crosstubes	Weight (lb)	F.S.	B.L.
Fwd Crosstubes 206-325-001 / 206-325-007 / 206-325-115 / 206-325-117 / 206-325-119	18.0	72.5	0.00
Aft Crosstubes 206-325-002 / 206-325-008 / 206-325-116 / 206-325-118 / 206-325-120	24.0	154.75	0.00
Fwd Crosstubes 206-323-001 / 206-323-005 / 206-323-013 / 206-323-015 / 206-323-017 / 206-323-021	19.0	72.0	0.00
Aft Crosstubes 206-323-002 / 206-323-006 / 206-323-014 / 206-323-016 / 206-323-018 / 206-323-022	25.0	154.30	0.00
Fwd Crosstubes 206-328-001 / 206-328-003 / 206-328-117 / 206-328-119	25.5	72.0	0.00
Aft Crosstubes 206-328-002 / 206-328-004 / 206-328-118 / 206-328-120	31.5	154.30	0.00

11.0 PARTS BREAKDOWN

Tables 6 thru 8 contain Parts Breakdown data for Aeronautical Accessories, Inc., Bell Helicopter Textron model 206L series replacement Crosstubes. The column Availability Code (AV Code) specifies the procurement status for each part. The codes to identify if a part is procurable, procedure details to get an assembly or local manufacture code are as follows:

AV Code	Details
0	Nonprocurable part
1	Procurable part
2	Procure as detail parts only
3	Procurable as Next Higher Assembly
4	Local manufacture. Contact AAI Product Support Engineering (PSE)
5	Part replacement requires a fixture or special equipment. Contact AAI PSE
6	Non-stock procurable part

TABLE 6. 206-325-XXX SERIES LOW SKID CROSSTUBES
206-325-001 / 206-325-007 / 206-325-115 / 206-325-117 / 206-325-119 FWD CROSSTUBE ASSEMBLY //
206-325-002 / 206-325-008 / 206-325-116 / 206-325-118 / 206-325-120 AFT CROSSTUBE ASSEMBLY

Qty -001	Qty -002	Qty -007	Qty -008	Qty -115	Qty -116	Qty -117	Qty -118	Qty -119	Qty -120	Part Number	Description	AV Code
2		2		2						601-025-005-A	Support	1
						2		2		601-025-005-B	Support	1
	2		2		2					601-025-007-A	Support	1
							4		4	601-025-013	T-Bolt Clamp	1
						4		4		601-025-015	T-Bolt Clamp	1
							2		2	601-030-123	Support	1
								2	2	601-033-123	Abrasion Strip	1
4		4		4						BC1235	T-Bolt Clamp	1
	4		4		4					T4099E-100-263-Z	T-Bolt Clamp	1

TABLE 7. 206-323-XXX SERIES HIGH SKID CROSSTUBES
206-323-001 / 206-323-005 / 206-323-013 / 206-323-015 / 206-323-017 / 206-323-021 FWD CROSSTUBE ASSEMBLY //
206-323-002 / 206-323-006 / 206-323-014 / 206-323-016 / 206-323-018 / 206-323-022 AFT CROSSTUBE ASSEMBLY

Qty -001	Qty -002	Qty -005	Qty -006	Qty -013	Qty -014	Qty -015	Qty -016	Qty -017	Qty -018	Qty -021	Qty -022	Part Number	Description	AV Code
2		2		2		2						601-025-005-A	Support	1
								2		2		601-025-005-B	Support	1
	2		2		2		2					601-025-007-A	Support	1
									4		4	601-025-013	T-Bolt Clamp	1
								4		4		601-025-015	T-Bolt Clamp	1
									2		2	601-030-123	Support	1
										2	2	601-033-123	Abrasion Strip	1
4		4		4		4						BC1235	T-Bolt Clamp	1
	2		2		2		2					T4099E-100-263-Z	T-Bolt Clamp	1

TABLE 8. 206-328-XXX SERIES PAN STYLE CROSSTUBES
206-328-001 / 206-328-003 / 206-328-117 / 206-328-119 FWD CROSSTUBE ASSEMBLY //
206-328-002 / 206-328-004 / 206-328-118 / 206-328-120 AFT CROSSTUBE ASSEMBLY

Qty -001	Qty -002	Qty -003	Qty -004	Qty -117	Qty -118	Qty -119	Qty -120	Part Number	Description	AV Code
2		2						601-025-005-A	Support	1
				2		2		601-025-005-B	Support	1
	2		2					601-025-007-A	Support	1
					4		4	601-025-013	T-Bolt Clamp	1
				4		4		601-025-015	T-Bolt Clamp	1
					2		2	601-030-123	Support	1
						2	2	601-033-123	Abrasion Strip	1
4		4						BC1235	T-Bolt Clamp	1
	4		4					T4099E-100-263-Z	T-Bolt Clamp	1

APPENDIX A

Annual / 300 Hour Inspection Record

Work Order Number: _____
Registration Number: _____
Serial Number: _____
Total Time: _____
Date: _____

The Crosstubes shall receive an Annual Inspection or a 300 hour inspection, whichever comes first, consisting of the following items:

NOTE

Removal of Crosstubes from helicopter is not required for inspection. If any damage is noted during the inspection, refer to Section 3.3 Repair or Section 4.0 Troubleshooting Information.

NOTE

If removal of clamped-on Supports is required, refer to Sections 5.3 and 5.4 for removal and reinstallation.

CAUTION

Particular care should be taken to inspect in the areas of the Supports at the aircraft attach points.

NOTE

The indications of corrosion are: 1) corrosion deposits (a white or gray powder), 2) pits in the aluminum surface, 3) blisters, bulging, or flaking of paint.

Annual / 300 Hour Inspection Record

Work Order Number: _____
Registration Number: _____
Serial Number: _____
Total Time: _____
Date: _____

1. Remove landing gear fairings, if installed. _____
2. Inspect forward and aft straps holding crosstubes to helicopter for security, and ensure the rubber pads are installed and bonded in place. _____
3. Inspect abrasion strips on crosstubes for de-bonding. Replace as needed. (Recommended ambient temperature for optimal adhesion: 70 - 100°F. Bonding surface must be clean and dry. Clean crosstube with isopropyl alcohol and water.) _____
4. Inspect all crosstubes and components for corrosion or damage (scratches, nicks, dents). Refer to the zones shown in Figure 1 and the limits shown in Tables 1 and 3. Only one repair per side (L/H, R/H) is permissible. Crosstube components exceeding the limits shown in Tables 1 and 3 must be replaced. _____
5. Check the torque values on the screws per Table 2. Retorque fasteners as required. _____
6. Crosstubes with Nylatron Doublers under clamped-on Supports only:
 - a. Inspect bond line around Nylatron doublers and Supports. If bond line has been broken refer to Section 3.3 Repair _____

Signature _____ **A & P No.** _____

Signature _____ **Inspector** _____