

Page No: 1
Revision: 2
Issue Date: 12/30/21

CHECK: C 1700NT – BASIC INSPECTION
FREQUENCY: Every 12 Months
NOTE: No Tolerance

Registration No.: N _____ Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

Reference: DHC-6 Maintenance Program, Viking PSM Maintenance Manual

MAINTENANCE ACTION		REF	MECH INITIALS	RII INITIALS		
C 1700.1 GENERAL						
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.					
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.					
1.3	Replace all life limited components that have completed published operating limits.	DHC-6 MP				
1.4	Overhaul all components that have completed published operating limits.	DHC-6 MP				
C 1700.2 PLACARDS AND MARKINGS						
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your airframe.					
C 1700.3 CORROSION CONTROL						
3.1	Perform corrosion inspection in accordance with the Corrosion Guide PSM 1-6-5, Part 3 on any area's accessed during this CAMP inspection	Appendix B				
C 1700.4 PREPARATION						
4.1	Remove or open all applicable trim panels, covers, access and inspection doors/covers as necessary.					
C 1700.5 22 – AUTO FLIGHT						
5.1	Perform the following inspections on the SM3000 aileron servo cables;					
5.1.1	No fraying, kinks, flattening, proper attachment and security.					
5.1.2	Turnbuckles for security, freedom of operation.					
5.1.3	Clamps for security and no evidence of movement on main flight control cable.					
5.1.4	Bridle cable tensions; 15 lbs +2 lbs – 0 lbs				22-10-12 Table 1	

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MAINTENANCE ACTION		REF	MECH INITIALS	RII INITIALS
5.2	Perform the following inspections on the SM3000 elevator servo cables;			
5.2.1	No fraying, kinks, flattening, proper attachment and security.			
5.2.2	Turnbuckles for security, freedom of operation.			
5.2.3	Clamps for security and no evidence of movement on main flight control cable.			
5.2.4	Bridle cable tensions; 25 lbs +5 lbs – 0 lbs	22-10-12 Table 1		
5.3	Perform the following inspections on the SM3000 rudder servo cables;			
5.3.1	No fraying, kinks, flattening, proper attachment and security.			
5.3.2	Turnbuckles for security, freedom of operation.			
5.3.3	Clamps for security and no evidence of movement on main flight control cable.			
5.3.4	Bridle cable tensions; 25 lbs + 5 lbs – 0 lbs	22-10-12 Table 1		
5.4	Perform the following inspections on the KS 272A pitch trim servo cables;			
5.4.1	No fraying, kinks, flattening, proper attachment and security.			
5.4.2	Turnbuckles for security, freedom of operation.			
5.4.3	Clamps for security and no evidence of movement on main flight control cable.			
5.4.4	Bridle cable tensions; 15 lbs + 2 lbs – 0 lbs	22-20-00 Table 2		

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MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 1700.6 24 – ELECTRICAL POWER			
6.1 Perform the following inspections on the power distribution box;			
6.1.1 Condition and security			
6.1.2 Terminals, connectors and relays for condition and security			
6.1.3 Signs of overheating, arcing			
6.1.4 Torque on large terminal posts			
6.1.5 Clean as required			
6.1.6 Current limiters (Mod 6/1651) for condition and serviceability.			
6.2 Perform the following inspections on generator control box;			
6.2.1 Condition and security			
6.2.2 Terminals, connectors and relays for condition and security			
6.2.3 Signs of overheating, arcing			
6.2.4 Torque on large terminal posts			
6.2.5 Clean as required			
6.2.6 Current limiters (Mod 6/1651) for condition and serviceability.			
C 1700.7 27 – FLIGHT CONTROLS			
7.1 Elevator control quadrants for cleanliness, damage, corrosion and security, bearings for corrosion, cleanliness and security, stops for damage.			
7.2 Rudder trim tab controls for full and free movement, security of attachment at rudder and elevator trim control console.			
7.3 Elevator trim tab controls for full and free movement, security of attachment at rudder and elevator trim control console.			
7.4 Perform the following inspections on flap position cable;			
7.4.1 Corrosion fraying, kinks, flattening, proper attachment and security.			
7.4.2 Spring for condition, tension and security.			
7.4.3 Indicator for smooth operation.			
7.4.4 Dracon cable cord at window frame.			

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MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
7.4.5 Small pulley locations for condition.			
7.5 Perform the following inspections on flap/elevator interconnect trim tab and flap indicator cables;			
7.5.1 No fraying, condition, corrosion, flattening and security of attachment.			
7.5.2 Pulleys for condition, security and freedom of operation.			
7.5.3 Turnbuckles for security.			
7.6 Perform the following inspections on rudder flight control cables (flight compartment to empennage); NOTE: In the event of early or abnormal cable wear at pulley(s), replace the worn cable(s) and the corresponding pulley(s).			
7.6.1 No fraying, corrosion, flattening, proper attachment and security.			
7.6.2 Pulleys for condition and freedom of movement.			
7.6.3 Pulley brackets and guides for condition and security.			
7.6.4 Turnbuckles for security.			
7.7 Perform the following inspections on elevator flight control cables (flight compartment to empennage); NOTE: In the event of early or abnormal cable wear at pulley(s), replace the worn cable(s) and the corresponding pulley(s).			
7.7.1 No fraying, corrosion, flattening, proper attachment and security.			
7.7.2 Pulleys for condition and freedom of movement.			
7.7.3 Pulley brackets and guides for condition and security.			
7.7.4 Turnbuckles for security.			
7.8 Perform the following inspections on aileron flight control cables (flight compartment to empennage); NOTE: In the event of early or abnormal cable wear at pulley(s), replace the worn cable(s) and the corresponding pulley(s).			

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MAINTENANCE ACTION		REF	MECH INITIALS	RII INITIALS
7.8.1	No fraying, corrosion, flattening, proper attachment and security.			
7.8.2	Pulleys for condition and freedom of movement.			
7.8.3	Pulley brackets and guides for condition and security.			
7.8.4	Turnbuckles for security.			
7.9	Perform the following inspections on rudder trim tab controls (flight compartment to empennage);			
7.9.1	Full and free movement.			
7.9.2	Cables for fraying, kinks, corrosion, flattening, proper attachment and security.			
7.9.3	Pulleys for condition and freedom of movement.			
7.9.4	Pulley brackets and guides for condition and security.			
7.9.5	Turnbuckles for security.			
7.10	Perform the following inspections on elevator trim tab controls (flight compartment to empennage);			
7.10.1	Full and free movement.			
7.10.2	Cables for fraying, kinks, corrosion, flattening, proper attachment and security.			
7.10.3	Pulleys for condition and freedom of movement.			
7.10.4	Pulley brackets and guides for condition and security.			
7.10.5	Turnbuckles for security.			
7.11	Fuselage aileron, elevator and rudder flight control cables.			
7.12	Flap to elevator interconnect tab cables.			
7.13	Flap selector valve and follow up cables			

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MAINTENANCE ACTION		REF	MECH INITIALS	RII INITIALS
7.14	All trim tab cables for tensions.			
7.15	Wing root rib/flap pushrod support rollers, lubricate inside of space and bolt.			
C 1700.8 28 – FUEL				
8.1	Fuel manifold bonding clamp and terminal lug sealant for condition and integrity, peeling, cracking or evidence of corrosion. Inspect bonding jumpers for condition, security, integrity and corrosion. If damaged, replace component, re-apply sealant. Effectivity: Mod 6/2389			
C 1700.9 32 – LANDING GEAR				
9.1	Main gear fairings for cracks, delamination and security, seals for tears, deterioration and security.			
9.2	Nose gear attachment fittings for corrosion and cracks. Note: Preload bolt torque marks for proper alignment.			
9.3	Landing gear stay struts for cracks, corrosion and security.			
9.4	Main landing gear upper and lower fuselage attachment fittings for condition and security.			
C 1700.10 54 – RH NACELLE				
10.1	Internal structure of wing and nacelle, where accessible, condition, cracks, buckling and corrosion.			
C 1700.11 54 – LH NACELLE				
11.1	Internal structure of wing and nacelle, where accessible, condition, cracks, buckling and corrosion.			
C 1700.12 55 – LH STABILIZER				
12.1	Accessible internal structure of horizontal and vertical stabilizer for corrosion, cracks, buckling and security.			
12.2	Horizontal stabilizer outboard hinge arm adapter plate for condition, if applicable. Effectivity: Pre and Post Mod 6/1799			

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MAINTENANCE ACTION		REF	MECH INITIALS	RII INITIALS
12.3	Horizontal stabilizer leading edge skin for condition; dents scores and fasteners for security; and aft of deicing boots, if installed, for surface corrosion.			
12.4	Rudder skin for condition, dents, scores, buckling; leading edge silicon aerodynamic seal for adhesion and security.			
12.5	Rudder lower hinge arm for condition; corrosion and bearing for wear. Note: As bearing deterioration results in rudder drop this bearing should be replaced when wear is noted. A gap dimension between the lower hinge arm housing and the rudder hinge arm bearing support plate of 0.058 inch (1.47 mm) will indicate that the bearing manufacture's axial service limit has been reached. A smaller gap dimension requires the bearing to be replaced at the earliest opportunity available. Effectivity: Pre Mod and Mod 6/1340			
12.6	Elevator skin for condition, dents, scores, buckling; leading edge silicon aerodynamic seal for adhesion and security.			
12.7	Elevator torque tube for condition, corrosion and security of fasteners.			
C 1700.13 57 – WING – LH				
13.1	Nose spar adapter D nose section for condition; corrosion and fasteners for security; leading edge skin for condition, corrosion and security; hinges for condition and smooth operation of D nose leading edge cover; stay bar for condition and security of stowage.			
13.2	Aileron and flap bellcranks for corrosion and security; bearings for condition. Clean as required.			
C 1700.14 57 – WING – RH				
14.1	Nose spar adapter D nose section for condition; corrosion and fasteners for security; leading edge skin for condition, corrosion and security; hinges for condition and smooth operation of D nose leading edge cover; stay bar for condition and security of stowage.			
14.2	Aileron and flap bellcranks for corrosion and security; bearings for condition. Clean as required.			

Page No: 8
Revision: 2
Issue Date: 12/30/21

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MAINTENANCE ACTION		REF	MECH INITIALS	RII INITIALS
C 1700.15 POST INSPECTION				
15.1	Inspect for operation and leaks.			
15.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.			
15.3	Clean aircraft and engine once maintenance is completed.			
15.4	Perform Functional Check Flight if required per DHC-6 Maintenance Manual or AFM as appropriate.			
15.5	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).			

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Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected all the items initialed by me in accordance with Maritime Helicopters DHC-6 Continuous Airworthiness Maintenance Program found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' DHC- 6 – C 1700NT – 12 Month Inspection and was determined to be in an airworthy condition.

Registration No.: N _____ End _____ Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____