



Bristow Alaska Inc.
Air Agency
EOPA636D
General Maintenance Manual

Appendix E

Bell 412

CAMP

MTL Schedule & Inspections

NOTICE

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This manual has been prepared in Conformance with Company policy and applicable Federal Aviation Regulations and is APPROVED by the FAA.

Jeff Ryhti
Director of Maintenance

Principle Maintenance Inspector, F.A.A.

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Section 1.0 Introduction

1.01 Revision and Control

The Bristow Alaska Inc. General Maintenance Manual, Appendix E, Bell 412 CAMP MTL Schedule & Inspections is distributed on an “as needed” basis.

This appendix is revised as necessary to reflect regulatory changes and / or changes to maintenance procedures or requirements as deemed necessary by the equipment manufacturer or Bristow Alaska Inc. This revision process is accomplished as described in Bristow Alaska Inc General Maintenance Manual revision and control section.

A revision to the General Maintenance Manual is not required when this appendix is revised. The revision status of the individual appendixes may be found in the Bristow Alaska Inc. monthly Master Publications List.

A copy of this manual, including all current revisions, is provided in paper bound or Electronic PDF format to all locations where maintenance is performed. A copy is also provided to the local Flight Standards District Office.

Each approved change shall be posted in the Record of Manual Revision. The portion of the text affected by the latest revision is indicated by a vertical line on the left margin. The revision number and effective date are listed at the top of each page.

Maintenance supervisory personnel are responsible for keeping all maintenance manuals assigned to their area of operations at the current revision level.

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Each manual and / or appendix holder shall insert revisions by

1. Replacing current pages with newly revised pages.
2. Revising the Log of Revisions sheet with the new revision number, date entered, and their initials.
3. Returning the Publication Revision Memorandum to the Records Section.

Each electronic PDF holder shall

- 1 Return the last revision disc or electronic format to the maintenance Records Department.
2. Return the Publications Revisions Memorandum to the Maintenance records Department.

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1.02 General

The Continuous Airworthiness Maintenance Program for the Bell 412 is constructed in the following order:

Section 2 contains the maintenance time limitations schedule (MTL). This section lists overhauls and inspections. Inspections that originated from either the Bell MM or the P&W MM that are included in section 3 of this manual are not included in the MTL. Inspections from Bell or P&W that are **not** included in section 3 are listed in the MTL. Inspections that originated from other manufactures will be listed in the MTL and may reference inspection in section 3.

Section 3 contains the CAMP inspection checklists.

Section 4 contains the master documents. This section references where each item in section 3 originated from.

Section 5 contains information for special ferry flight permits.

Maintenance, overhaul, inspection and airworthiness limits shall be tracked by a computer generated status report. A copy shall be carried in the aircraft maintenance log book.

The airworthiness limitations schedule in the Bell Helicopter 412 Maintenance Manual Chapter 4, latest revision, shall be followed to determine airframe service life limits.

Pratt & Whitney Engine Service Bulletin 5002, the latest revision, shall be followed to determine engine service life limits.

The airworthiness limitations of components that originated from other manufactures will be listed in the MTL.

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Unless stated otherwise when new inspections/overhauls are added or revised the time allowed to implement that inspection or overhaul will be equal to the time listed in the section 2 or section 3.

Section 2.0 Maintenance Time Limitations

2.01 Maintenance Time Limitations

The following tables summarize the overhaul, inspection, and check requirements for helicopters maintained under the Bristow Alaska Inc. Bell 412 Continuous Airworthiness Maintenance Program. The intervals stated in this table shall apply to all part numbers unless stated otherwise. Components not listed in this table shall be maintained following manufacturer's recommendations if installed on aircraft maintained by Bristow Alaska Inc. Procedures for inspections, overhaul, or maintenance shall be in accordance with manufacturer's manuals unless otherwise noted. Work performed on overhauls and other inspections shall be in accordance with Bell 412 maintenance manuals or the appropriate manufacturer's manual as referenced in the Bell 412 Continuous Airworthiness Maintenance Program. The tolerance for inspections and overhaul intervals listed in the maintenance time limitation schedules unless otherwise stated, is 10%, **OR** up to a maximum of 100 hours operating time / 30 days calendar time. Inspection's and overhaul intervals required beyond the stated tolerances must be approved by the FAA. The tolerance is established for maintenance scheduling convenience only and can only be approved by the maintenance department management. These tolerances do not apply to inspections listed in section 3 of this appendix.

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2.02 Maintenance Time Limitations Schedule

	OVERHAUL PERIOD	INSPECTION PERIOD	FOR INSPECTION PROCEDURES REFER TO:
GENERAL			
AIRCRAFT		36 mo Registration with FAA	FAA.gov web site and FAR 47
AIRCRAFT		12 mo Serial number and condition check	Bristow Alaska Supplementary form
AIRCRAFT		100 hr Inspect for corrosion 1000 hr Inspect for corrosion 3000 hr Inspect for corrosion	Bell corrosion control guide, see note below
This inspection has been added to the phase, 1000, and 3000 hr inspection program. Bell 100hr inspection requirement is being done at 150hrs based on Bristow's previous maintenance experience.			
CHAPTER 8 LEVELING & WEIGHING			
AIRCRAFT		36 mo Weigh A/C	Bell Maintenance Manual chapter 8 & Bristow Alaska supplementary form & FAR 135.185
CHAPTER 12 SERVICING			
LUBRICATION		25 hr Lubricate	Lubrication Chart Bell Maintenance Manual Chapter 12
TRANSMISSION OIL		1200 hr Change oil 12 mo Change oil	Bell Maintenance Manual chapter 12
TRANSMISSION EXTERNAL OIL FILTER		1200 hr Change filter 12 mo change filter	Bell Maintenance Manual chapter 12
90* GEARBOX OIL		300 hr Change oil 6 mo Change oil	Bell Maintenance Manual chapter 12
42* GEARBOX OIL		300 hr Change oil 6 mo Change oil	Bell Maintenance Manual chapter 12

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	OVERHAUL PERIOD	INSPECTION PERIOD	FOR INSPECTION PROCEDURES REFER TO:
CHAPTER 24 ELECTRICAL POWER			
STARTER GENERATOR LEAR SIEGLER, 3046-020, 209-060-221-001	1000 hrs	550 hrs Inspect for Serviceability and brush change	Goodrich Maintenance Manual 23700 & Bristow Alaska General Maintenance Manual Appendix E
BATTERY SAFT, 4076 MARATHON, MA-5 TMA 5-20C		6 mo Recondition and deep cycle	Saft 4076 and Marathon Maintenance Manual
BATTERY CONCORD, RG380E44		Initial 12mo and every 6 or 3 mo thereafter Inspect for serviceability <i>4 year retire</i>	Concord CMM 24-30-71, See note below
6 mo or 3 mo inspection depends on the results of the previous test.			
BATTERY CONNECTOR (on airframe)		12 mo Inspect for serviceability	Marathon Maintenance Manual inspection section
BATTERY TEMP SYSTEM (ni cad only) (battery side)		6 mo Inspect for Serviceability	Saft 4076 and Marathon Maintenance Manual, see note below
Performed in conjunction with 6mo battery deep cycle			
CHAPTER 25 EQUIPMENT/FURNISHINGS			
BELL HELICOPTER VIBRATION MONITORING (BVHM), 412-262-003 STC SR09373RC-D		12 mo Inspect for Serviceability	Aeronautical Accessories ICA
TANIS PREHEAT KIT		12mo Inspect for serviceability	Tanis ICA
SPRING SCALE		12 mo Inspect for serviceability	MIL standard TB9-6670-251-35 See note below
This is a Bristow implemented inspection and can be extended indefinitely with the permission of maintenance management.			
DART ACCESS STEPS, D412-630 STC SR00598NY		300 hr Inspect for Serviceability	Dart ICA, see note below
This inspection has been added to the phase inspection program			

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	OVERHAUL PERIOD	INSPECTION PERIOD	FOR INSPECTION PROCEDURES REFER TO:
PINGER, DRK 100		6 mo Inspect for Serviceability 72 mo Replace Battery	Dukane Maintenance Manual
LIFE RAFT, R0097-104 (6-8 man internal)		12 mo Inspect for Serviceability	See note below
Life raft is sent out to an approved facility for the 12 mo inspection.			
FIRST AID KIT, BRISTOW		12 mo Inspect for Serviceability	Bristow Alaska Inc General Maintenance Manual
SURVIVAL KIT, BRISTOW		12 mo Inspect for Serviceability	Bristow Alaska Inc General Maintenance Manual
SEATS, SI 205-19		12 mo Treat with Flamort T (or equivalent)	Flamort T instructions and Bell SI 205-19
LIFE VESTS, S-7200, S-12000		24 mo Inspect for Serviceability	Bristow Alaska Inc General Maintenance Manual and Switlik Maintenance Manual
PERSONAL LOCATOR BEACON, 500-27-07		6 mo Perform BIT test 24 mo Registration 60 mo Replace Battery	Tech Test Maintenance Manual
CARGO HOOK, 528-020-06 STCSR007135E	60 mo	12 mo Inspect for Serviceability	On Board systems component maintenance manual 120-004-00. See note below
1000hr of sling operation overhaul is not tracked due to the average sling hours per 5 year period being far below 1000hrs. 1 mo inspection is not CW. This is based on Bristow's previous experience			
CARGO HOOK SUSPENSION SYSTEM 200-088-10		12 mo Inspect for serviceability	On Board systems owner's manual 120-084-00. See note below
100hr of sling operation inspection is not tracked due to the average sling hours per 1 year period being far below 100hrs. This is based on Bristow's previous experience			
CARGO HOOK LOAD CELL ASSEMBLY 210-088-02		12 mo Inspect for serviceability	On Board systems owner's manual 120-084-00. See note below
100hr of sling operation inspection is not tracked due to the average sling hours per 1 year period being far below 100hrs. This is based on Bristow's previous experience			
CARGO HOOK LOAD INDICATOR 210-095-00 (C39)		12 mo Inspect for serviceability	On Board systems owner's manual 120-039-00. See note below
At 12 mo perform the 500hr procedure. 100hr inspection is not tracked due to the average sling hours per 1 year period being far below 100hrs. This is based on Bristow's previous experience			

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ALPINE AEROTECH CARGO MIRROR, STC SR00410NY		100 hr Inspect for Serviceability	Alpine Aerotech ICA, see note below
This inspection has been added to the phase inspection program. AA 100hr inspection requirement is being done at 150hr based on Bristow's previous maintenance experience..			
DART SHOULDER HARNESS KIT, STC SR01997NY		300 hrs Inspect for Serviceability	Dart ICA, see note below
This inspection has been added to the phase inspection program			
BAGGAGE RESTRAINT SYSTEM, 2550-01-03		12 mo Inspect for Serviceability	Hellifab ICA
ELT, 503-1		3 mo Inspect for damage 12 mo Inspect for Serviceability 24 mo Registration 60 mo Replace Battery	FAR 91.207 and Tech Test Maintenance Manual and Bristow ICA. See note below
12 mo check is on Bristow annual avionics checklist. As per letter from specmatic dated 6-9-2012only a BIT test is required to fulfill the requirement of FAR 91.207(d) (3). All other sections of FAR 91.207 (d) are required.			
ELT G SWITCH, 503-19-3		30 mo Replace Battery	FAR 91.207 and Tech Test Maintenance Manual and Bristow ICA
SKY CONNECT SYSTEM		12 mo Inspect for serviceability	Bristow ICA and Bristow Alaska General maintenance manual Appendix S. See note below
Sky connect system is inspected on avionics annual check			
CHAPTER 26 FIRE PROTECTION			
CABIN FIRE EXTINGUISHER,ALL		30 days Inspect for Serviceability 12 mo Inspect for Serviceability 72 mo Inspect for Serviceability 144 mo Hydrostatic test	National Fire Protection Association NFPA-10
FIRE BOTTLE, ENGINE, 30402901-3		60 mo Hydrostatic test	Bell Maintenance Manuals chapter 5 overhaul schedule

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FIRE BOTTLE DISCHARGE TUBE 212-060-921-001/2FM		600hrs Inspect for serviceability 12mo Inspect for serviceability	ASB 412-12-152 part IV
ENGINE FIRE EXTINQUISHING SYSTEM		600 hrs Perform operational check 12 mo Perform operational check	Bell Maintenance manual chapter 96
BAGGAGE COMPARTMENT SMOKE DETECTOR		600 hrs Perform operational check 12 mo Perform operational check	Bell Maintenance manual chapter 96
CHAPTER 29 HYDRAULIC			
MAIN ROTOR SERVO, 212-076-005-111	2500 hr		
TAIL ROTOR SERVO, 212-076-004-101	3000 hr		See note below
3000hr TR servo OH is a Bristow implemented time based on previous experience.			
CHAPTER 31 INDICATING/WARNING SYSTEM			
COCKPIT VOICE RECORDER, FA2100		12 mo Inspect for Serviceability	L3 FA2100 manufactures Manuals and Bristow ICA
CHAPTER 32 LANDING GEAR			
FORWARD CROSSTUBE, DART, D212-664-101 STC SR01298NY		24 mo Inspect for Serviceability 300 hr Inspect for serviceability	Dart ICA

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FORWARD CROSSTUBE, AERONAUTICAL ACCESSORIES 212-321-103		At 7500 landings and every 200 landings there after inspect for serviceability. Prior to 10000 landings and every 2500 landings/12 mo there after inspect for serviceability. Prior to 12500 landings and every 5000 landings there after inspect for serviceability.	ASB412-09-134 and Aeronautical accessories ICA
AFT CROSSTUBE, DART, D412-664-203 STC SR01298NY		24 mo Inspect for Serviceability 300 hr Inspect for Serviceability 10,000 landing Replace cross tube 7500 landing inspect for serviceability	Dart ICA and Dart service bulletin SB11-2
AFT CROSSTUBE, AERONAUTICAL ACCESSORIES, 412-321-304		Prior to 2500 landings and every 450 landings there after inspect for serviceability. Prior to 2500 landings and every 2500 landings/12 mo there after inspect for serviceability. Prior to 7500 landings and every 5000 landings there after inspect for serviceability.	AD 2012-11-13 Aeronautical Accessory SB AA- 07109 ASB 412-08-129 and Aeronautical Accessories ICA

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SKID TUBES, D412-742-013 STC SR01583SE		300 hr Inspect for Serviceability 6 mo Inspect for Serviceability	Dart ICA, see note below
This inspection has been added to the phase inspection program at 300 hrs 6 mo is not complied with.			
SKID TUBES, 412-320-124/123		100 hr Inspect for Serviceability 12 mo Inspect for Serviceability	Aeronautical Accessories ICA, see note below
This inspection has been added to the phase inspection program at 300 hrs 12 mo not complied with.			
Gross weight tow kit fittings 412-050-053-101		24 mo Inspect for serviceability	412-SI-58
BEAR PAWS, D205-564-011		300 hr Inspect for serviceability	Dart ICA, see note below
This inspection has been added to the phase inspection program			
APICAL EMERGENCY FLOAT KIT, 614.7601 STC SR01779LA		18 mo Inspect for serviceability 36 mo Inspect for serviceability	Apical ICA, see note below
18 and 36 mo inspections require mid float with life raft to be sent to Apical for inspection. <i>Inspection times begin at time of first installation.</i>			
APICAL LIFE RAFT CYLINDER, 648.7501	36 mo	60 mo Hydrostatic inspection 15 yr Retire <i>from date of MAN</i>	Apical ICA, see note below
cylinder is sent out to Apical for the 60 mo inspection and 36 mo overhaul <i>from date of last insp/ovhl</i>			
APICAL FLOAT CYLINDER, 601.5001	36 mo	60 mo Hydrostatic inspection 15 yr Retire <i>from date of MAN</i>	Apical ICA, see note below
cylinder is sent out to Apical for the 60 mo inspection <i>from date of last insp</i> and 36 mo overhaul <i>from date of first install</i>			
PULL CABLE ASSY'S 634.0601,0602,0603,0604,0605		6mo inspect for serviceability 3 yr Retire <i>from date of first install</i>	Apical ICA

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CHAPTER 33 LIGHTS			
ANTI-COLLISION LIGHTS WHELEN, 70258-01		200 hr Inspect for Cleanliness	See note below
Clean lens with soap and water			
BATTERY PACK FOR SUPPLEMENTARY EMERGENCY LIGHTING 7758-1, 8162-1		36 mo Replace Battery 300hrs Inspect for serviceability	Astronics Luminescent Systems maintenance and installation manual, see note below
This inspection has been added to the phase inspection program.			
SUPPLEMENTARY LIGHTING SYSTEM (HEELS)		300hrs Inspect for serviceability	Astronics Luminescent Systems maintenance and installation manual, see note below
This inspection has been added to the phase inspection program.			
NIGHT VISION GOGGLES SUPPLIMENTRY LIGHTING		12 mo Inspect for Serviceability	Aviation Specialties unlimited ICA
ALPINE AEROTECH PULSE LIGHTS, STC SR00410NY		100 hr Inspect for Serviceability	Alpine Aerotech ICA, see note below
This inspection has been added to the phase inspection program. AA 100 hr inspection requirement changed to 150hrs based on Bristow's previous maintenance experience.			
CHAPTER 34 NAVIGATION			
AVIONICS		12 mo Function check of avionics system	Bristow Alaska supplementary form appendix S
SKYWATCH SYSTEM, 497		12 mo Inspect for Serviceability	Bristow ICA and Bristow Alaska General maintenance manual Appendix S see note below
This check is on the annual avionics inspection checklist			
ALTIMETER AEROSONIC, 212-070-238-003, -005, -007		24 mo Inspect for Serviceability	FAR 91.411, see note below and Bristow Alaska Inc. General maintenance manual section 11.18
Altimeter is sent out to an approved repair facility for this inspection.			
PITOT SYSTEM, STATIC/PRESSURE SYSTEM		24 mo Inspect for serviceability	FAR 43 appendix E as per 91.411 and Bristow Alaska Inc. General maintenance manual section 11.18
BLIND ENCODER, ACK-30		24 mo Inspect for serviceability	FAR 43 appendix E as per 91.411 and Bristow Alaska Inc. General maintenance manual section 11.18
TRANSPONDER RECEIVER KING KXP-775, KXP-756		24 mo Inspect for serviceability	FAR 43 appendix F as per 91.413 and Bristow Alaska Inc. General maintenance manual section 11.18

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TRANSPONDER CONTROL, KING KFS-576		24 mo Inspect for serviceability	FAR 43 appendix F as per 91.413 and Bristow Alaska Inc General maintenance manual section 11.18
STAND-BY COMPASS AIRPATH, CB2100T6D		12 mo Inspect for serviceability	FAR 27.1547 and Bell Maintenance Manual chapter 95 instruments
GPS, GNC420/420W		28 day Update data card 12 mo Inspect for serviceability	FAR 43.3(K) , Garmin web site, Bristow ICA, see note below
If update is not available GPS cannot be used for IFR navigation.			
HORIZONTAL SITUATION INDICATOR, 111302-5		12 mo Inspect for serviceability	FAR 27.1547 and Bell Maintenance Manual Bell Maintenance Manual chapter 95 instruments
STAND-BY ATTITUDE GYRO BATTERY, 39563-001		12 mo Inspect for serviceability	See note below
Battery is sent out to an approved repair facility for this inspection.			
VOR SYSTEM		30 day Inspect for serviceability	FAR 91.171
ALTERNATE STATIC PORTS		20 hrs Inspect for blockage 5 days Inspect for blockage	ASB 412-90-47, see note below
This inspection is incorporated into the 50 hr PMI 5 day is not complied with. Bell 20hr requirement was changed to 50hr based on Bristow's previous maintenance experience.			
CHAPTER 52 DOORS			
CREW DOOR ROLLER KIT, DART, D412-698-011/012		300 hr Inspect for serviceability	Dart ICA, see note below
This inspection has been added to the phase inspection program			
DART VERTICAL REFERENCE DOOR		300 hr Inspect for serviceability 12 mo Inspect for serviceability	Dart ICA, see note below
This inspection has been added to the phase inspection program. 12 mo required inspection is not complied with based on Bristow's previous maintenance experience.			

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CHAPTER 53 FUSELAGE			
TAILBOOM MOUNTS		100 hr Inspect for serviceability	AD 2000-18-09 and ASB 412-00-100
TAIL BOOM UPPER LONGERON SPLICE		300 hr Inspect for Serviceability	ASB 412-90-49
MAIN DRIVE SHAFT TUNNEL ACCESS, DART, D412-705-015 STC SR01994NY		300 hr Inspect for Serviceability	Dart ICA, see note below
This inspection has been added to the phase inspection program			
N1 ACCESS PANELS, DART, D412-705-017 STC SR01994NY		300 hr Inspect for Serviceability	Dart ICA, see note below
This inspection has been added to the phase inspection program			
TRANSMISSION ISOLATION MOUNTS		1500 hr inspect for serviceability	Remove mounts inspect per Bell maintenance manual chapter 63. See note below
This is a Bristow implemented inspection based on previous failure rates. This inspection can be extended indefinitely with the permission of maintenance department management.			
ENGINE FIREWALL		300 hr Inspect for Serviceability 12 mo Inspect for Serviceability	ASB 412-10-140, see note below
This inspection has been added to the phase inspection program. 12 month inspection requirement not complied with based on Bristow's previous maintenance experience.			
CHAPTER 62 MAIN ROTOR			
MAIN ROTOR HUB ASSEMBLY, 412-010-100-217		2500 hr Inspect for Serviceability	Bell Maintenance Manual chapter 5 inspections
SPINDLE 412-010-190-105		1500 hr	Send to Lord for replacement of bearing. See note below
This is a Bristow implemented inspection based on previous failure rates. This inspection can be extended indefinitely with the permission of maintenance department management.			
MAIN ROTOR EXPANDABLE BLADE BOLT, 412-010-137-103		300 hr Inspect for Serviceability 6 mo Inspect for Serviceability	ASB 412-09-137, see note below
CW part C of ASB 412-09-137 25 hrs after accomplishing part B of ASB 412-09-137			
MAIN ROTOR BLADE, 412-015-300-109		2500 hr Inspect for Serviceability	Bell Maintenance Manual chapter 5 inspections

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SWASHPLATE, 412-010-402-113	2500 hr		
SWASHPLATE COLLECTIVE LEVER, 412-010-408-101	2500 hr	100 hr Inspect for serviceability	AD2012-22-11 and ASB 412-11-148. (ASB incorporated in Bell MM chapter 5 at rev 16)
HUB AND SLEEVE, 412-010-401-113	2500 hr		
DRIVE LINK, 412-010-405-111	2500 hr		
CHAPTER 63 MAIN ROTOR DRIVE			
MAST, 412-040-366-105	5000 hr	3000 hr Inspect for Serviceability	Bell Maintenance Manual chapter 5 inspections
MAIN DRIVE SHAFT, 212-040-005-103	3000 hr	600 hr Inspect and repack 12 mo Inspect and repack	Bell Maintenance Manual chapter 5 inspections and chapter 12 lubrication table
TRANSMISSION, 412-040-002-113	6000 hr	3000 hr Inspect for Serviceability	Bell Maintenance Manual chapter 5 inspections
TRANSMISSION INPUT QUILL, 212-040-263-107	6000 hr		
TRANSMISSION TAIL ROTOR OUTPUT QUILL COUPLING, 212-040-365-025		600hr Inspect and repack 6 mo Inspect and repack	Bell Maintenance Manual chapter 5 inspections and chapter 12 lubrication table
TRANSMISSION ROTOR BRAKE QUILL, 412-040-123-101	2500 hr		
ROTOR BRAKE MASTER CYLINDER, 204-076-036-005		600 hr Inspect for Serviceability	Bell Maintenance Manual chapter 5 part A 100 hr/ 12 mo inspections and ASB 412-82-1, see note below
Flush rotor brake system at each 600 hr inspection.			

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	OVERHAUL PERIOD	INSPECTION PERIOD	FOR INSPECTION PROCEDURES REFER TO:
CHAPTER 64 TAIL ROTOR			
TAIL ROTOR BLADES, 212-010-750-133		Before each flight Inspect for Serviceability Daily Inspect for Serviceability 25 hr Inspect for Serviceability 30 day Inspect for Serviceability	AD 2008-10-03 and , see note below And ASB 412-13-155 (ASB <i>incorporated into Bell MM chapter 5 at rev 12)</i>
AD 2008-10-03 has an AMOC That is signed off daily by a mechanic. If mechanic is not available the AD reverts back to before each start and every 25 hrs IAW the AD. In addition every 25 hours ASB 412-13-155 must be complied with regardless if the AD is done before each start or each 25 hours.			
TAIL ROTOR ASSEMBLY		200hr Balance check	Bell Maintenance Manual or Balance equipment manual
TAIL ROTOR HUB, 212-011-701-125	2500 hr	1250hr Inspect for Serviceability	Bell CR&O, see note below
This inspection was implemented by Air Logistics LLC due to reliability issues. Replace feathering bearing, trunnion bearing, and shim trunnion each 1250 hr inspection			
TAIL ROTOR YOKE ASSY, 212-011-702-001		25 hr Inspect for Serviceability	AD 2001-09-11 and ASB412-96-89
TAIL ROTOR CROSSHEAD, 212-010-775-001	2500 hr		
TAIL ROTOR RETENTION NUT, 212-010-706-001	2500 hr		
TAIL ROTOR IDLER LINK ASSEMBLY, 209-011-711-001	2500 hr	1250 hr repack bearing	Bell Maintenance Manual, see note below
This inspection was created by Air Logistics LLC due to previous experience.			
COUNTERWEIGHT BELLCRANK NUT, MS17826-6, MS14145L6		100 hr Inspect for Serviceability	AD 2001-13-01 and ASB 412-00-102
TAIL ROTOR PITCH CHANGE LINKS, 209-011-713-003	2500 hr		
TAIL ROTOR PITCH CHANGE LEVER ASSEMBLY, 209-011-712-101	2500 hr		

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	OVERHAUL PERIOD	INSPECTION PERIOD	FOR INSPECTION PROCEDURES REFER TO:
CHAPTER 65 TAIL ROTOR DRIVE			
42* GEARBOX ASSY DRIVESHAFT COUPLINGS, 204-040-604-005, 204-040-603-011		600hr Inspect and repack 6 mo Inspect and repack	Bell Maintenance Manual chapter 5 inspections and chapter 12 lubrication table
42* GEARBOX ASSEMBLY, 212-040-003-023	5000 hr		
TAIL ROTOR DRIVESHAFT HANGER ASSEMBLY, 212-040-600-005	3000 hr	600hr Inspect and repack 6 mo Inspect and repack	Bell Maintenance Manual chapter 5 inspections and chapter 12 lubrication table
90* GEARBOX ASSEMBLY, 212-040-004-009	5000 hr		
90* GEARBOX ASSEMBLY DRIVESHAFT COUPLINGS, 204-040-604-005, 204-040-603-011		600hr Inspect and repack 6 mo Inspect and repack	Bell Maintenance Manual chapter 5 inspections and chapter 12 lubrication table
CHAPTER 67 ROTOR FLIGHT CONTROL			
FLIGHT CONTROL BOLTS		24 mo Inspect for Serviceability	Bell Maintenance manual chapter 5
MAIN ROTOR SERVO LOWER CONTROL BOLTS, 212-001-323-001		24 mo Inspect for Serviceability 2500 hr retire	Bell Maintenance manual chapter 5
CHAPTER 72 ENGINE			
ENGINEASSEMBLY, PT6-3B	5000 hr	400 hr Boroscope inspection	P&W Maintenance Manual chapter 72 inspection and check <i>Boroscope equipment and</i> procedures. See note below
Power Section extended to 5000hrs from standard 4000hrs. Extension granted by the local FSDO based on Bristow's previous maintenance experience.			
COMBINING GEARBOX, 3024780	4000 hr		See note below
Gearbox extended to 4000hrs from standard 3500 hrs. Extension granted by local FSDO based on Bristow's previous maintenance experience.			

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	OVERHAUL PERIOD	INSPECTION PERIOD	FOR INSPECTION PROCEDURES REFER TO:
CHAPTER 73 ENGINE FUEL & CONTROL			
AUTO FUEL CONTROL, 3244735-17, 3244735-15	6000 hr 72 mo	1500 hr Inspect for Serviceability	Bristow US LLC supplementary form, See note below
This inspection is based on previous experience of Air Logistics LLC.			
MANUAL FUEL CONTROL, 3031803, 3244736-8	6000 hr		
FUEL PUMP, 3045802-01, 025277-300-08	6000 hr	600 hr Inspect for Serviceability 2000 hr Inspect for Serviceability	P&W maintenance Manual chapter 72 table 601
GOVERNOR, 2524999-5	4500 hr		
TORQUE CONTROL UNIT 3244706-6	4500 hr		
FUEL TO OIL HEATER, 10544G	6000 hr		
FUEL NOZZLES, 3014705, 3019537, 3019426		600 hr Inspect spray pattern and gas generator case boss	P&W maintenance Manual chapter 72 table 601
FLOW DIVIDER AND DUMP VALVE, 25536-4	6000 hr		
CHAPTER 75 AIR			
BLEED VALVE, 3049038-03, 540-1407-4	6000 hr		
CHAPTER 79 ENGINE OIL			
OIL COOLER BLOWER, 209-062-502-101		1000 hr Inspect for Serviceability	Manufactures Manuals and Bristow US LLC NDT procedure, See note below
This inspection was created by Bristow US LLC based on previous experience			
POWER SECTION OIL		400 hr Change oil	P&W maintenance Manuals chapter 72
COMBINING GEARBOX OIL		400 hr Change oil	P&W maintenance Manuals chapter 72

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2.03 Required Torque and after maintenance is performed Checks

TORQUE CHECK	AT HOURS SINCE NEW OR SINCE INSTALLED
MAIN ROTOR CAP BOLTS	1-5 HOURS
MAIN ROTOR HUB/YOKE THROUGH BOLTS	1-5 HOURS
LOWER CONE BOLTS	1-5 HOURS
TAIL ROTOR BLADE RETAINING NUTS	5-10 HOURS
TAIL ROTOR RETAINING NUT	5-10 HOURS
TAIL ROTOR GEARBOX RETAINING NUTS	5 - 10 HOURS
INTERMEDIATE GEARBOX RETAINING NUTS	5-10 HOURS
TAIL ROTOR HANGER BEARINGS Refer to ASB 412-95-84	20-30 HOURS 4 TIMES
ANTI-TORQUE BELLCRANK SUPPORT 212-001-706-001/101	40 - 60 HOURS
ROTOR BRAKE ASSEMBLY (CALIPER) ATTACHMENT BOLTS	40 - 60 HOURS
ROTOR BRAKE DISK ATTACHMENT BOLTS	40 - 60 HOURS
TAIL BOOM ATTACH BOLTS	90 - 110 HOURS
After maintenance check	Reference
Perform magnetic direction indicator calibration after certain maintenance functions	AC4313-1B

Section 3.0 Inspections

3.01 Scheduled Inspections

Inspections included in the Continuous Airworthiness Maintenance program are the daily Service Check performed by the mechanic or pilot, and the following inspections performed by the mechanic only, Preventative Maintenance Inspection (PMI), Phase Inspections, 1000 hr Major Airframe Inspection, 3000 hr Major Airframe Inspection, Starter Generator Inspection, and other inspections determined by Bristow Alaska Inc. necessary to maintain its aircraft in an airworthy condition.

Detailed procedures for conducting inspections under this program are found on applicable inspection forms. Logbook entries are required to document the completion of the inspections. Mechanics are responsible to ensure applicable airworthiness directives, MEL items, and time change components that come due prior to the next phase inspection (and are not carried on the aircraft status sheet) are carried on a daily basis in the "log book ladder" section of the logbook and are complied with on an "on-time" basis.

The daily Service Check is to be performed by a qualified mechanic after each day of operation excluding the day the service check was performed. This inspection is valid until the aircraft is operated or three calendar days. A separate logbook entry shall be made if the daily Service Check is required after not operating for three days. The pilot or mechanic shall use the Bristow Alaska Inc. daily Service Check form located in the appropriate appendix of this manual and also in the aircraft logbook. The inspection forms for the daily Service Check do not provide a place for initials or signatures to indicate compliance.

A qualified pilot may perform the daily Service Check under special circumstances. If an aircraft requires a daily Service Check and a qualified mechanic is not available, a pilot may perform the daily Service Check provided:

- The pilot is qualified in type and has undergone a remote area maintenance training course.

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- The aircraft is away from a base where a mechanic is available, and the aircraft was not dispatched to that location knowing a pilot performed daily Service Check would be required.
- The aircraft shall return to a base where a qualified mechanic is available as soon as circumstances allow, and a daily Service Check is performed by a qualified mechanic on arrival.
- Approval is granted by either the Director of Maintenance or the Chief Inspector.

Under certain conditions an aircraft may be operated without a current daily service check provided:

- The aircraft is being operated for maintenance troubleshooting or POC purposes only.
- The aircraft will be returning to the same point of departure without stopping at any other locations.
- All discrepancies have been signed off and inspected (if required) with the exception of the open discrepancy you are operating the aircraft for.
- Approval is granted by either the Director of Maintenance or the Chief Inspector.
- **The aircraft must have a current daily service check prior to returning to service.**

The Preventive Maintenance Inspection (PMI) shall be performed at intervals not to exceed 50 flight hours aircraft time in service since the previous Preventive Maintenance Inspection. The inspection form is located in this appendix and in the aircraft logbook.

The nine hundred flight hour phase inspection cycle consists of six (6) equalized phase inspections, each of which is performed at intervals not to exceed 150 hours time in service since the beginning time of the previous phase inspection.

- Phase #1 accomplished at intervals not to exceed 150 flight hours since start of last Phase #6 Inspection.
- Phase #2 accomplished at intervals not to exceed 150 flight hours since start

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of last Phase #1 Inspection.

- Phase #3 accomplished at intervals not to exceed 150 flight hours since start of last Phase #2 Inspection.
- Phase #4 accomplished at intervals not to exceed 150 flight hours since start of last Phase #3 Inspection.
- Phase #5 accomplished at intervals not to exceed 150 flight hours since start of last Phase #4 Inspection.
- Phase #6 accomplished at intervals not to exceed 150 flight hours since start of last Phase #5 Inspection.

Sections are I through VI and are devoted to an aircraft as follows:

- Section IA Engine and associated items within the number 1 engine and Combining gearbox compartment.
- Section IB Engine and associated items within the number 2 engine compartment
- Section II Tailboom and associated items mounted on the tailboom.
- Section III Main fuselage minus the center pylon section.
- Section IV Center pylon section.
- Section V Swashplate, hub and sleeve assembly, mast, rotor head and blades.
- Section VI Electrical function checks and airworthiness documentation.

The aircraft may be flown with a partial Phase Inspection completed, but can not be flown with a Phase Inspection Section partially completed. Sections started must be completed to release the aircraft for flight during the Phase Inspection.

The 1000 hr Major Airframe Inspection shall be performed at intervals not to exceed 1100 flight hours aircraft time in service since the previous Major Airframe Inspection. The Major Airframe Inspection includes items requiring maintenance or inspection every 1000 flight hours. The Major Airframe Inspection form is located in this appendix.

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The 3000 hr Major Airframe Inspection shall be performed at intervals not to exceed 3100 flight hours aircraft time in service since the previous Major Airframe Inspection. The Major Airframe Inspection includes items requiring maintenance or inspection every 3000 flight hours. The Major Airframe Inspection form is located in this appendix.

The Avionics Annual Inspection is performed at intervals not to exceed 12 months since the last Avionics Annual Inspection. The Avionics Annual Inspection form is located in Appendix S.

The Starter Generator Inspection is required when a Starter Generator is due inspection or brush change. The Starter Generator Inspection form is located in this appendix.

Bristow Alaska Inc. may create and use other supplementary forms as it deems necessary for documenting inspections and checks required to maintain its aircraft in an airworthy condition. These supplementary forms shall not be in contradiction to any regulations or manufacturer's instructions.

The supplementary forms are found in Appendix S of the general maintenance manual.

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SERVICE CHECK

3.02 Service Check

GENERAL	
1.	Review aircraft computer status run, Deferred/MEL list and logbook ladder for maintenance and/or inspection requirements.
TAIL BOOM L/H SIDE	
2.	Check tail boom for general condition.
3.	Check tail rotor drive shafts for condition, flex couplings and bearings for overheating, and grease leakage. Check overheat indicator stripe on bearing hanger for discoloration. When temp-plate indicators are installed, check temp-plates for discoloration. If temp-plates are discolored or missing, refer to BHT-412-MM, Chapter 63 for Inspection Criteria Before next Flight .
4.	Check clamp sets for proper installation and alignment.
5.	Check tail rotor driveshaft covers for condition and security.
6.	Check elevators for general condition and security.
7.	Check for smooth operation of elevator spring.
8.	Check tail boom stinger for looseness and security.
9.	Check vertical fin for general condition.
10.	Check tail rotor gearbox for security, oil leaks, obvious damage and proper oil level.
11.	Check tail rotor pitch change mechanism for general condition and excessive wear.
TAIL BOOM R/H SIDE	
12.	Check tail rotor blades for obvious damage, security, and cleanliness. Check for compliance of daily AD 2008-10-03
13.	Inspect P/N 212-011-713-103 flapping stop for yielding.
14.	Check tail rotor crosshead and pitch change links for general condition and security.

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SERVICE CHECK

15. Check for binding of PC links with tail rotor to both full flapping positions. Binding is not acceptable.
16. Inspect counterweights and counterweigh links for wear and excessive play.
17. Inspect tail rotor blade to yoke bearings for excessive play.
18. Inspect tail rotor trunnion bearings for excessive play.
19. Lubricate tail rotor trunnion bearings.
20. Check tail rotor hub for condition and security.
21. Check tail rotor drive shafts for condition, flex couplings and bearings for overheating, and grease leakage. When temp-plate indicators are installed, check temp-plates for discoloration. If temp-plates are discolored or missing, refer to BHT-412-CR&O, Chapter 63 for Inspection Criteria Before next Flight .
22. Check clamp sets for proper installation and alignment.
23. Check tail rotor driveshaft covers for condition and security.
24. Check vertical fin for general condition.
25. Check 42 degree gearbox for security, oil leaks, obvious damage and proper oil level.
26. Check elevators for general condition and security.
27. Check tail boom for general condition.
28. Check baggage compartment door for proper operation. Check compartment for condition and cleanliness.
FUSALAGE R/H SIDE
29. Check fuselage exterior for obvious damage, evidence of fuel and oil leaks, and pitot static ports for obstructions.
30. Check oil coolers for damage.
31. Check tail rotor servo compartment for cleanliness and leaks.

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32. Check tail rotor hydraulic actuator for leaks and security.
33. Check visible flight controls for attachment and security.
34. Check tail boom attachment points for cracks and security.
35. Check heater compartment for general condition and cleanliness.
36. Check avionics compartments for general condition.
37. Check combining gearbox for evidence of fuel or oil leaks and any obvious damage, security and condition of plumbing, electrical systems, and accessories.
38. Check combining gearbox oil level.
39. Check engine mounts for condition and security.
40. Check oil cooler blowers for damage and obstruction.
41. Engine fire extinguisher bottles, proper charge, and security.
42. Check engine mounts for condition and security.
43. Check exhaust ejector for condition and security.
44. Check engine cowling for condition, security, and proper operation of latches.
45. Check tail rotor drive shafts for condition, flex couplings and bearings for overheating, and grease leakage. When temp-plate indicators are installed, check temp-plates for discoloration. If temp-plates are discolored or missing, refer to BHT-412-MM, Chapter 63 for Inspection Criteria Before next Flight .
46. Check clamp sets for proper installation and alignment.
47. Check firewalls for general condition, cracks, and deteriorated gaskets.
48. Check power section for evidence of fuel or oil leaks and any obvious damage, security and condition of plumbing, electrical systems, and accessories.
49. Check power section oil level.
50. Check engine mounts for condition and security.

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51. Check exposed area of main beam adjacent to engine fwd mount for cracks.
52. Check fuel cap for security and proper operation.
53. Check sliding door for wear and proper operation.
54. Check transmission for proper oil level.
55. Check transmission tail rotor output quill for grease leakage and for evidence of overheating. When temp-plate indicators are installed, check temp-plates for discoloration. If temp-plates are discolored or missing, refer to BHT-412-MM, Chapter 63 for Inspection Criteria Before next Flight .
56. Check interior of pilot and passenger compartment for proper storage of loose equipment, cleanliness, and overall condition; and passenger briefing cards are in the aircraft. Check first aid kit for proper sealing and inspection due date.
57. Check condition of crew and passenger seating. Check seat belts for condition and security.
58. Check life vests for general condition, inspection due date, CO ² bottles for tightness and inflation valve locks for integrity. Check life raft (in cabin) general appearance, security and inspection due date. (if installed)
59. Check supplementary emergency lighting (if installed) for security and general condition.
60. Check hydraulic filter bypass indicator buttons. (In hell hole)
61. Check cabin fire extinguishers for damage and corrosion; security and proper operation of mounting brackets. Ensure safety pin is installed and that it is secured in place with plastic safety tie.
62. Check landing gear and floats for obvious damage.
63. Check crew and passenger access steps for condition and security.
64. Check crew door for proper operation and condition. Check for security of emergency release system.
65. Check pitot and static ports for blockage and damage.

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66. Check windows and windshield for obvious damage and cleanliness. Check windshield wipers and blades for condition and security.
67. Check remote hydraulic filter bypass indicator for bypass condition.
68. Check tail rotor pedals and visible flight controls for attachment and security.
69. Check if transmission chip detector cat eye indicators are tripped.
70. Check heating and venting components for condition and security.
71. Check battery and vents for security and condition. Check drains for blockage.
72. Check avionics bay for general condition of electrical wires and security of equipment.
FUSALAGE L/H SIDE
73. Check windows and windshield for obvious damage and cleanliness.
74. Check float reservoir for correct pressure. Check that inflation valve safety pin is removed and properly stowed.
75. Check tail rotor pedals and visible flight controls for attachment and security.
76. Check pitot and static ports for blockage and damage.
77. Check crew door for proper operation and condition. Check for security of emergency release system.
78. Check crew and passenger access steps for condition and security.
79. Check landing gear and floats for obvious damage.
80. Check sliding door for wear and proper operation.
81. Check exposed area of main beam adjacent to engine fwd mount for cracks.
82. Check engine mounts for condition and security.
83. Check power section oil level.

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84. Check power section for evidence of fuel or oil leaks and any obvious damage, security and condition of plumbing, electrical systems, and accessories.
85. Check firewalls for general condition, cracks, and deteriorated gaskets.
86. Check engine cowling for condition, security, and proper operation of latches.
87. Check exhaust ejector for condition and security.
88. Engine fire extinguisher bottles, proper charge, and security.
89. Check oil cooler blowers for damage and obstruction.
90. Check combining gearbox for evidence of fuel or oil leaks and any obvious damage, security and condition of plumbing, electrical systems, and accessories.
91. Reduction gearbox oil filter impending bypass indicator button not extended.
92. Check avionics compartments for general condition.
FUSALAGE BOTTOM
93. Check life raft bottle for security and proper charge.
94. Check belly for evidence of fuel or oil leaks and any obvious damage, security and condition of plumbing, electrical systems, and accessories.
95. Check “hell hole” for evidence of fuel or oil leaks and any obvious damage, security and condition of plumbing, electrical systems, and accessories.
96. Inspect “hell hole” visible flight controls for attachment and security.
97. Check hydraulic servos, valves, and lines for leakage and general condition.
98. Check cargo hook function and security.
99. Check drains are free of obstructions.
100. Check antennas for condition and security.

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SERVICE CHECK

FUSALAGE TOP
101. Check antennas for condition and security.
102. Check hydraulic reservoirs #1 and #2 for proper fluid level.
103. Check transmission and transmission oil lines, for oil leaks, obvious damage, loose accessories, and fittings.
104. Check rotor brake for leakage and security. Check disc for warpage.
105. Check hydraulic lines and pumps for leaks damage and security.
106. Check transmission external oil filter for bypass indication.
107. Check main driveshaft forward and aft couplings for grease leakage and evidence of overheating. When template indicators are installed check temp-plates for discoloration. If temp-plates are discolored or missing, refer to BHT-412-MM, Chapter 63 for Inspection Criteria Before next Flight .
108. Check flight controls system from servos to main rotor head for obvious damage and security.
109. Check mast assembly for obvious damage, bearing seal for leaks.
110. Check main rotor pitch links for security, bearings for wear.
111. Check rephrasing levers for bearing looseness and security.
112. Check main rotor P/C link rod end bearings using work aid as per chapter 62 of the MM.
113. Check main rotor hub for obvious damage, pendulum dampers for condition and security. Lubricate pendulum damper bearings with Mobil 28 grease.
114. Check pitch horns for cracks in areas surrounding torque transfer pin holes.
115. Check condition of MR head elastomeric components.
116. Check main rotor blades for obvious damage.
117. Check engine #1 and #2 air intake ducts for condition and obstructions.

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SERVICE CHECK

ELECTRICAL
118.Drain fuel sumps and fuel filters, check for presence of water and other contaminants.
119.Check operation of door lights.
120.Check operation of pitot and static ports heat.
121.Check all exterior lights for condition and proper operation.
122.Check master caution panel and interior lighting for proper operation.
123.Check BHVM (HUMMS) and engine monitoring system for indication of exceedences. Ensure data has been uploaded to the web sight at least once a day or any time of suspected exceedence.
124.Check placards, decals, and markings for legibility and appearance.
FINAL
125.Check condition and security of all cowling and access panels.
126.Check aircraft documents for proper entries.

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3.03 Preventive Maintenance Inspection

DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
1. Perform a complete daily service check IAW Bristow Alaska Inc service check checklist.			N/A	N/A
2. Grease aircraft in accordance with lubrication chart in manufacturer's maintenance manual. Perform 50 hour items.			N/A	Bell MM chpt 12
3. Radios and controls in console for cleanliness, security and broken or loose knobs.			N/A	N/A
4. Inspect instrument panel and instruments for security, condition, cleanliness and alignment of slippage marks stand-by compass for security, leakage and correction card for legibility.			N/A	N/A
5. Inspect cabin door tracks for excessive wear.			N/A	N/A
6. Lubricate windshield wiper pivot points with 30weight oil.			N/A	N/A
7. Drain pitot static system of any accumulated moisture.			N/A	Bell MM chpt 95
8. On #1 and #2 engines, inspect exterior of combustion chamber housing for evidence of leaks at fuel nozzle.			N/A	N/A
9. Inspect #1 and #2 engine exhaust ducts for cracks or distortion.			N/A	P&W MM chpt 72 Table 601
10. Under the fwd transmission cowl inspect both static ports for obstruction. Reference A.S.B. 412-90-47.			N/A	ASB 412-90-47
11. Remove inlet cowing and inspect area for general condition, security, and leaks.			N/A	N/A

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
12. Inspect #1 and #2 engine throttle control linkages for cushion on interconnect looseness or lost motion and security of attachment.			N/A	Bell MM Chpt 76
13. Check fuel pump and fuel control (#1 and #2) for security and leakage.			N/A	N/A
14. Inspect entire aircraft to insure that all access panels and cowlings are properly installed and secured.			SCC	N/A
15. Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			N/A	Bristow GMM

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I CERTIFY THAT I HAVE INSPECTED ALL ITEMS INITIALED BY ME IN ACCORDANCE WITH THE BRISTOW ALASKA INC. CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM AND FOUND THEM TO BE IN AN AIRWORTHY CONDITION, EXCEPT AS NOTED IN THE AIRCRAFT LOGBOOK.

TECH OR RII INITIALS	SIGNATURE	CERT. NO. & KIND	DATE

I CERTIFY THAT THIS INSPECTION HAS BEEN COMPLETED AND THAT **A LOGBOOK ENTRY FOR COMPLETION HAS BEEN MADE.**

SIGNATURE: _____

DATE: _____ T.T.: _____ CERT. NO. & KIND: _____

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Phase 1 Inspection

**Phase 1 Inspection
INSTRUCTIONS**

Enter discrepancies found and corrective action taken in the aircraft logbook.

Accomplish a daily service check as IAW Bristow Alaska Inc. checklist prior to beginning the Phase Inspection.

This inspection is to be performed prior to, or when due as indicated in the “Next Inspection Due” block of the aircraft log book and on the A/C status report. All technicians performing work must complete the Inspection Compliance Record on the last page prior to beginning work.

Should the technician elect to perform a portion of this inspection, all items of the section(s) started must be completed and initialed prior to further flight. The technician would complete the appropriate block of the Section Completed block of this page, make a logbook entry stating sections completed, and insert this form in the aircraft logbook.

The technician completing this Phase Inspection must sign and complete the statement on the last page of this form, make a logbook entry stating the Phase has been completed, and enter the A/C time when the next Phase Inspection is due in the “Next Inspection Due” block of the A/C logbook.

SECTION COMPLETION CERTIFICATION

I certify that, in accordance with this CAMP inspection program, a routine inspection of the aircraft, and a detailed inspection of the items listed in the below listed sections were performed and the aircraft is returned to service.

SECTION NUMBER	SECTION COMPLETION CERTIFIED BY	CERTIFICATE NUMBER	DATE
1A			
1B			
2			
3			
4			
5			
6			

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Phase 1 Inspection

DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1A NO 1 ENGINE AND COMBINING GEARBOX				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Check No 1 engine controls for smooth movement through full range of travel.			NA	Bell MM Chpt 76
Inspect No 1 engine fire seals for cracks and security of brackets.			NA	P&W MM Chpt 72 table 601
Inspect No1 engine for security of all accessible wiring connections, clamps and brackets and for evidence of wear, chafing, cracks and corrosion.			NA	P&W MM Chpt 72 table 601
On No 1 engine MFCU throttle shaft. With power sections shut down and fuel boost pump on (fuel valves set in correct position) check both sides of throttle shaft for evidence of leakage.			NA	P&W MM Chpt 72 table 601
No 1 engine AFCU. Check for bearing wash out indicated by blue dye at AFCU vent hole.			NA	P&W MM Chpt 72 table 601 & engine-fault isolation
No 1 engine starter-generator: a. check starter-generator brushes for allowable wear. b. check starter-generator cooling ducts for obstruction, kinking, and security.			SCC	Bell MM Chpt 71
Check No. 1 engine power section chip detectors: (QTY 2) a. Check chip detectors for debris. b. Clean chip detectors. c. Test chip detector electrical circuits.			SCC / leak check	Bell MM Chpt 71 P&W MM Chpt 72 table 601
Inspect No 1 engine gas generator case for cracks, distortion, corrosion and evidence of overheating.			NA	P&W MM Chpt 72 table 601

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Phase 1 Inspection

DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1A NO 1 ENGINE AND COMBINING GEARBOX				
Check No 1 engine fire detection system elements for condition and security.			NA	Bell MM Chpt 71
No 1 engine ignition electrical connections: Check ignition leads for corrosion, chafing, and security.			NA	Bell MM Chpt 71
Inspect P3 system on No 1 engine for contamination and flush. Post SB5309, 5359 and pre SB5367 only.			SCC / leak check	P&W MM Chpt 72 72-00-00 Para 10N
Clean and Inspect P3 air filter drain valve on No 1 engine. Post SB5309,5359 and 5367			SCC / leak check	P&W MM Chpt 73 73-10-07
Clean ultrasonically and visually inspect P3 filter assembly on No 1 engine (and combining gearbox if applicable). Mark a line on filter being removed from engine with scribe indicating it has been installed in the aircraft for 300 hours. When filter has 3 lines Replace P3 filter. Return removed P3 filter elements with three lines to main maintenance facility with tag stating Requires 900hr ultrasonic cleaning and pressure drop check per engine manual.			SCC/lea k check	P&W MM Chpt 73 73-10-07 & P&W MM Chpt 72 table 601
Inspect No 1 engine fuel surge accumulator for signs of bulging or metal stretching. Pre SB 5398.			NA	P&W MM Chpt 72 table 601
Inspect No 1 engine fuel surge damper for pop out indicator being extended. Post SB 5398.			NA	P&W MM Chpt 73 73-10-03
P3 Air Tube metering tees. Clean and inspect for contaminants.			SCC / leak check	P&W MM Chpt 72 table 601
Inspect output shaft seal for oil leaks.			NA	P&W MM Chpt 72 table 601

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Phase 1 Inspection

DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1A NO 1 ENGINE AND COMBINING GEARBOX				
Clean ultrasonically and inspect oil filter elements on No 1 power section and combining gearbox. Post SB 5023 elements. Mark filter being removed from helicopter with a scribed line indicating it has been installed for 100 hours. When filter has 6 lines, replace oil filter elements. Return removed oil filter elements with six lines to main maintenance facility with tag stating requires cleaning per engine overhaul manual.			SCC / leak check	P&W MM Chpt 79 79-20-02 & P&W MM Chpt 72 table 601
Reduction (combining) gearbox chip detectors: (QTY 1) a. Check chip detectors for debris. b. Clean chip detectors. c. Test chip detector electrical circuits.			SCC / leak check	Bell MM Chpt 71 P&W MM Chpt 72 table 601
Perform engine compressor wash. (If conditions allow.)			SCC / leak check	P&W MM Chpt 72
Perform dead weight check on No 1 engine torque transmitters.			SCC / leak check	Benz STC SH8608SW
Perform maximum NG topping check on No 1 engine.			RII	Bell MM Chpt 76
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1B NO 2 ENGINE				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Inspect No2 engine for security of all accessible wiring connections, clamps and brackets and for evidence of wear, chafing, cracks and corrosion.			NA	P&W MM Chpt 72 table 601
Inspect No 2 engine fire seals for cracks and security of brackets.			NA	P&W MM Chpt 72 table 601
Check No 2 engine controls for smooth movement through full range of travel.			NA	Bell MM Chpt 76
No 2 engine starter-generator: a. check starter-generator brushes for allowable wear. b. check starter-generator cooling ducts for obstruction, kinking, and security.			SCC	Bell MM Chpt 71
On No 2 engine MFCU throttle shaft. With power sections shut down and fuel boost pump on (fuel valves set in correct position) check both sides of throttle shaft for evidence of leakage.			NA	P&W MM Chpt 72 table 601
No 2 engine AFCU. Check for bearing wash out indicated by blue dye at AFCU vent hole.			NA	P&W MM Chpt 72 table 601 & engine-fault isolation
No. 2 engine power section chip detectors: (QTY 2) a. Check chip detectors for debris. b. Clean chip detectors. c. Test chip detector electrical circuits.			SCC / leak check	Bell MM Chpt 71 P&W MM Chpt 72 table 601
Inspect No 2 engine gas generator case for cracks, distortion, corrosion and evidence of overheating.			NA	P&W MM Chpt 72 table 601

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1B NO 2 ENGINE				
No 2 engine ignition electrical connections: Check ignition leads for corrosion, chafing, and security.			NA	Bell MM Chpt 71
Inspect P3 system on No 2 engine for contamination and flush. Post SB5309, 5359 and pre SB5367 only.			SCC / leak check	P&W MM Chpt 72 72-00-00 Para 10N
Clean and Inspect P3 air filter drain valve on No 2 engine. Post SB5309,5359 and 5367			SCC / leak check	P&W MM Chpt 73 73-10-07
Clean ultrasonically and visually inspect P3 filter assembly on No 2 engine. Mark a line on filter being removed from engine with scribe indicating it has been installed in the aircraft for 300 hours. When filter has 3 lines Replace P3 filter. Return removed P3 filter elements with three lines to main maintenance facility with tag stating Requires 900hr ultrasonic cleaning and pressure drop check per engine manual.			SCC / leak check	P&W MM Chpt 73 73-10-07& P&W MM Chpt 72 table 601
Check No 2 engine fire detection system elements for condition and security.			NA	Bell MM Chpt 71
Inspect No 2 engine fuel surge accumulator for signs of bulging or metal stretching. Pre SB 5398.			NA	P&W MM Chpt 72 table 601
Inspect No 2 engine fuel surge damper for pop out indicator being extended. Post SB 5398.			NA	P&W MM Chpt 73 73-10-03

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1B NO 2 ENGINE				
Clean ultrasonically and inspect oil filter elements on No 2 power section. Post SB 5023 elements. Mark filter being removed from helicopter with a scribed line indicating it has been installed for 100 hours. When filter has 6 lines, replace oil filter elements. Return removed oil filter elements with six lines to main maintenance facility with tag stating requires cleaning per engine overhaul manual.			SCC / leak check	P&W MM Chpt 79 79-20-02 & P&W MM Chpt 72 table 601
Perform engine compressor wash. (If conditions allow.)			SCC / leak check	P&W MM Chpt 72
Perform dead weight check on No 2 engine torque transmitters.			SCC / leak check	Benz STC SH8608SW
Perform maximum NG topping check on No 2 engine.			RII	Bell MM Chpt 76
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION II TAILBOOM				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Inspect tail boom exterior and interior structure for corrosion and damage.			NA	Bell MM Chpt 53
Inspect all exposed wire bundles bundle supports, and connectors for damage, corrosion, and security.			NA	Bell MM Chpt 96
Inspect tail boom attachment points for cracks and security.			NA	Bell MM Chpt 53
Inspect tail boom joints, splices, longerons; attach fittings, and attaching hardware for corrosion, damage, and cracks.			NA	Bell MM Chpt 53
Ensure all drain holes are open.			NA	Bell MM Chpt 53
Inspect tail rotor control tubes, bellcranks, supports, and attaching hardware between tail rotor pedals and tail rotor gearbox for corrosion, wear, and damage. (without disassembly) (Tailboom only. Refer to fuselage section for fuselage)			NA	Bell MM Chpt 67
Inspect baggage compartment smoke detector for condition and security (visually)			NA	Bell MM Chpt 26
S/N 33001 through 36019 not modified by 412-570-001-103 check (including fuselage) a. Condition of clamps for tail rotor driveshaft coupling to gearbox couplings (90 deg apart). b. Inspect clamps for cracks in or near the bolt hole lugs.			NA	Bell MM Chpt 65
Driveshaft sections and attaching hardware for condition and security. (including fuselage side)			NA	Bell MM Chpt 65
Hanger supports for condition and security of attachment. (including fuselage side)			NA	Bell MM Chpt 65

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SECTION II TAILBOOM				
Hanger assemblies for cracks at mounting ears, corrosion, and security of attachment. (including fuselage side)			NA	Bell MM Chpt 65
Lubricate tail rotor hanger bearings.(including fuselage side)			NA	Bell MM Chpt 18
Inspect elevator attachment lugs at each end of elevator horn for cracks and security of attachment. Check elevator horn to elevator spar attaching bolts and surrounding joint for cracks and security of attachment.			NA	Bell MM Chpt 53

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SECTION II TAILBOOM				
Aerodynamically actuated elevator check: a. Inspect elevator control tube between forward support bracket and elevator horn for corrosion, wear, and damage. b. Inspect elevator control tube support and attaching hardware for security, corrosion, wear, and damage. c. Inspect elevators and support structure for loose or missing rivets, cracks in skin, and corrosion. d. Inspect trailing edge tabs and tip caps for condition and security. e. Functionally check operation of control tube as follows: CAUTION: DO NOT RELEASE ELEVATOR AND ALLOW THE SPRING TO DRIVE ELEVATOR BACK TO ORIGINAL POSITION. (1) Move elevator to extreme nose down position and while holding allow to slowly return to original position. Failure to return to original position, binding and/or lock-up are not acceptable. (2) If any of these conditions exist, replace tube. f. Remove elevator control and measure spring breakout force for 90 to 100 pounds (400.34 to 444.80 N). g. Functionally check elevator rigging for proper travel. Measure trailing edge for 16* +1/4*angle down from upper surface of elevator.			RII	Bell MM Chpt 67
Inspect vertical fin spar caps for cracks and corrosion.			NA	Bell MM Chpt 53

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SECTION II TAILBOOM				
Inspect vertical fin spar caps forward side and web from upper tail boom skin to approximately 4.0 inches (101.6 mm) below upper tail boom skin as follows: Remove aft tail boom access door. Face aft and use bright light and small mirror to inspect area for cracks, especially near rivets holes. NOTE: If necessary, clean area with cloth dampened with MEK (C-309) or equivalent. Ventilate area to prevent breathing fumes.			NA	Bell MM Chpt 53
Torque check intermediate gearbox mounting bolts.			NA	Bell MM Chpt 53
Torque check tail rotor gearbox attachment nuts.			NA	Bell MM Chpt 53
Inspect chip detector for debris. If metallic particles are found, determine and correct cause. (42* gearbox)			SCC / leak check	Bell MM Chpt 65
Clean chip detector. (42* gearbox)			SCC / leak check	Bell MM Chpt 65
Test chip detector electrical circuit. (42* gearbox)			SCC / leak check	Bell MM Chpt 65
Inspect chip detector for debris. If metallic particles are found, determine and correct cause. (TR 90*gearbox)			SCC / leak check	Bell MM Chpt 65
Clean chip detector. (TR 90*gearbox)			SCC / leak check	Bell MM Chpt 65
Test chip detector electrical circuit. (TR 90*gearbox)			SCC / leak check	Bell MM Chpt 65

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION II TAILBOOM				
Inspect tail rotor pitch change bearing as follows: Remove bearing retainer P/N 212-010-773-1 from crosshead. Slide crosshead inboard exposing pitch change bearing. Inspect bearing for metal in grease, for wear and roughness when rotated by hand. Reinstall bearing in crosshead and reinstall bearing retainer. Insure that retainer is torqued and or shimmed correctly. NOTE: move tail rotor pedals as needed to move and install bearing.			RII	Bell MM Chpt 64
Torque check nuts on tail rotor blade retention bolts.			NA	Bell MM Chpt 64
Torque check tail rotor hub retaining nut.			NA	Bell MM Chpt 64
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION III FUSALAGE				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Check inverters for security of mounting and connections.			NA	Bell MM Chpt 96
Check generator control units for damage and security of mounting and terminals.			NA	Bell MM Chpt 96
Inspect relays and main bus area for security of mounting and connections.			NA	Bell MM Chpt 96
Inspect bus insulation for damage and condition.			NA	Bell MM Chpt 96
Inspect battery compartment for general condition.			NA	Bell MM Chpt 96
Check battery mount for security and corrosion.			NA	Bell MM Chpt 96
Inspect Alpine Aerotech cargo mirror and pulse lights.			NA	Alpine ICA
Crew and passenger doors structure for corrosion, damage, distortion, and positive locking mechanisms. Seals for adherence, tears, separations, and deterioration.			NA	Bell MM Chpt 52
Check Helicopter Emergency Egress Lighting system and door mounted power supply by shorting power supply test leads			NA	Astronics LSI MM
Cabin interior and exterior for corrosion and damage.			NA	Bell MM Chpt 53
Inspect Dart shoulder harness kit			NA	Dart ICA
Inspect Dart N1access panels			NA	Dart ICA
Inspect cabin roof structure: a. Cabin roof structure, cowlings, and fairing for damage, delamination, and general condition. b. Cabin roof and cowling/fairing mounted antennas for condition and security.			NA	Bell MM Chpt 53
Check rotor brake fluid level.			SCC	Bell MM Chpt 18
Inspect Dart driveshaft tunnel access panel			NA	Dart ICA

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SECTION III FUSALAGE				
Inspect engine fire walls where they mate up with the inlet cowls for gaps.			NA	ASB 412-10-140
Inspect underside of fuselage: a. Fuselage structure for damage, corrosion, and working rivets. b. Exterior finish for condition and cleanliness. c. Evidence of excessive fluid leakage. d. Structure around landing gear for condition. e. Forward cross tube support structure for working fasteners, cracks, corrosion, and excessive wear. f. Aft cross tube support structure for working fasteners, cracks, corrosion, and excessive wear.			NA	Bell MM Chpt 53
Aft cross tube assemblies support beam for cracks, damage, corrosion, and security of attachment.			NA	Bell MM Chpt 32
Inspect landing gear cross tube assemblies, skid tubes, and skid shoes, for condition and security of attachment. Inspect cross tube retention cap (rubber bumper pads) for condition and security of attachment.			NA	Bell MM Chpt 32
Inspect float landing gear skid tubes			NA	Dart or Aeronautical Acc ICA
Inspect Dart bear paws			NA	Dart ICA
Ensure all drain holes are open.			NA	Bell MM Chpt 53
Cross tube to skid tube saddle bolts for tightness.			NA	Bell MM Chpt 32
Torque forward and aft cross tube support fittings "U" bolts to 80 to 100 inch pounds			NA	Bell MM Chpt 32

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SECTION III FUSALAGE				
Torque check ground handling wheel attachment eyebolts on skid tubes 40 to 58 foot-pounds. Eyebolts that rotate prior to reaching 40 foot-pounds (54 Nm) shall be removed and inspected for evidence of bending. No bending is permitted.			NA	Bell MM Chpt 32
Inspect tail rotor control tubes, bellcranks, supports, and attaching hardware between tail rotor pedals and tail rotor gearbox for corrosion, wear, and damage. (without disassembly) (Fuselage side only. Refer to tailboom section for tail boom)			NA	Bell MM Chpt 67
Inspect (except anti torque) tube bellcranks, supports, and attaching hardware for corrosion, security, wear, and damage.			NA	Bell MM Chpt 67
Inspect all (except anti torque) control tube assemblies for clearance, security, and general condition.			NA	Bell MM Chpt 67
All compartments for evidence of water entrapment and corrosion.			NA	Bell MM Chpt 52
Inspect all exposed wire bundles, bundle supports, and connectors for damage, corrosion, and security. Pay particular attention to engine deck connectors and harnesses.			NA	Bell MM Chpt 96
Inspect all (Hydraulic) lines and hoses for security and general condition.			NA	Bell MM Chpt 29
Inspect all exposed fuel lines and connections for leakage damage, and security			NA	Bell MM Chpt 28
Visually inspect all heating, ventilation, cooling ducts, and controls for cracks, security, and for proper operation.			NA	Bell MM Chpt 21
Fuselage bonded panels for damage and delamination.			NA	Bell MM Chpt 53
Inspect fuselage tail boom attachment points for evidence of fretting.			NA	Bell MM Chpt 53

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SECTION III FUSALAGE				
Inspect tail rotor hydraulic actuator for leaks, security of attachment, damage, corrosion, wear, bearings, and linkages for looseness.			NA	Bell MM Chpt 67
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION IV HELL HOLE				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Inspect for evidence of oil leakage.			NA	Bell MM Chpt 63
Torque check top case to ring gear case nuts, ring gear case to main case nuts, and main case to support case nuts to 230 to 250 inch-pounds (25.99 to 28.25 Nm). Re-torque as required.			NA	Bell MM Chpt 63
Check all transmission chip detectors for debris and clean.			SCC / leak check	Bell MM Chpt 63
Test all transmission chip detectors electrical circuits.			SCC / leak check	Bell MM Chpt 63

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SECTION IV HELL HOLE				
Collective and cyclic flight control actuators, check: a. Universal bearings for looseness. b. Input lever bearings and bolts for wear and looseness. (without disassembly) c. Fasteners attaching cylinder lower supports to structure for looseness. d. Cylinder lower bearings for looseness. e. Actuator assemblies for condition, leakage, and security. f. Cylinder extension tubes for condition and security. g. Upper cylinder housing mounting bracket for condition and security. Check mounting bracket cavity for corrosion. Cavity drain hole for obstruction. Dust boot for condition. Reapply corrosion preventive compound (C-104) as required. h. Actuator linkage for wear and security. i. Clean exposed area of actuator piston with hydraulic fluid (C-002) and lint-free cloth. j. Check cyclic and collective hydraulic cylinders' piston rods for evidence of excessive wear and scoring. Wear of the piston rods indicates cylinder assembly is incorrectly aligned to lower supports and requires adjustment.			NA	Bell MM Chpt 67
Collective and cyclic flight control actuators: a. Torque check nuts attaching actuator cylinder to upper supports. b. Remove bolts attaching actuator to lower supports. Check cylinder alignment to lower support. Rod end bearing side loads are not permitted. Reinstall bolts.			RII	Bell MM Chpt 67
Inspect tube bellcranks, supports, and attaching hardware for corrosion, security, wear, and damage.			NA	Bell MM Chpt 67

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION IV HELL HOLE				
Inspect all control tube assemblies for clearance, security, and general condition.			NA	Bell MM Chpt 67
Inspect all exposed fuel lines and connections for leakage damage, and security			NA	Bell MM Chpt 28
Inspect all (Hydraulic) lines and hoses for security and general condition.			NA	Bell MM Chpt 29
Check internal oil filter or full flow oil monitor for debris and clean.(transmission)			SCC / leak check	Bell MM Chpt 63
Inspect lift link and attachments for corrosion, damage, and security. Check bearings for looseness.			NA	Bell MM Chpt 63
Lubricate cargo hook link assembly			SCC	Bell MM Chpt 18
Inspect mounts for damage and security. Check boots for condition and ensure boots are in place. (transmission)			NA	Bell MM Chpt 63
Inspect transmission mounts, mounting brackets, and structure for cracked or broken parts.			NA	Bell MM Chpt 53
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION V SWASHPLATE AND HEAD				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Wash main rotor blades.			NA	Bell MM Chpt 62
Inspect main rotor blades' upper and lower surfaces for condition of bond lines and doublers. Leading edge for erosion. Blade surfaces for corrosion, cracks, damage, and voids.			NA	Bell MM Chpt 62
Inspect blade retention bolts for condition and security.			NA	Bell MM Chpt 62
Inspect hub assembly for condition, corrosion, and security, paying particular attention to the integrity of sealing.			NA	Bell MM Chpt 62
Inspect pivot bearings, spindle bearings, and damper set for elastomeric bearing delamination, elastomer degradation, shim cracks, crazing, cracking, or sheeting.			NA	Bell MM Chpt 62
Functionally check droop restraint system. Check for engagement of restraint arms in lower detent of cam window. Relieve load on each blade and verify lower clevis moves freely through cam window envelope. Binding and roughness in inboard clevis is not acceptable			NA	Bell MM Chpt 62
Inspect damper bearing bumper pads for deterioration or deformation due to contact with yoke.			NA	Bell MM Chpt 62

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SECTION V SWASHPLATE AND HEAD				
Functionally check arm and bearing assemblies (pendulum dampers). Apply a minimum of 5 pounds (22.24 N) of force to each arm and bearing assembly (force toward and away from center of yoke). Cycle arm and bearing through full travel. Arm and bearing assembly should cycle free and smooth. Roughness and binding are not acceptable			NA	Bell MM Chpt 62
Inspect pitch horns for corrosion and cracks in areas surrounding torque transfer pin holes. No cracks permitted.			NA	Bell MM Chpt 62
NOTE: Disconnect pitch link upper rod ends from the pitch horns to determine main rotor control bearing wear. Inspect pitch links for condition and security. Non-elastomeric bearing looseness shall not exceed .007 inch radial or 0.015 inch (0.381 mm) axial looseness.			NA	Bell MM Chpt 62

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION V SWASHPLATE AND HEAD				
NOTE: Disconnect pitch link upper rod ends from the pitch horns to determine main rotor control bearing wear. 1. Swash plate and support assembly: a. Inspect for condition and security with special attention to gimbal ring attachment lugs. NOTE: The presence of black oxide powder will require investigation to determine the cause. b. Inspect gimble ring bearings, liners, and attaching hardware for excessive looseness and wear. Gimble ring bearing and attaching bolt axial or radial looseness shall not exceed 0.005 inch (0.127 mm) with no binding allowed. c. Inspect trunnion bearings and attaching hardware for excessive looseness and wear. Trunnion bearings shall not exceed 0.020 inch (0.508 mm) axial looseness.			RII	Bell MM Chpt 62
Inspect mast assembly for security, corrosion, and mechanical damage.			NA	Bell MM Chpt 63
Inspect for evidence of oil leaks at mast bearing cap.			NA	Bell MM Chpt 63
Hub and sleeve assembly: a. Inspect for condition and security. b. Inspect hub and rephasing levers for wear and bearing looseness. c. Drive links spherical bearings shall not exceed 0.007 inch (0.178 mm) radial or 0.015 inch (0.381 mm) axial looseness. d. Swashplate link non-elastomeric bearing looseness shall not exceed 0.015 inch (0.381 mm) axial.			NA	Bell MM Chpt 62
Inspect collective lever for condition and security. Trunnion bearing shall not exceed 0.020 inch (0.508 mm) axial looseness.			NA	Bell MM Chpt 62

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION V SWASHPLATE AND HEAD				
Move pylon fore and aft, using mast as lever. Check friction dampers for freedom of movement and smooth operation.			NA	Bell MM Chpt 29
Torque check swashplate outer ring through bolts to 165 to 175 inch-pounds (18.65 to 19.74 Nm).			NA	Bell MM Chpt 62
Torque check four hub and sleeve to rephasing lever attachment bolts to 24 to 34 foot-pounds (33 to 46 Nm) for 1/2 inch bolts or 160 to 200 inch-pounds (18.08 to 22.59 Nm) for 3/8 inch bolts (if installed).			NA	Bell MM Chpt 62
Torque check drive link to rephasing lever attachment bolts to 165 to 200 inch-bolts (18.65 to 22.59 Nm).			NA	Bell MM Chpt 62
Torque check swashplate support to mast plate bolts (AN5H-6A) to 130 to 140 inch-pounds (14.67 to 15.79 Nm).			NA	Bell MM Chpt 62
Torque check eight yoke assembly through bolt nuts to 70 to 80 foot-pounds (95 to 108 Nm).			NA	Bell MM Chpt 62
Ensure P/N EWB0420 bolts are installed (16 places) for simple pendulum absorber bracket. Torque check bolts. Apply 29 to 33 foot-pounds (39 to 45 Nm).			NA	Bell MM Chpt 62
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION VI ELECTRICAL AND AIRWORTHINESS DOCUMENTATION				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Verify calibration of ALTAIR engine monitoring sensors by monitoring Altair live data and comparing to aircraft instruments while aircraft is operating.			NA	Altair calibration checklist
Check that Airworthiness and Registration Certificates, Passengers Briefing Cards, and Flight Manual are in their proper places.			NA	N/A
Check status sheet for any time change components, Service Bulletins, Airworthiness Directives, Technical Bulletins, or Special Inspections that are due.			NA	N/A
Insure placards and decals required by the rotorcraft flight manual limitations section or by flight manual supplements section for installed equipment are in place and legible. Inspect for external load combination placard.			NA	Flight manual, FAR 133.49
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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I CERTIFY THAT I HAVE INSPECTED ITEMS INITIALED BY ME IN ACCORDANCE WITH THE BRISTOW ALASKA INC. CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM AND FOUND THEM TO BE IN AN AIRWORTHY CONDITION, EXCEPT AS NOTED IN THE AIRCRAFT LOGBOOK.

TECH OR RII INITIALS	SIGNATURE	CERT NO. & KIND	DATE

I CERTIFY THAT THIS INSPECTION HAS BEEN COMPLETED AND THAT LOGBOOK ENTRIES FOR COMPLETION HAVE BEEN MADE.

SIGNATURE: _____

DATE: _____ TT: _____ CERT. NO. & KIND: _____

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Phase 2 Inspection

**Phase 2 Inspection
INSTRUCTIONS**

Enter discrepancies found and corrective action taken in the aircraft logbook.

Accomplish a daily service check as IAW Bristow Alaska Inc. checklist prior to beginning the Phase Inspection.

This inspection is to be performed prior to, or when due as indicated in the “Next Inspection Due” block of the aircraft log book and on the A/C status report. All technicians performing work must complete the Inspection Compliance Record on the last page prior to beginning work.

Should the technician elect to perform a portion of this inspection, all items of the section(s) started must be completed and initialed prior to further flight. The technician would complete the appropriate block of the Section Completed block of this page, make a logbook entry stating sections completed, and insert this form in the aircraft logbook.

The technician completing this Phase Inspection must sign and complete the statement on the last page of this form, make a logbook entry stating the Phase has been completed, and enter the A/C time when the next Phase Inspection is due in the “Next Inspection Due” block of the A/C logbook.

SECTION COMPLETION CERTIFICATION

I certify that, in accordance with this CAMP inspection program, a routine inspection of the aircraft, and a detailed inspection of the items listed in the below listed sections were performed and the aircraft is returned to service.

SECTION NUMBER	SECTION COMPLETION CERTIFIED BY	CERTIFICATE NUMBER	DATE
1A			
1B			
2			
3			
4			
5			
6			

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Phase 2 Inspection

DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1A NO 1 ENGINE AND COMBINING GEARBOX				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Inspect No 1 engine fuel and power controls: a. Check engine control linkages for looseness, lost motion, chafing, damage, and security of attachment. b. Check bellcranks, mounts, and jackshafts for looseness, damage, and security of attachment.			NA	Bell MM Chpt 76
Check No 1 engine controls for smooth movement through full range of travel.			NA	Bell MM Chpt 76
Inspect No 1 engine fire seals for cracks and security of brackets.			NA	P&W MM Chpt 72 table 601
Inspect No1 engine for security of all accessible wiring connections, clamps and brackets and for evidence of wear, chafing, cracks and corrosion.			NA	P&W MM Chpt 72 table 601
No 1 engine fuel pump filter. Inspect for contamination and damage. Replace filter element.			SCC / leak check	P&W MM Chpt 73 73-10-02
No 1 engine Fuel pump. Check for security and leaks.			NA	P&W MM Chpt 72 table 601
No 1 engine oil cap: Inspect oil system filler cap for proper functioning and sealing. Make sure the sealing O-ring within the filler cap is in good condition. Repair or replace the filler cap or replace the sealing O-ring as required.			SCC / Leak check	Bell MM Chpt 12
Inspect No 1 engine inlet screen for Cleanliness and condition of mesh.			NA	P&W MM Chpt 72 table 601

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1A NO 1 ENGINE AND COMBINING GEARBOX				
Check No 1 engine Compressor inlet area for corrosion, dirt deposits and erosion. Check first stage blades for damage and erosion.			SCC	P&W MM Chpt 72 table 601 & 72-00-00-9
On No 1 engine check resistance of lead and heating element of heated pneumatic tubes. Check for security of all accessible connections, clamps and brackets, evidence of wear, chafing, cracks and corrosion and evidence of fuel or oil leaks. Examine insulation on pneumatic tubes for cuts in outer rubber sheaths.			SCC	P&W MM Chpt 72 table 601 & 73-10-08
Check No. 1 engine power section chip detectors: (QTY 2) a. Check chip detectors for debris. b. Clean chip detectors. c. Test chip detector electrical circuits.			SCC / leak check	Bell MM Chpt 71 P&W MM Chpt 72 table 601
Inspect No 1 engine gas generator case for cracks, distortion, corrosion and evidence of overheating.			NA	P&W MM Chpt 72 table 601
Check No 1 engine igniters for cleanliness and condition. Perform function check.			SCC	P&W MM Chpt 74 74-00-00
Inspect No 1 engine fuel surge accumulator for signs of bulging or metal stretching. Pre SB 5398.			NA	P&W MM Chpt 72 table 601
Inspect No 1 engine fuel surge damper for pop out indicator being extended. Post SB 5398.			NA	P&W MM Chpt 73 73-10-03
Inspect output shaft seal for oil leaks.			NA	P&W MM Chpt 72 table 601

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SECTION 1A NO 1 ENGINE AND COMBINING GEARBOX				
Clean ultrasonically and inspect oil filter elements on No 1 power section and combining gearbox. Post SB 5023 elements. Mark filter being removed from helicopter with a scribed line indicating it has been installed for 100 hours. When filter has 6 lines, replace oil filter elements. Return removed oil filter elements with six lines to main maintenance facility with tag stating requires cleaning per engine overhaul manual.			SCC / leak check	P&W MM Chpt 79 79-20-02 & P&W MM Chpt 72 table 601
Reduction (combining) gearbox chip detectors: (QTY 1) a. Check chip detectors for debris. b. Clean chip detectors. c. Test chip detector electrical circuits.			SCC / leak check	Bell MM Chpt 71 P&W MM Chpt 72 table 601
Perform engine compressor wash. (If conditions allow.)			SCC / leak check	P&W MM Chpt 72
Check TCU torque limiting.			RII / leak check	Bell MM Chpt 76
No 1 engine Oil to fuel heater. Immediately after shut down check temperature of heater at fuel outlet or filter housing for a temperature greater than 140 deg. Note: temperatures less than 140 deg are considered to be comfortable to touch.			NA	P&W MM Chpt 72 table 601
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1B NO 2 ENGINE				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Inspect No2 engine for security of all accessible wiring connections, clamps and brackets and for evidence of wear, chafing, cracks and corrosion.			NA	P&W MM Chpt 72 table 601
Inspect No 2 engine fire seals for cracks and security of brackets.			NA	P&W MM Chpt 72 table 601
Check No 2 engine controls for smooth movement through full range of travel.			NA	Bell MM Chpt 76
Inspect No 2 engine fuel and power controls: a. Check engine control linkages for looseness, lost motion, chafing, damage, and security of attachment. b. Check bell cranks, mounts, and jackshafts for looseness, damage, and security of attachment.			NA	Bell MM Chpt 76
No 2 engine fuel pump filter. Inspect for contamination and damage. Replace filter element.			SCC / leak check	P&W MM Chpt 73 73-10-02
No 2 engine Fuel pump. Check for security and leaks.			NA	P&W MM Chpt 72 table 601
No 2 engine oil cap: Inspect oil system filler cap for proper functioning and sealing. Make sure the sealing O-ring within the filler cap is in good condition. Repair or replace the filler cap or replace the sealing O-ring as required.			SCC / Leak check	Bell MM Chpt 12
Inspect No 2 engine inlet screen for Cleanliness and condition of mesh.			NA	P&W MM Chpt 72 table 601
Check No 2 engine Compressor inlet area for corrosion, dirt deposits and erosion. Check first stage blades for damage and erosion.			SCC	P&W MM Chpt 72 table 601 & 72-00-00-9

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SECTION 1B NO 2 ENGINE				
On No 2 engine check resistance of lead and heating element of heated pneumatic tubes. Check for security of all accessible connections, clamps and brackets, evidence of wear, chafing, cracks and corrosion and evidence of fuel or oil leaks. Examine insulation on pneumatic tubes for cuts in outer rubber sheaths.			SCC	P&W MM Chpt 72 table 601 & 73-10-08
No. 2 engine power section chip detectors: (QTY 2) a. Check chip detectors for debris. b. Clean chip detectors. c. Test chip detector electrical circuits.			SCC / leak check	Bell MM Chpt 71 P&W MM Chpt 72 table 601
Inspect No 2 engine gas generator case for cracks, distortion, corrosion and evidence of overheating.			NA	P&W MM Chpt 72 table 601
Check No 2 engine igniters for cleanliness and condition. Perform function check.			SCC	P&W MM Chpt 74 74-00-00
Inspect No 2 engine fuel surge accumulator for signs of bulging or metal stretching. Pre SB 5398.			NA	P&W MM Chpt 72 table 601
Inspect No 2 engine fuel surge damper for pop out indicator being extended. Post SB 5398.			NA	P&W MM Chpt 73 73-10-03
Clean ultrasonically and inspect oil filter elements on No 2 power section. Post SB 5023 elements. Mark filter being removed from helicopter with a scribed line indicating it has been installed for 100 hours. When filter has 6 lines, replace oil filter elements. Return removed oil filter elements with six lines to main maintenance facility with tag stating requires cleaning per engine overhaul manual.			SCC / leak check	P&W MM Chpt 79 79-20-02 & P&W MM Chpt 72 table 601

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SECTION 1B NO 2 ENGINE				
Perform engine compressor wash. (If conditions allow.)			SCC / leak check	P&W MM Chpt 72
No 2 engine Oil to fuel heater. Immediately after shut down check temperature of heater at fuel outlet or filter housing for a temperature greater than 140 deg. Note: temperatures less than 140 deg are considered to be comfortable to touch.			NA	P&W MM Chpt 72 table 601
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION II TAILBOOM				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Inspect tail boom exterior and interior structure for corrosion and damage.			NA	Bell MM Chpt 53
Inspect all exposed wire bundles bundle supports, and connectors for damage, corrosion, and security.			NA	Bell MM Chpt 96
Inspect tail boom attachment points for cracks and security.			NA	Bell MM Chpt 53
Ensure all drain holes are open.			NA	Bell MM Chpt 53
Inspect tail rotor control tubes, bellcranks, supports, and attaching hardware between tail rotor pedals and tail rotor gearbox for corrosion, wear, and damage. (without disassembly) (Tailboom only. Refer to fuselage section for fuselage)			NA	Bell MM Chpt 67
Inspect baggage compartment smoke detector for condition and security (visually)			NA	Bell MM Chpt 26
S/N 33001 through 36019 not modified by 412-570-001-103 check (including fuselage) a. Condition of clamps for tail rotor driveshaft coupling to gearbox couplings (90 deg apart). b. Inspect clamps for cracks in or near the bolt hole lugs.			NA	Bell MM Chpt 65
Driveshaft sections and attaching hardware for condition and security. (including fuselage side)			NA	Bell MM Chpt 65
Hanger supports for condition and security of attachment. (including fuselage side)			NA	Bell MM Chpt 65
Hanger assemblies for cracks at mounting ears, corrosion, and security of attachment. (including fuselage side)			NA	Bell MM Chpt 65

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SECTION II TAILBOOM				
Aerodynamically actuated elevator: a. Remove left and right elevators. b. Clean elevator spars and inspect for corrosion. c. Clean internal bore of elevator horn and inspect for corrosion. d. With elevator control removed, attach a spring scale to hole in arm of horn where control tube is normally installed. Pull scale at right angle to arm, verify friction is 26 to 32 pounds (115.65 to 142.34 N). If friction is not within limits, adjust shim thickness. e. Install left and right elevators.			RII	Bell MM Chpt 67
Inspect elevator attachment lugs at each end of elevator horn for cracks and security of attachment. Check elevator horn to elevator spar attaching bolts and surrounding joint for cracks and security of attachment.			NA	Bell MM Chpt 53
Inspect vertical fin spar caps for cracks and corrosion.			NA	Bell MM Chpt 53
Inspect vertical fin spar caps forward side and web from upper tail boom skin to approximately 4.0 inches (101.6 mm) below upper tail boom skin as follows: Remove aft tail boom access door. Face aft and use bright light and small mirror to inspect area for cracks, especially near rivets holes. NOTE: If necessary, clean area with cloth dampened with MEK (C-309) or equivalent. Ventilate area to prevent breathing fumes.			NA	Bell MM Chpt 53
Torque check intermediate gearbox mounting bolts.			NA	Bell MM Chpt 53
Torque check tail rotor gearbox attachment nuts.			NA	Bell MM Chpt 53
Inspect chip detector for debris. If metallic particles are found, determine and correct cause. (42* gearbox)			SCC / leak check	Bell MM Chpt 65

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SECTION II TAILBOOM				
Clean chip detector. (42* gearbox)			SCC / leak check	Bell MM Chpt 65
Test chip detector electrical circuit. (42* gearbox)			SCC / leak check	Bell MM Chpt 65
Inspect oil system (90 and 42 degree GB) filler caps for proper functioning and sealing. Make sure the sealing O-ring within the filler caps are in good condition. Repair or replace the filler cap or replace the sealing O-ring as required.			SCC / leak check	Bell MM Chpt 12
Inspect chip detector for debris. If metallic particles are found, determine and correct cause. (TR 90*gearbox)			SCC / leak check	Bell MM Chpt 65
Clean chip detector. (TR 90*gearbox)			SCC / leak check	Bell MM Chpt 65
Test chip detector electrical circuit. (TR 90*gearbox)			SCC / leak check	Bell MM Chpt 65
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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SECTION III FUSALAGE				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Check inverters for security of mounting and connections.			NA	Bell MM Chpt 96
Check generator control units for damage and security of mounting and terminals.			NA	Bell MM Chpt 96
Inspect relays and main bus area for security of mounting and connections.			NA	Bell MM Chpt 96
Inspect bus insulation for damage and condition.			NA	Bell MM Chpt 96
Inspect battery compartment for general condition.			NA	Bell MM Chpt 96
Check battery mount for security and corrosion.			NA	Bell MM Chpt 96
Inspect Alpine Aerotech cargo mirror and pulse lights.			NA	Alpine ICA
Crew and passenger doors structure for corrosion, damage, distortion, and positive locking mechanisms. Seals for adherence, tears, separations, and deterioration.			NA	Bell MM Chpt 52
Inspect Dart sliding door roller kit			NA	Dart ICA
Inspect Dart vertical reference door			NA	Dart ICA
Inspect Dart access steps			NA	Dart ICA
Cabin interior and exterior for corrosion and damage.			NA	Bell MM Chpt 53
Inspect fuselage cabin structure: a. Fuselage structure for corrosion and damage to finish and sealant. Pay particular attention to edges of joints and seams and around fastener heads. b. Engine compartment floor and service deck, F.S. 155.06 to 241.22, for damage, delamination, and corrosion.			NA	Bell MM Chpt 53

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SECTION III FUSALAGE				
Inspect cabin roof structure: a. Cabin roof structure, cowlings, and fairing for damage, delamination, and general condition. b. Cabin roof and cowling/fairing mounted antennas for condition and security.			NA	Bell MM Chpt 53
Check rotor brake fluid level.			SCC	Bell MM Chpt 18
Inspect underside of fuselage: a. Fuselage structure for damage, corrosion, and working rivets. b. Exterior finish for condition and cleanliness. c. Evidence of excessive fluid leakage. d. Structure around landing gear for condition. e. Forward cross tube support structure for working fasteners, cracks, corrosion, and excessive wear. f. Aft cross tube support structure for working fasteners, cracks, corrosion, and excessive wear.			NA	Bell MM Chpt 53
Aft cross tube assemblies support beam for cracks, damage, corrosion, and security of attachment.			NA	Bell MM Chpt 32
Inspect landing gear cross tube assemblies, skid tubes, and skid shoes, for condition and security of attachment. Inspect cross tube retention cap (rubber bumper pads) for condition and security of attachment.			NA	Bell MM Chpt 32
Remove four access door, located just forward of the aft cross tube, from the underside of the fuselage. Inspect fuel lines for evidence of leakage, damage, and security			NA	Bell MM Chpt 28
Ensure all drain holes are open.			NA	Bell MM Chpt 53

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SECTION III FUSALAGE				
Cross tube to skid tube saddle bolts for tightness.			NA	Bell MM Chpt 32
Torque forward and aft cross tube support fittings "U" bolts to 80 to 100 inch pounds			NA	Bell MM Chpt 32
Torque check ground handling wheel attachment eyebolts on skid tubes 40 to 58 foot-pounds. Eyebolts that rotate prior to reaching 40 foot-pounds (54 Nm) shall be removed and inspected for evidence of bending. No bending is permitted.			NA	Bell MM Chpt 32
NOTE: To adequately inspect the following, it will be necessary to remove the auxiliary fuel tanks if installed. Pylon wall for damage, working fasteners, cracks, delamination, and corrosion.			NA	Bell MM Chpt 53
Inspect tail rotor control tubes, bellcranks, supports, and attaching hardware between tail rotor pedals and tail rotor gearbox for corrosion, wear, and damage. (without disassembly) (Fuselage side only. Refer to tailboom section for tail boom)			NA	Bell MM Chpt 67
Inspect anti-torque flight controls: a. Check anti-torque friction adjuster for proper friction. b. Check anti-torque flight controls for smooth movement throughout full range of travel.			NA	Bell MM Chpt 67
Inspect (except anti torque) tube bellcranks, supports, and attaching hardware for corrosion, security, wear, and damage.			NA	Bell MM Chpt 67
Inspect all (except anti torque) control tube assemblies for clearance, security, and general condition.			NA	Bell MM Chpt 67

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SECTION III FUSALAGE				
Inspect flight controls: (cyclic) a. Check cyclic stick friction adjuster for proper operation. b. Check for proper cyclic minimum friction. c. Check cyclic flight controls for smooth movement throughout full range of travel.			NA	Bell MM Chpt 67
Inspect collective flight controls: a. Friction shoes and liners for condition. b. Check collective lever friction adjuster for operation. c. Check for proper collective minimum friction. d. Check collective flight controls for smooth movement throughout full range of travel.			RII	Bell MM Chpt 67
All compartments for evidence of water entrapment and corrosion.			NA	Bell MM Chpt 52
Inspect all exposed wire bundles, bundle supports, and connectors for damage, corrosion, and security. Pay particular attention to engine deck connectors and harnesses.			NA	Bell MM Chpt 96
Inspect all (Hydraulic) lines and hoses for security and general condition.			NA	Bell MM Chpt 29
Inspect all exposed fuel lines and connections for leakage damage, and security			NA	Bell MM Chpt 28
Visually inspect all heating, ventilation, cooling ducts, and controls for cracks, security, and for proper operation.			NA	Bell MM Chpt 21
Bleed air heating and ventilation/defog system components a. Perform operational check of bleed air heating system and components. b. Perform operational check of defog blower.			NA	Bell MM Chpt 96
Fuselage bonded panels for damage and delamination.			NA	Bell MM Chpt 53

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SECTION III FUSALAGE				
Inspect fuselage tail boom attachment points for evidence of fretting.			NA	Bell MM Chpt 53
Inspect tail rotor hydraulic actuator for leaks, security of attachment, damage, corrosion, wear, bearings, and linkages for looseness.			NA	Bell MM Chpt 67
Inspect all fuel and hydraulic system filler caps for proper functioning and sealing. Make sure the sealing O-ring within the filler cap is in good condition. Repair or replace the filler cap or replace the sealing O-ring as required.			SCC / leak check	Bell MM Chpt 12
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION IV HELL HOLE				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Inspect for evidence of oil leakage.			NA	Bell MM Chpt 63
Check all transmission chip detectors for debris and clean.			SCC / leak check	Bell MM Chpt 63
Test all transmission chip detectors electrical circuits.			SCC / leak check	Bell MM Chpt 63
Cut safeties and retorque rotor brake disc to 70 in lbs. Safety bolts.			SCC	Bell MM Chpt 63
Inspect oil system (transmission) filler cap for proper functioning and sealing. Make sure the sealing O-ring within the filler cap is in good condition. Repair or replace the filler cap or replace the sealing O-ring as required.			SCC / Leak check	Bell MM Chpt 12

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SECTION IV HELL HOLE				
Collective and cyclic flight control actuators, check: a. Universal bearings for looseness. b. Input lever bearings and bolts for wear and looseness. (without disassembly) c. Fasteners attaching cylinder lower supports to structure for looseness. d. Cylinder lower bearings for looseness. e. Actuator assemblies for condition, leakage, and security. f. Cylinder extension tubes for condition and security. g. Upper cylinder housing mounting bracket for condition and security. Check mounting bracket cavity for corrosion. Cavity drain hole for obstruction. Dust boot for condition. Reapply corrosion preventive compound (C-104) as required. h. Actuator linkage for wear and security. i. Clean exposed area of actuator piston with hydraulic fluid (C-002) and lint-free cloth. j. Check cyclic and collective hydraulic cylinders' piston rods for evidence of excessive wear and scoring. Wear of the piston rods indicates cylinder assembly is incorrectly aligned to lower supports and requires adjustment.			NA	Bell MM Chpt 67
Inspect tube bellcranks, supports, and attaching hardware for corrosion, security, wear, and damage.			NA	Bell MM Chpt 67
Inspect all control tube assemblies for clearance, security, and general condition.			NA	Bell MM Chpt 67
Inspect all exposed fuel lines and connections for leakage damage, and security			NA	Bell MM Chpt 28
Inspect all (Hydraulic) lines and hoses for security and general condition.			NA	Bell MM Chpt 29

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SECTION IV HELL HOLE				
Inspect lift link and attachments for corrosion, damage, and security. Check bearings for looseness.			NA	Bell MM Chpt 63
Lubricate cargo hook link assembly			SCC	Bell MM Chpt 18
Inspect mounts for damage and security. Check boots for condition and ensure boots are in place. (transmission)			NA	Bell MM Chpt 63
Inspect transmission mounts, mounting brackets, and structure for cracked or broken parts.			NA	Bell MM Chpt 53
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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SECTION V SWASHPLATE AND HEAD				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Wash main rotor blades.			NA	Bell MM Chpt 62
Inspect main rotor blades' upper and lower surfaces for condition of bond lines and doublers. Leading edge for erosion. Blade surfaces for corrosion, cracks, damage, and voids.			NA	Bell MM Chpt 62
Inspect blade retention bolts for condition and security.			NA	Bell MM Chpt 62
Inspect hub assembly for condition, corrosion, and security, paying particular attention to the integrity of sealing.			NA	Bell MM Chpt 62
Inspect pivot bearings, spindle bearings, and damper set for elastomeric bearing delamination, elastomer degradation, shim cracks, crazing, cracking, or sheeting.			NA	Bell MM Chpt 62
Functionally check droop restraint system. Check for engagement of restraint arms in lower detent of cam window. Relieve load on each blade and verify lower clevis moves freely through cam window envelope. Binding and roughness in inboard clevis is not acceptable			NA	Bell MM Chpt 62
Inspect damper bearing bumper pads for deterioration or deformation due to contact with yoke.			NA	Bell MM Chpt 62

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SECTION V SWASHPLATE AND HEAD				
Functionally check arm and bearing assemblies (pendulum dampers). Apply a minimum of 5 pounds (22.24 N) of force to each arm and bearing assembly (force toward and away from center of yoke). Cycle arm and bearing through full travel. Arm and bearing assembly should cycle free and smooth. Roughness and binding are not acceptable			NA	Bell MM Chpt 62
Inspect pitch horns for corrosion and cracks in areas surrounding torque transfer pin holes. No cracks permitted.			NA	Bell MM Chpt 62
NOTE: Disconnect pitch link upper rod ends from the pitch horns to determine main rotor control bearing wear. Inspect pitch links for condition and security. Non-elastomeric bearing looseness shall not exceed .007 inch radial or 0.015 inch (0.381 mm) axial looseness.			NA	Bell MM Chpt 62

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SECTION V SWASHPLATE AND HEAD				
NOTE: Disconnect pitch link upper rod ends from the pitch horns to determine main rotor control bearing wear. 1. Swash plate and support assembly: a. Inspect for condition and security with special attention to gimbal ring attachment lugs. NOTE: The presence of black oxide powder will require investigation to determine the cause. b. Inspect gimble ring bearings, liners, and attaching hardware for excessive looseness and wear. Gimble ring bearing and attaching bolt axial or radial looseness shall not exceed 0.005 inch (0.127 mm) with no binding allowed. c. Inspect trunnion bearings and attaching hardware for excessive looseness and wear. Trunnion bearings shall not exceed 0.020 inch (0.508 mm) axial looseness.			RII	Bell MM Chpt 62
Inspect mast assembly for security, corrosion, and mechanical damage.			NA	Bell MM Chpt 63
Inspect for evidence of oil leaks at mast bearing cap.			NA	Bell MM Chpt 63
Hub and sleeve assembly: a. Inspect for condition and security. b. Inspect hub and rephasing levers for wear and bearing looseness. c. Drive links spherical bearings shall not exceed 0.007 inch (0.178 mm) radial or 0.015 inch (0.381 mm) axial looseness. d. Swashplate link non-elastomeric bearing looseness shall not exceed 0.015 inch (0.381 mm) axial.			NA	Bell MM Chpt 62
Inspect collective lever for condition and security. Trunnion bearing shall not exceed 0.020 inch (0.508 mm) axial looseness.			NA	Bell MM Chpt 62

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SECTION V SWASHPLATE AND HEAD				
Move pylon fore and aft, using mast as lever. Check friction dampers for freedom of movement and smooth operation.			NA	Bell MM Chpt 29
Torque check eight yoke assembly through bolt nuts to 70 to 80 foot-pounds (95 to 108 Nm).			NA	Bell MM Chpt 62
Ensure P/N EWB0420 bolts are installed (16 places) for simple pendulum absorber bracket. Torque check bolts. Apply 29 to 33 foot-pounds (39 to 45 Nm).			NA	Bell MM Chpt 62
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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SECTION VI ELECTRICAL AND AIRWORTHINESS DOCUMENTATION				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Perform operational check of emergency bus system as follows: NOTE: Helicopters S/N 33001 through 33107, except those modified for CAA, remove screw, spacer, and washer installed in the emergency load switch guard. a. Inspect EMERG BUS INTC circuit breaker for wear. Operate circuit breaker manually and check by feel. Worn or loose circuit breaker is not acceptable. Close circuit breaker. b. Place all switches in OFF or NORM position and close all circuit breakers. c. Connect battery. d. Place BATTERY BUS 1 switch and BATTERY BUS 2 switch in the ON position. Position INV 1 and INV 2 switches in the ON position. Caution panel INVERTER 1 and INVERTER 2 segments should not be illuminated. e. Check emergency bus power by pressing the FIRE EXT PRESS TO TEST button momentarily. Observe both FIRE PULL handle warning lights illuminate. f. Position emergency bus switch to EMERG LOAD position. Check emergency bus power by pressing the FIRE EXT PRESS TO TEST button momentarily. Observe both FIRE PULL handles illuminate. Verify INVERTER 1 and INVERTER 2 segments are illuminated on the caution panel.			NA	Bell MM Chpt 96

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SECTION VI ELECTRICAL AND AIRWORTHINESS DOCUMENTATION				
NOTE: S/N 33108 and subsequent — Check INVERTER 1 light segment on the caution panel is not illuminated and INVERTER 2 segment is illuminated. g. Position BATTERY BUS 1 and BATTERY BUS 2 switches off. Check emergency bus power by pressing FIRE EXT PRESS TO TEST button momentarily. Observe FIRE PULL handles illuminate. h. Position INVERTER 1 and INVERTER 2 switches OFF. Position emergency bus switch to NORMAL. Disconnect battery. i. Install screw, spacer, and washer in the emergency load switch guard if removed. Perform function check of power diodes.				
Inspect heated windshield, if installed, for condition and proper operation.			NA	Bell MM Chpt 52
Perform function check of battery temperature sensor caution light.			NA	Bell MM Chpt 96
Verify calibration of ALTAIR engine monitoring sensors by monitoring Altair live data and comparing to aircraft instruments while aircraft is operating.			NA	Altair calibration checklist
Check that Airworthiness and Registration Certificates, Passengers Briefing Cards, and Flight Manual are in their proper places.			NA	N/A
Check status sheet for any time change components, Service Bulletins, Airworthiness Directives, Technical Bulletins, or Special Inspections that are due.			NA	N/A

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION VI ELECTRICAL AND AIRWORTHINESS DOCUMENTATION				
Insure placards and decals required by the rotorcraft flight manual limitations section or by flight manual supplements section for installed equipment are in place and legible. Inspect for external load combination placard.			NA	Flight manual, FAR 133.49
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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Phase 2 Inspection

I CERTIFY THAT I HAVE INSPECTED ITEMS INITIALED BY ME IN ACCORDANCE WITH THE BRISTOW ALASKA INC. CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM AND FOUND THEM TO BE IN AN AIRWORTHY CONDITION, EXCEPT AS NOTED IN THE AIRCRAFT LOGBOOK.

TECH OR RII INITIALS	SIGNATURE	CERT NO. & KIND	DATE

I CERTIFY THAT THIS INSPECTION HAS BEEN COMPLETED AND THAT LOGBOOK ENTRIES FOR COMPLETION HAVE BEEN MADE.

SIGNATURE: _____

DATE: _____ TT: _____ CERT. NO. & KIND: _____

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Phase 3 Inspection

**Phase 3 Inspection
INSTRUCTIONS**

Enter discrepancies found and corrective action taken in the aircraft logbook.

Accomplish a daily service check as IAW Bristow Alaska Inc. checklist prior to beginning the Phase Inspection.

This inspection is to be performed prior to, or when due as indicated in the “Next Inspection Due” block of the aircraft log book and on the A/C status report. All technicians performing work must complete the Inspection Compliance Record on the last page prior to beginning work.

Should the technician elect to perform a portion of this inspection, all items of the section(s) started must be completed and initialed prior to further flight. The technician would complete the appropriate block of the Section Completed block of this page, make a logbook entry stating sections completed, and insert this form in the aircraft logbook.

The technician completing this Phase Inspection must sign and complete the statement on the last page of this form, make a logbook entry stating the Phase has been completed, and enter the A/C time when the next Phase Inspection is due in the “Next Inspection Due” block of the A/C logbook.

SECTION COMPLETION CERTIFICATION

I certify that, in accordance with this CAMP inspection program, a routine inspection of the aircraft, and a detailed inspection of the items listed in the below listed sections were performed and the aircraft is returned to service.

SECTION NUMBER	SECTION COMPLETION CERTIFIED BY	CERTIFICATE NUMBER	DATE
1A			
1B			
2			
3			
4			
5			
6			

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1A NO 1 ENGINE AND COMBINING GEARBOX				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Check No 1 engine controls for smooth movement through full range of travel.			NA	Bell MM Chpt 76
Inspect No 1 engine fire seals for cracks and security of brackets.			NA	P&W MM Chpt 72 table 601
Inspect No1 engine for security of all accessible wiring connections, clamps and brackets and for evidence of wear, chafing, cracks and corrosion.			NA	P&W MM Chpt 72 table 601
On No 1 engine MFCU throttle shaft. With power sections shut down and fuel boost pump on (fuel valves set in correct position) check both sides of throttle shaft for evidence of leakage.			NA	P&W MM Chpt 72 table 601
No 1 engine AFCU. Check for bearing wash out indicated by blue dye at AFCU vent hole.			NA	P&W MM Chpt 72 table 601 & engine-fault isolation
No 1 engine starter-generator: a. check starter-generator brushes for allowable wear. b. check starter-generator cooling ducts for obstruction, kinking, and security.			SCC	Bell MM Chpt 71
Check No. 1 engine power section chip detectors: (QTY 2) a. Check chip detectors for debris. b. Clean chip detectors. c. Test chip detector electrical circuits.			SCC / leak check	Bell MM Chpt 71 P&W MM Chpt 72 table 601
Inspect No 1 engine gas generator case for cracks, distortion, corrosion and evidence of overheating.			NA	P&W MM Chpt 72 table 601

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1A NO 1 ENGINE AND COMBINING GEARBOX				
Check No 1 engine fire detection system elements for condition and security.			NA	Bell MM Chpt 71
No 1 engine ignition electrical connections: Check ignition leads for corrosion, chafing, and security.			NA	Bell MM Chpt 71
Inspect P3 system on No 1 engine for contamination and flush. Post SB5309, 5359 and pre SB5367 only.			SCC / leak check	P&W MM Chpt 72 72-00-00 Para 10N
Clean and Inspect P3 air filter drain valve on No 1 engine. Post SB5309,5359 and 5367			SCC / leak check	P&W MM Chpt 73 73-10-07
Clean ultrasonically and visually inspect P3 filter assembly on No 1 engine (and combining gearbox if applicable). Mark a line on filter being removed from engine with scribe indicating it has been installed in the aircraft for 300 hours. When filter has 3 lines Replace P3 filter. Return removed P3 filter elements with three lines to main maintenance facility with tag stating Requires 900hr ultrasonic cleaning and pressure drop check per engine manual.			SCC/lea k check	P&W MM Chpt 73 73-10-07 & P&W MM Chpt 72 table 601
Inspect No 1 engine fuel surge accumulator for signs of bulging or metal stretching. Pre SB 5398.			NA	P&W MM Chpt 72 table 601
Inspect No 1 engine fuel surge damper for pop out indicator being extended. Post SB 5398.			NA	P&W MM Chpt 73 73-10-03
P3 Air Tube metering tees. Clean and inspect for contaminants.			SCC / leak check	P&W MM Chpt 72 table 601
Inspect output shaft seal for oil leaks.			NA	P&W MM Chpt 72 table 601

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1A NO 1 ENGINE AND COMBINING GEARBOX				
Clean ultrasonically and inspect oil filter elements on No 1 power section and combining gearbox. Post SB 5023 elements. Mark filter being removed from helicopter with a scribed line indicating it has been installed for 100 hours. When filter has 6 lines, replace oil filter elements. Return removed oil filter elements with six lines to main maintenance facility with tag stating requires cleaning per engine overhaul manual.			SCC / leak check	P&W MM Chpt 79 79-20-02 & P&W MM Chpt 72 table 601
Reduction (combining) gearbox chip detectors: (QTY 1) a. Check chip detectors for debris. b. Clean chip detectors. c. Test chip detector electrical circuits.			SCC / leak check	Bell MM Chpt 71 P&W MM Chpt 72 table 601
Perform engine compressor wash. (If conditions allow.)			SCC / leak check	P&W MM Chpt 72
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1B NO 2 ENGINE				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Inspect No2 engine for security of all accessible wiring connections, clamps and brackets and for evidence of wear, chafing, cracks and corrosion.			NA	P&W MM Chpt 72 table 601
Inspect No 2 engine fire seals for cracks and security of brackets.			NA	P&W MM Chpt 72 table 601
Check No 2 engine controls for smooth movement through full range of travel.			NA	Bell MM Chpt 76
No 2 engine starter-generator: a. check starter-generator brushes for allowable wear. b. check starter-generator cooling ducts for obstruction, kinking, and security.			SCC	Bell MM Chpt 71
On No 2 engine MFCU throttle shaft. With power sections shut down and fuel boost pump on (fuel valves set in correct position) check both sides of throttle shaft for evidence of leakage.			NA	P&W MM Chpt 72 table 601
No 2 engine AFCU. Check for bearing wash out indicated by blue dye at AFCU vent hole.			NA	P&W MM Chpt 72 table 601 & engine- fault isolation
No. 2 engine power section chip detectors: (QTY 2) a. Check chip detectors for debris. b. Clean chip detectors. c. Test chip detector electrical circuits.			SCC / leak check	Bell MM Chpt 71 P&W MM Chpt 72 table 601
Inspect No 2 engine gas generator case for cracks, distortion, corrosion and evidence of overheating.			NA	P&W MM Chpt 72 table 601

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1B NO 2 ENGINE				
No 2 engine ignition electrical connections: Check ignition leads for corrosion, chafing, and security.			NA	Bell MM Chpt 71
Inspect P3 system on No 2 engine for contamination and flush. Post SB5309, 5359 and pre SB5367 only.			SCC / leak check	P&W MM Chpt 72 72-00-00 Para 10N
Clean and Inspect P3 air filter drain valve on No 2 engine. Post SB5309,5359 and 5367			SCC / leak check	P&W MM Chpt 73 73-10-07
Clean ultrasonically and visually inspect P3 filter assembly on No 2 engine. Mark a line on filter being removed from engine with scribe indicating it has been installed in the aircraft for 300 hours. When filter has 3 lines Replace P3 filter. Return removed P3 filter elements with three lines to main maintenance facility with tag stating Requires 900hr ultrasonic cleaning and pressure drop check per engine manual.			SCC / leak check	P&W MM Chpt 73 73-10-07& P&W MM Chpt 72 table 601
Check No 2 engine fire detection system elements for condition and security.			NA	Bell MM Chpt 71
Inspect No 2 engine fuel surge accumulator for signs of bulging or metal stretching. Pre SB 5398.			NA	P&W MM Chpt 72 table 601
Inspect No 2 engine fuel surge damper for pop out indicator being extended. Post SB 5398.			NA	P&W MM Chpt 73 73-10-03

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1B NO 2 ENGINE				
Clean ultrasonically and inspect oil filter elements on No 2 power section. Post SB 5023 elements. Mark filter being removed from helicopter with a scribed line indicating it has been installed for 100 hours. When filter has 6 lines, replace oil filter elements. Return removed oil filter elements with six lines to main maintenance facility with tag stating requires cleaning per engine overhaul manual.			SCC / leak check	P&W MM Chpt 79 79-20-02 & P&W MM Chpt 72 table 601
Perform engine compressor wash. (If conditions allow.)			SCC / leak check	P&W MM Chpt 72
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION II TAILBOOM				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Inspect tail boom exterior and interior structure for corrosion and damage.			NA	Bell MM Chpt 53
Inspect all exposed wire bundles bundle supports, and connectors for damage, corrosion, and security.			NA	Bell MM Chpt 96
Inspect tail boom attachment points for cracks and security.			NA	Bell MM Chpt 53
Inspect tail boom joints, splices, longerons; attach fittings, and attaching hardware for corrosion, damage, and cracks.			NA	Bell MM Chpt 53
Ensure all drain holes are open.			NA	Bell MM Chpt 53
Inspect tail rotor control tubes, bellcranks, supports, and attaching hardware between tail rotor pedals and tail rotor gearbox for corrosion, wear, and damage. (without disassembly) (Tailboom only. Refer to fuselage section for fuselage)			NA	Bell MM Chpt 67
Inspect baggage compartment smoke detector for condition and security (visually)			NA	Bell MM Chpt 26
S/N 33001 through 36019 not modified by 412-570-001-103 check (including fuselage) a. Condition of clamps for tail rotor driveshaft coupling to gearbox couplings (90 deg apart). b. Inspect clamps for cracks in or near the bolt hole lugs.			NA	Bell MM Chpt 65
Driveshaft sections and attaching hardware for condition and security. (including fuselage side)			NA	Bell MM Chpt 65
Hanger supports for condition and security of attachment. (including fuselage side)			NA	Bell MM Chpt 65

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SECTION II TAILBOOM				
Hanger assemblies for cracks at mounting ears, corrosion, and security of attachment. (including fuselage side)			NA	Bell MM Chpt 65
Lubricate tail rotor hanger bearings.(including fuselage side)			NA	Bell MM Chpt 18
Inspect elevator attachment lugs at each end of elevator horn for cracks and security of attachment. Check elevator horn to elevator spar attaching bolts and surrounding joint for cracks and security of attachment.			NA	Bell MM Chpt 53

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION II TAILBOOM				
Aerodynamically actuated elevator check: a. Inspect elevator control tube between forward support bracket and elevator horn for corrosion, wear, and damage. b. Inspect elevator control tube support and attaching hardware for security, corrosion, wear, and damage. c. Inspect elevators and support structure for loose or missing rivets, cracks in skin, and corrosion. d. Inspect trailing edge tabs and tip caps for condition and security. e. Functionally check operation of control tube as follows: CAUTION: DO NOT RELEASE ELEVATOR AND ALLOW THE SPRING TO DRIVE ELEVATOR BACK TO ORIGINAL POSITION. (1) Move elevator to extreme nose down position and while holding allow to slowly return to original position. Failure to return to original position, binding and/or lock-up are not acceptable. (2) If any of these conditions exist, replace tube. f. Remove elevator control and measure spring breakout force for 90 to 100 pounds (400.34 to 444.80 N). g. Functionally check elevator rigging for proper travel. Measure trailing edge for 16* +1/4*angle down from upper surface of elevator.			RII	Bell MM Chpt 67
Inspect vertical fin spar caps for cracks and corrosion.			NA	Bell MM Chpt 53

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION II TAILBOOM				
Inspect vertical fin spar caps forward side and web from upper tail boom skin to approximately 4.0 inches (101.6 mm) below upper tail boom skin as follows: Remove aft tail boom access door. Face aft and use bright light and small mirror to inspect area for cracks, especially near rivets holes. NOTE: If necessary, clean area with cloth dampened with MEK (C-309) or equivalent. Ventilate area to prevent breathing fumes.			NA	Bell MM Chpt 53
Torque check intermediate gearbox mounting bolts.			NA	Bell MM Chpt 53
Torque check tail rotor gearbox attachment nuts.			NA	Bell MM Chpt 53
Inspect chip detector for debris. If metallic particles are found, determine and correct cause. (42* gearbox)			SCC / leak check	Bell MM Chpt 65
Clean chip detector. (42* gearbox)			SCC / leak check	Bell MM Chpt 65
Test chip detector electrical circuit. (42* gearbox)			SCC / leak check	Bell MM Chpt 65
Inspect chip detector for debris. If metallic particles are found, determine and correct cause. (TR 90*gearbox)			SCC / leak check	Bell MM Chpt 65
Clean chip detector. (TR 90*gearbox)			SCC / leak check	Bell MM Chpt 65
Test chip detector electrical circuit. (TR 90*gearbox)			SCC / leak check	Bell MM Chpt 65

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION II TAILBOOM				
Inspect tail rotor pitch change bearing as follows: Remove bearing retainer P/N 212-010-773-1 from crosshead. Slide crosshead inboard exposing pitch change bearing. Inspect bearing for metal in grease, for wear and roughness when rotated by hand. Reinstall bearing in crosshead and reinstall bearing retainer. Insure that retainer is torqued and or shimmed correctly. NOTE: move tail rotor pedals as needed to move and install bearing.			RII	Bell MM Chpt 64
Torque check nuts on tail rotor blade retention bolts.			NA	Bell MM Chpt 64
Torque check tail rotor hub retaining nut.			NA	Bell MM Chpt 64
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION III FUSALAGE				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Check inverters for security of mounting and connections.			NA	Bell MM Chpt 96
Check generator control units for damage and security of mounting and terminals.			NA	Bell MM Chpt 96
Inspect relays and main bus area for security of mounting and connections.			NA	Bell MM Chpt 96
Inspect bus insulation for damage and condition.			NA	Bell MM Chpt 96
Inspect battery compartment for general condition.			NA	Bell MM Chpt 96
Check battery mount for security and corrosion.			NA	Bell MM Chpt 96
Inspect Alpine Aerotech cargo mirror and pulse lights.			NA	Alpine ICA
Crew and passenger doors structure for corrosion, damage, distortion, and positive locking mechanisms. Seals for adherence, tears, separations, and deterioration.			NA	Bell MM Chpt 52
Check Helicopter Emergency Egress Lighting system and door mounted power supply by shorting power supply test leads			NA	Astronics LSI MM
Cabin interior and exterior for corrosion and damage.			NA	Bell MM Chpt 53
Inspect Dart shoulder harness kit			NA	Dart ICA
Inspect Dart N1access panels			NA	Dart ICA
Inspect cabin roof structure: a. Cabin roof structure, cowlings, and fairing for damage, delamination, and general condition. b. Cabin roof and cowling/fairing mounted antennas for condition and security.			NA	Bell MM Chpt 53
Check rotor brake fluid level.			SCC	Bell MM Chpt 18
Inspect Dart driveshaft tunnel access panel			NA	Dart ICA

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION III FUSALAGE				
Inspect engine fire walls where they mate up with the inlet cowls for gaps.			NA	ASB 412-10-140
Inspect underside of fuselage: a. Fuselage structure for damage, corrosion, and working rivets. b. Exterior finish for condition and cleanliness. c. Evidence of excessive fluid leakage. d. Structure around landing gear for condition. e. Forward cross tube support structure for working fasteners, cracks, corrosion, and excessive wear. f. Aft cross tube support structure for working fasteners, cracks, corrosion, and excessive wear.			NA	Bell MM Chpt 53
Aft cross tube assemblies support beam for cracks, damage, corrosion, and security of attachment.			NA	Bell MM Chpt 32
Inspect landing gear cross tube assemblies, skid tubes, and skid shoes, for condition and security of attachment. Inspect cross tube retention cap (rubber bumper pads) for condition and security of attachment.			NA	Bell MM Chpt 32
Inspect float landing gear skid tubes			NA	Dart or Aeronautical Acc ICA
Inspect Dart bear paws			NA	Dart ICA
Ensure all drain holes are open.			NA	Bell MM Chpt 53
Cross tube to skid tube saddle bolts for tightness.			NA	Bell MM Chpt 32
Torque forward and aft cross tube support fittings "U" bolts to 80 to 100 inch pounds			NA	Bell MM Chpt 32

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SECTION III FUSALAGE				
Torque check ground handling wheel attachment eyebolts on skid tubes 40 to 58 foot-pounds. Eyebolts that rotate prior to reaching 40 foot-pounds (54 Nm) shall be removed and inspected for evidence of bending. No bending is permitted.			NA	Bell MM Chpt 32
Inspect tail rotor control tubes, bellcranks, supports, and attaching hardware between tail rotor pedals and tail rotor gearbox for corrosion, wear, and damage. (without disassembly) (Fuselage side only. Refer to tailboom section for tail boom)			NA	Bell MM Chpt 67
Inspect (except anti torque) tube bellcranks, supports, and attaching hardware for corrosion, security, wear, and damage.			NA	Bell MM Chpt 67
Inspect all (except anti torque) control tube assemblies for clearance, security, and general condition.			NA	Bell MM Chpt 67
All compartments for evidence of water entrapment and corrosion.			NA	Bell MM Chpt 52
Inspect all exposed wire bundles, bundle supports, and connectors for damage, corrosion, and security. Pay particular attention to engine deck connectors and harnesses.			NA	Bell MM Chpt 96
Inspect all (Hydraulic) lines and hoses for security and general condition.			NA	Bell MM Chpt 29
Inspect all exposed fuel lines and connections for leakage damage, and security			NA	Bell MM Chpt 28
Visually inspect all heating, ventilation, cooling ducts, and controls for cracks, security, and for proper operation.			NA	Bell MM Chpt 21
Fuselage bonded panels for damage and delamination.			NA	Bell MM Chpt 53
Inspect fuselage tail boom attachment points for evidence of fretting.			NA	Bell MM Chpt 53

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SECTION III FUSALAGE				
Inspect tail rotor hydraulic actuator for leaks, security of attachment, damage, corrosion, wear, bearings, and linkages for looseness.			NA	Bell MM Chpt 67
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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SECTION IV HELL HOLE				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Inspect for evidence of oil leakage.			NA	Bell MM Chpt 63
Torque check top case to ring gear case nuts, ring gear case to main case nuts, and main case to support case nuts to 230 to 250 inch-pounds (25.99 to 28.25 Nm). Re-torque as required.			NA	Bell MM Chpt 63
Check all transmission chip detectors for debris and clean.			SCC / leak check	Bell MM Chpt 63
Test all transmission chip detectors electrical circuits.			SCC / leak check	Bell MM Chpt 63
Inspect brake linings for wear. (minimum thickness 0.150 inch)			NA	Bell MM Chpt 29

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SECTION IV HELL HOLE				
Collective and cyclic flight control actuators, check: a. Universal bearings for looseness. b. Input lever bearings and bolts for wear and looseness. (without disassembly) c. Fasteners attaching cylinder lower supports to structure for looseness. d. Cylinder lower bearings for looseness. e. Actuator assemblies for condition, leakage, and security. f. Cylinder extension tubes for condition and security. g. Upper cylinder housing mounting bracket for condition and security. Check mounting bracket cavity for corrosion. Cavity drain hole for obstruction. Dust boot for condition. Reapply corrosion preventive compound (C-104) as required. h. Actuator linkage for wear and security. i. Clean exposed area of actuator piston with hydraulic fluid (C-002) and lint-free cloth. j. Check cyclic and collective hydraulic cylinders' piston rods for evidence of excessive wear and scoring. Wear of the piston rods indicates cylinder assembly is incorrectly aligned to lower supports and requires adjustment.			NA	Bell MM Chpt 67
Collective and cyclic flight control actuators: a. Torque check nuts attaching actuator cylinder to upper supports. b. Remove bolts attaching actuator to lower supports. Check cylinder alignment to lower support. Rod end bearing side loads are not permitted. Reinstall bolts.			RII	Bell MM Chpt 67
Inspect tube bellcranks, supports, and attaching hardware for corrosion, security, wear, and damage.			NA	Bell MM Chpt 67

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SECTION IV HELL HOLE				
Inspect all control tube assemblies for clearance, security, and general condition.			NA	Bell MM Chpt 67
Inspect all exposed fuel lines and connections for leakage damage, and security			NA	Bell MM Chpt 28
Inspect all (Hydraulic) lines and hoses for security and general condition.			NA	Bell MM Chpt 29
Check internal oil filter or full flow oil monitor for debris and clean.(transmission)			SCC / leak check	Bell MM Chpt 63
Inspect lift link and attachments for corrosion, damage, and security. Check bearings for looseness.			NA	Bell MM Chpt 63
Lubricate cargo hook link assembly			SCC	Bell MM Chpt 18
Inspect mounts for damage and security. Check boots for condition and ensure boots are in place. (transmission)			NA	Bell MM Chpt 63
Inspect transmission mounts, mounting brackets, and structure for cracked or broken parts.			NA	Bell MM Chpt 53
Remove and inspect hydraulic filter elements, discard or clean elements, install serviceable elements. NOTE: Hydraulic filter elements 205-076-034-003 are non-cleanable. It is recommended they be replaced every 600 hours or 12 months. Filter elements 205-076-034-007 are cleanable. The -003 and -007 elements are interchangeable; intermixing of different element types is not permitted.			SCC / leak check	Bell MM Chpt 29
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION V SWASHPLATE AND HEAD				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Wash main rotor blades.			NA	Bell MM Chpt 62
Inspect main rotor blades' upper and lower surfaces for condition of bond lines and doublers. Leading edge for erosion. Blade surfaces for corrosion, cracks, damage, and voids.			NA	Bell MM Chpt 62
Inspect blade retention bolts for condition and security.			NA	Bell MM Chpt 62
Inspect hub assembly for condition, corrosion, and security, paying particular attention to the integrity of sealing.			NA	Bell MM Chpt 62
Inspect pivot bearings, spindle bearings, and damper set for elastomeric bearing delamination, elastomer degradation, shim cracks, crazing, cracking, or sheeting.			NA	Bell MM Chpt 62
Functionally check droop restraint system. Check for engagement of restraint arms in lower detent of cam window. Relieve load on each blade and verify lower clevis moves freely through cam window envelope. Binding and roughness in inboard clevis is not acceptable			NA	Bell MM Chpt 62
Inspect damper bearing bumper pads for deterioration or deformation due to contact with yoke.			NA	Bell MM Chpt 62

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION V SWASHPLATE AND HEAD				
Functionally check arm and bearing assemblies (pendulum dampers). Apply a minimum of 5 pounds (22.24 N) of force to each arm and bearing assembly (force toward and away from center of yoke). Cycle arm and bearing through full travel. Arm and bearing assembly should cycle free and smooth. Roughness and binding are not acceptable			NA	Bell MM Chpt 62
Inspect pitch horns for corrosion and cracks in areas surrounding torque transfer pin holes. No cracks permitted.			NA	Bell MM Chpt 62
NOTE: Disconnect pitch link upper rod ends from the pitch horns to determine main rotor control bearing wear. Inspect pitch links for condition and security. Non-elastomeric bearing looseness shall not exceed .007 inch radial or 0.015 inch (0.381 mm) axial looseness.			NA	Bell MM Chpt 62

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION V SWASHPLATE AND HEAD				
NOTE: Disconnect pitch link upper rod ends from the pitch horns to determine main rotor control bearing wear. 1. Swash plate and support assembly: a. Inspect for condition and security with special attention gimbal ring attachment lugs. NOTE: The presence of black oxide powder will require investigation to determine the cause. b. Inspect gimble ring bearings, liners, and attaching hardware for excessive looseness and wear. Gimble ring bearing and attaching bolt axial or radial looseness shall not exceed 0.005 inch (0.127 mm) with no binding allowed. c. Inspect trunnion bearings and attaching hardware for excessive looseness and wear. Trunnion bearings shall not exceed 0.020 inch (0.508 mm) axial looseness.			RII	Bell MM Chpt 62
Inspect mast assembly for security, corrosion, and mechanical damage.			NA	Bell MM Chpt 63
Inspect for evidence of oil leaks at mast bearing cap.			NA	Bell MM Chpt 63
Hub and sleeve assembly: a. Inspect for condition and security. b. Inspect hub and rephasing levers for wear and bearing looseness. c. Drive links spherical bearings shall not exceed 0.007 inch (0.178 mm) radial or 0.015 inch (0.381 mm) axial looseness. d. Swashplate link non-elastomeric bearing looseness shall not exceed 0.015 inch (0.381 mm) axial.			NA	Bell MM Chpt 62
Inspect collective lever for condition and security. Trunnion bearing shall not exceed 0.020 inch (0.508 mm) axial looseness.			NA	Bell MM Chpt 62

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION V SWASHPLATE AND HEAD				
Move pylon fore and aft, using mast as lever. Check friction dampers for freedom of movement and smooth operation.			NA	Bell MM Chpt 29
Torque check swashplate outer ring through bolts to 165 to 175 inch-pounds (18.65 to 19.74 Nm).			NA	Bell MM Chpt 62
Torque check four hub and sleeve to rephasing lever attachment bolts to 24 to 34 foot-pounds (33 to 46 Nm) for 1/2 inch bolts or 160 to 200 inch-pounds (18.08 to 22.59 Nm) for 3/8 inch bolts (if installed).			NA	Bell MM Chpt 62
Torque check drive link to rephasing lever attachment bolts to 165 to 200 inch-bolts (18.65 to 22.59 Nm).			NA	Bell MM Chpt 62
Torque check swashplate support to mast plate bolts (AN5H-6A) to 130 to 140 inch-pounds (14.67 to 15.79 Nm).			NA	Bell MM Chpt 62
Torque check eight yoke assembly through bolt nuts to 70 to 80 foot-pounds (95 to 108 Nm).			NA	Bell MM Chpt 62
Ensure P/N EWB0420 bolts are installed (16 places) for simple pendulum absorber bracket. Torque check bolts. Apply 29 to 33 foot-pounds (39 to 45 Nm).			NA	Bell MM Chpt 62
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION VI ELECTRICAL AND AIRWORTHINESS DOCUMENTATION				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Verify calibration of ALTAIR engine monitoring sensors by monitoring Altair live data and comparing to aircraft instruments while aircraft is operating.			NA	Altair calibration checklist
Check that Airworthiness and Registration Certificates, Passengers Briefing Cards, and Flight Manual are in their proper places.			NA	N/A
Check status sheet for any time change components, Service Bulletins, Airworthiness Directives, Technical Bulletins, or Special Inspections that are due.			NA	N/A
Insure placards and decals required by the rotorcraft flight manual limitations section or by flight manual supplements section for installed equipment are in place and legible. Inspect for external load combination placard.			NA	Flight manual, FAR 133.49
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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I CERTIFY THAT I HAVE INSPECTED ITEMS INITIALED BY ME IN ACCORDANCE WITH THE BRISTOW ALASKA INC. CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM AND FOUND THEM TO BE IN AN AIRWORTHY CONDITION, EXCEPT AS NOTED IN THE AIRCRAFT LOGBOOK.

TECH OR RII INITIALS	SIGNATURE	CERT NO. & KIND	DATE

I CERTIFY THAT THIS INSPECTION HAS BEEN COMPLETED AND THAT LOGBOOK ENTRIES FOR COMPLETION HAVE BEEN MADE.

SIGNATURE: _____

DATE: _____ TT: _____ CERT. NO. & KIND: _____

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**Phase 4 Inspection
INSTRUCTIONS**

Enter discrepancies found and corrective action taken in the aircraft logbook.

Accomplish a daily service check as IAW Bristow Alaska Inc. checklist prior to beginning the Phase Inspection.

This inspection is to be performed prior to, or when due as indicated in the “Next Inspection Due” block of the aircraft log book and on the A/C status report. All technicians performing work must complete the Inspection Compliance Record on the last page prior to beginning work.

Should the technician elect to perform a portion of this inspection, all items of the section(s) started must be completed and initialed prior to further flight. The technician would complete the appropriate block of the Section Completed block of this page, make a logbook entry stating sections completed, and insert this form in the aircraft logbook.

The technician completing this Phase Inspection must sign and complete the statement on the last page of this form, make a logbook entry stating the Phase has been completed, and enter the A/C time when the next Phase Inspection is due in the “Next Inspection Due” block of the A/C logbook.

SECTION COMPLETION CERTIFICATION

I certify that, in accordance with this CAMP inspection program, a routine inspection of the aircraft, and a detailed inspection of the items listed in the below listed sections were performed and the aircraft is returned to service.

SECTION NUMBER	SECTION COMPLETION CERTIFIED BY	CERTIFICATE NUMBER	DATE
1A			
1B			
2			
3			
4			
5			
6			

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1A NO 1 ENGINE AND COMBINING GEARBOX				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Inspect No 1 engine fuel and power controls: a. Check engine control linkages for looseness, lost motion, chafing, damage, and security of attachment. b. Check bellcranks, mounts, and jackshafts for looseness, damage, and security of attachment.			NA	Bell MM Chpt 76
Check No 1 engine controls for smooth movement through full range of travel.			NA	Bell MM Chpt 76
Inspect No 1 engine fire seals for cracks and security of brackets.			NA	P&W MM Chpt 72 table 601
Inspect No1 engine for security of all accessible wiring connections, clamps and brackets and for evidence of wear, chafing, cracks and corrosion.			NA	P&W MM Chpt 72 table 601
No 1 engine fuel pump filter. Inspect for contamination and damage. Replace filter element.			SCC / leak check	P&W MM Chpt 73 73-10-02
No 1 engine Fuel pump. Check for security and leaks.			NA	P&W MM Chpt 72 table 601
Inspect No 1 engine inlet screen for Cleanliness and condition of mesh.			NA	P&W MM Chpt 72 table 601
Check No 1 engine Compressor inlet area for corrosion, dirt deposits and erosion. Check first stage blades for damage and erosion.			SCC	P&W MM Chpt 72 table 601 & 72-00-00-9

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1A NO 1 ENGINE AND COMBINING GEARBOX				
On No 1 engine check resistance of lead and heating element of heated pneumatic tubes. Check for security of all accessible connections, clamps and brackets, evidence of wear, chafing, cracks and corrosion and evidence of fuel or oil leaks. Examine insulation on pneumatic tubes for cuts in outer rubber sheaths.			SCC	P&W MM Chpt 72 table 601 & 73-10-08
Check No. 1 engine power section chip detectors: (QTY 2) a. Check chip detectors for debris. b. Clean chip detectors. c. Test chip detector electrical circuits.			SCC / leak check	Bell MM Chpt 71 P&W MM Chpt 72 table 601
Inspect No 1 engine gas generator case for cracks, distortion, corrosion and evidence of overheating.			NA	P&W MM Chpt 72 table 601
Check No 1 engine igniters for cleanliness and condition. Perform function check.			SCC	P&W MM Chpt 74 74-00-00
Inspect No 1 engine fuel surge accumulator for signs of bulging or metal stretching. Pre SB 5398.			NA	P&W MM Chpt 72 table 601
Inspect No 1 engine fuel surge damper for pop out indicator being extended. Post SB 5398.			NA	P&W MM Chpt 73 73-10-03
Inspect output shaft seal for oil leaks.			NA	P&W MM Chpt 72 table 601

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1A NO 1 ENGINE AND COMBINING GEARBOX				
Clean ultrasonically and inspect oil filter elements on No 1 power section and combining gearbox. Post SB 5023 elements. Mark filter being removed from helicopter with a scribed line indicating it has been installed for 100 hours. When filter has 6 lines, replace oil filter elements. Return removed oil filter elements with six lines to main maintenance facility with tag stating requires cleaning per engine overhaul manual.			SCC / leak check	P&W MM Chpt 79 79-20-02 & P&W MM Chpt 72 table 601
Reduction (combining) gearbox chip detectors: (QTY 1) a. Check chip detectors for debris. b. Clean chip detectors. c. Test chip detector electrical circuits.			SCC / leak check	Bell MM Chpt 71 P&W MM Chpt 72 table 601
Perform engine compressor wash. (If conditions allow.)			SCC / leak check	P&W MM Chpt 72
Perform dead weight check on No 1 engine torque transmitters.			SCC / leak check	Benz STC SH8608SW
Perform maximum NG topping check on No 1 engine.			RII	Bell MM Chpt 76
No 1 engine Oil to fuel heater. Immediately after shut down check temperature of heater at fuel outlet or filter housing for a temperature greater than 140 deg. Note: temperatures less than 140 deg are considered to be comfortable to touch.			NA	P&W MM Chpt 72 table 601
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1B NO 2 ENGINE				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Inspect No2 engine for security of all accessible wiring connections, clamps and brackets and for evidence of wear, chafing, cracks and corrosion.			NA	P&W MM Chpt 72 table 601
Inspect No 2 engine fire seals for cracks and security of brackets.			NA	P&W MM Chpt 72 table 601
Check No 2 engine controls for smooth movement through full range of travel.			NA	Bell MM Chpt 76
Inspect No 2 engine fuel and power controls: a. Check engine control linkages for looseness, lost motion, chafing, damage, and security of attachment. b. Check bell cranks, mounts, and jackshafts for looseness, damage, and security of attachment.			NA	Bell MM Chpt 76
No 2 engine fuel pump filter. Inspect for contamination and damage. Replace filter element.			SCC / leak check	P&W MM Chpt 73 73-10-02
No 2 engine Fuel pump. Check for security and leaks.			NA	P&W MM Chpt 72 table 601
Inspect No 2 engine inlet screen for Cleanliness and condition of mesh.			NA	P&W MM Chpt 72 table 601
Check No 2 engine Compressor inlet area for corrosion, dirt deposits and erosion. Check first stage blades for damage and erosion.			SCC	P&W MM Chpt 72 table 601 & 72-00-00-9

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1B NO 2 ENGINE				
On No 2 engine check resistance of lead and heating element of heated pneumatic tubes. Check for security of all accessible connections, clamps and brackets, evidence of wear, chafing, cracks and corrosion and evidence of fuel or oil leaks. Examine insulation on pneumatic tubes for cuts in outer rubber sheaths.			SCC	P&W MM Chpt 72 table 601 & 73-10-08
No. 2 engine power section chip detectors: (QTY 2) a. Check chip detectors for debris. b. Clean chip detectors. c. Test chip detector electrical circuits.			SCC / leak check	Bell MM Chpt 71 P&W MM Chpt 72 table 601
Inspect No 2 engine gas generator case for cracks, distortion, corrosion and evidence of overheating.			NA	P&W MM Chpt 72 table 601
Check No 2 engine igniters for cleanliness and condition. Perform function check.			SCC	P&W MM Chpt 74 74-00-00
Inspect No 2 engine fuel surge accumulator for signs of bulging or metal stretching. Pre SB 5398.			NA	P&W MM Chpt 72 table 601
Inspect No 2 engine fuel surge damper for pop out indicator being extended. Post SB 5398.			NA	P&W MM Chpt 73 73-10-03
Clean ultrasonically and inspect oil filter elements on No 2 power section. Post SB 5023 elements. Mark filter being removed from helicopter with a scribed line indicating it has been installed for 100 hours. When filter has 6 lines, replace oil filter elements. Return removed oil filter elements with six lines to main maintenance facility with tag stating requires cleaning per engine overhaul manual.			SCC / leak check	P&W MM Chpt 79 79-20-02 & P&W MM Chpt 72 table 601

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1B NO 2 ENGINE				
Perform engine compressor wash. (If conditions allow.)			SCC / leak check	P&W MM Chpt 72
Perform dead weight check on No 2 engine torque transmitters.			SCC / leak check	Benz STC SH8608SW
Perform maximum NG topping check on No 2 engine.			RII	Bell MM Chpt 76
No 2 engine Oil to fuel heater. Immediately after shut down check temperature of heater at fuel outlet or filter housing for a temperature greater than 140 deg. Note: temperatures less than 140 deg are considered to be comfortable to touch.			NA	P&W MM Chpt 72 table 601
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION II TAILBOOM				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Inspect tail boom exterior and interior structure for corrosion and damage.			NA	Bell MM Chpt 53
Inspect all exposed wire bundles bundle supports, and connectors for damage, corrosion, and security.			NA	Bell MM Chpt 96
Inspect tail boom attachment points for cracks and security.			NA	Bell MM Chpt 53
Ensure all drain holes are open.			NA	Bell MM Chpt 53
Inspect tail rotor control tubes, bellcranks, supports, and attaching hardware between tail rotor pedals and tail rotor gearbox for corrosion, wear, and damage. (without disassembly) (Tailboom only. Refer to fuselage section for fuselage)			NA	Bell MM Chpt 67
Baggage compartment door for corrosion, damage, and positive locking.			NA	Bell MM Chpt 52
Inspect baggage compartment smoke detector for condition and security (visually)			NA	Bell MM Chpt 26
S/N 33001 through 36019 not modified by 412-570-001-103 check (including fuselage) a. Condition of clamps for tail rotor driveshaft coupling to gearbox couplings (90 deg apart). b. Inspect clamps for cracks in or near the bolt hole lugs.			NA	Bell MM Chpt 65
Driveshaft sections and attaching hardware for condition and security. (including fuselage side)			NA	Bell MM Chpt 65
Hanger supports for condition and security of attachment. (including fuselage side)			NA	Bell MM Chpt 65
Hanger assemblies for cracks at mounting ears, corrosion, and security of attachment. (including fuselage side)			NA	Bell MM Chpt 65

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION II TAILBOOM				
Inspect elevator attachment lugs at each end of elevator horn for cracks and security of attachment. Check elevator horn to elevator spar attaching bolts and surrounding joint for cracks and security of attachment.			NA	Bell MM Chpt 53
Inspect vertical fin spar caps for cracks and corrosion.			NA	Bell MM Chpt 53
Inspect vertical fin spar caps forward side and web from upper tail boom skin to approximately 4.0 inches (101.6 mm) below upper tail boom skin as follows: Remove aft tail boom access door. Face aft and use bright light and small mirror to inspect area for cracks, especially near rivets holes. NOTE: If necessary, clean area with cloth dampened with MEK (C-309) or equivalent. Ventilate area to prevent breathing fumes.			NA	Bell MM Chpt 53
Torque check intermediate gearbox mounting bolts.			NA	Bell MM Chpt 53
Torque check tail rotor gearbox attachment nuts.			NA	Bell MM Chpt 53
Inspect chip detector for debris. If metallic particles are found, determine and correct cause. (42* gearbox)			SCC / leak check	Bell MM Chpt 65
Clean chip detector. (42* gearbox)			SCC / leak check	Bell MM Chpt 65
Test chip detector electrical circuit. (42* gearbox)			SCC / leak check	Bell MM Chpt 65
Inspect chip detector for debris. If metallic particles are found, determine and correct cause. (TR 90*gearbox)			SCC / leak check	Bell MM Chpt 65
Clean chip detector. (TR 90*gearbox)			SCC / leak check	Bell MM Chpt 65

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION II TAILBOOM				
Test chip detector electrical circuit. (TR 90*gearbox)			SCC / leak check	Bell MM Chpt 65
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION III FUSALAGE				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Nose, electrical, and equipment compartment access doors for corrosion, damage, distortion, and positive locking mechanisms.			NA	Bell MM Chpt 52
Check inverters for security of mounting and connections.			NA	Bell MM Chpt 96
Check generator control units for damage and security of mounting and terminals.			NA	Bell MM Chpt 96
Inspect relays and main bus area for security of mounting and connections.			NA	Bell MM Chpt 96
Inspect bus insulation for damage and condition.			NA	Bell MM Chpt 96
Inspect battery compartment for general condition.			NA	Bell MM Chpt 96
Check battery mount for security and corrosion.			NA	Bell MM Chpt 96
Inspect Alpine Aerotech cargo mirror and pulse lights.			NA	Alpine ICA
Crew and passenger doors structure for corrosion, damage, distortion, and positive locking mechanisms. Seals for adherence, tears, separations, and deterioration.			NA	Bell MM Chpt 52
Inspect Dart sliding door roller kit			NA	Dart ICA
Crew door emergency jettison mechanism for condition and security. Perform operational check.			NA	Bell MM Chpt 52
Inspect Dart vertical reference door			NA	Dart ICA
Passenger door window retainers and fillers for damage.			NA	Bell MM Chpt 52
Inspect Dart access steps			NA	Dart ICA
Cabin interior and exterior for corrosion and damage.			NA	Bell MM Chpt 53

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SECTION III FUSALAGE				
Inspect cabin roof structure: a. Cabin roof structure, cowlings, and fairing for damage, delamination, and general condition. b. Cabin roof and cowling/fairing mounted antennas for condition and security.			NA	Bell MM Chpt 53
Check rotor brake fluid level.			SCC	Bell MM Chpt 18
Inspect underside of fuselage: a. Fuselage structure for damage, corrosion, and working rivets. b. Exterior finish for condition and cleanliness. c. Evidence of excessive fluid leakage. d. Structure around landing gear for condition. e. Forward cross tube support structure for working fasteners, cracks, corrosion, and excessive wear. f. Aft cross tube support structure for working fasteners, cracks, corrosion, and excessive wear.			NA	Bell MM Chpt 53
Aft cross tube assemblies support beam for cracks, damage, corrosion, and security of attachment.			NA	Bell MM Chpt 32
Inspect landing gear cross tube assemblies, skid tubes, and skid shoes, for condition and security of attachment. Inspect cross tube retention cap (rubber bumper pads) for condition and security of attachment.			NA	Bell MM Chpt 32
Ensure all drain holes are open.			NA	Bell MM Chpt 53
Cross tube to skid tube saddle bolts for tightness.			NA	Bell MM Chpt 32
Torque forward and aft cross tube support fittings "U" bolts to 80 to 100 inch pounds			NA	Bell MM Chpt 32

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION III FUSALAGE				
Torque check ground handling wheel attachment eyebolts on skid tubes 40 to 58 foot-pounds. Eyebolts that rotate prior to reaching 40 foot-pounds (54 Nm) shall be removed and inspected for evidence of bending. No bending is permitted.			NA	Bell MM Chpt 32
Inspect tail rotor control tubes, bellcranks, supports, and attaching hardware between tail rotor pedals and tail rotor gearbox for corrosion, wear, and damage. (without disassembly) (Fuselage side only. Refer to tailboom section for tail boom)			NA	Bell MM Chpt 67
Inspect (except anti torque) tube bellcranks, supports, and attaching hardware for corrosion, security, wear, and damage.			NA	Bell MM Chpt 67
Inspect all (except anti torque) control tube assemblies for clearance, security, and general condition.			NA	Bell MM Chpt 67
All compartments for evidence of water entrapment and corrosion.			NA	Bell MM Chpt 52
Inspect all exposed wire bundles, bundle supports, and connectors for damage, corrosion, and security. Pay particular attention to engine deck connectors and harnesses.			NA	Bell MM Chpt 96
Inspect all (Hydraulic) lines and hoses for security and general condition.			NA	Bell MM Chpt 29
Inspect all exposed fuel lines and connections for leakage damage, and security			NA	Bell MM Chpt 28
Visually inspect all heating, ventilation, cooling ducts, and controls for cracks, security, and for proper operation.			NA	Bell MM Chpt 21
Fuselage bonded panels for damage and delamination.			NA	Bell MM Chpt 53
Inspect fuselage tail boom attachment points for evidence of fretting.			NA	Bell MM Chpt 53

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION III FUSALAGE				
Inspect tail rotor hydraulic actuator for leaks, security of attachment, damage, corrosion, wear, bearings, and linkages for looseness.			NA	Bell MM Chpt 67
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION IV HELL HOLE				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Inspect for evidence of oil leakage.			NA	Bell MM Chpt 63
Check all transmission chip detectors for debris and clean.			SCC / leak check	Bell MM Chpt 63
Test all transmission chip detectors electrical circuits.			SCC / leak check	Bell MM Chpt 63
Cut safeties and retorque rotor brake disc to 70 in lbs. Safety bolts.			SCC	Bell MM Chpt 63

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SECTION IV HELL HOLE				
Collective and cyclic flight control actuators, check: a. Universal bearings for looseness. b. Input lever bearings and bolts for wear and looseness. (without disassembly) c. Fasteners attaching cylinder lower supports to structure for looseness. d. Cylinder lower bearings for looseness. e. Actuator assemblies for condition, leakage, and security. f. Cylinder extension tubes for condition and security. g. Upper cylinder housing mounting bracket for condition and security. Check mounting bracket cavity for corrosion. Cavity drain hole for obstruction. Dust boot for condition. Reapply corrosion preventive compound (C-104) as required. h. Actuator linkage for wear and security. i. Clean exposed area of actuator piston with hydraulic fluid (C-002) and lint-free cloth. j. Check cyclic and collective hydraulic cylinders' piston rods for evidence of excessive wear and scoring. Wear of the piston rods indicates cylinder assembly is incorrectly aligned to lower supports and requires adjustment.			NA	Bell MM Chpt 67
Inspect tube bellcranks, supports, and attaching hardware for corrosion, security, wear, and damage.			NA	Bell MM Chpt 67
Inspect all control tube assemblies for clearance, security, and general condition.			NA	Bell MM Chpt 67
Inspect all exposed fuel lines and connections for leakage damage, and security			NA	Bell MM Chpt 28
Inspect all (Hydraulic) lines and hoses for security and general condition.			NA	Bell MM Chpt 29

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SECTION IV HELL HOLE				
Inspect lift link and attachments for corrosion, damage, and security. Check bearings for looseness.			NA	Bell MM Chpt 63
Lubricate cargo hook link assembly			SCC	Bell MM Chpt 18
Inspect mounts for damage and security. Check boots for condition and ensure boots are in place. (transmission)			NA	Bell MM Chpt 63
Inspect transmission mounts, mounting brackets, and structure for cracked or broken parts.			NA	Bell MM Chpt 53
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION V SWASHPLATE AND HEAD				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Wash main rotor blades.			NA	Bell MM Chpt 62
Inspect main rotor blades' upper and lower surfaces for condition of bond lines and doublers. Leading edge for erosion. Blade surfaces for corrosion, cracks, damage, and voids.			NA	Bell MM Chpt 62
Inspect blade retention bolts for condition and security.			NA	Bell MM Chpt 62
Inspect hub assembly for condition, corrosion, and security, paying particular attention to the integrity of sealing.			NA	Bell MM Chpt 62
Inspect pivot bearings, spindle bearings, and damper set for elastomeric bearing delamination, elastomer degradation, shim cracks, crazing, cracking, or sheeting.			NA	Bell MM Chpt 62
Functionally check droop restraint system. Check for engagement of restraint arms in lower detent of cam window. Relieve load on each blade and verify lower clevis moves freely through cam window envelope. Binding and roughness in inboard clevis is not acceptable			NA	Bell MM Chpt 62
Inspect damper bearing bumper pads for deterioration or deformation due to contact with yoke.			NA	Bell MM Chpt 62

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SECTION V SWASHPLATE AND HEAD				
Functionally check arm and bearing assemblies (pendulum dampers). Apply a minimum of 5 pounds (22.24 N) of force to each arm and bearing assembly (force toward and away from center of yoke). Cycle arm and bearing through full travel. Arm and bearing assembly should cycle free and smooth. Roughness and binding are not acceptable			NA	Bell MM Chpt 62
Inspect pitch horns for corrosion and cracks in areas surrounding torque transfer pin holes. No cracks permitted.			NA	Bell MM Chpt 62
NOTE: Disconnect pitch link upper rod ends from the pitch horns to determine main rotor control bearing wear Inspect pitch links for condition and security. Non-elastomeric bearing looseness shall not exceed .007 inch radial or 0.015 inch (0.381 mm) axial looseness.			NA	Bell MM Chpt 62

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SECTION V SWASHPLATE AND HEAD				
NOTE: Disconnect pitch link upper rod ends from the pitch horns to determine main rotor control bearing wear. 1. Swash plate and support assembly: a. Inspect for condition and security with special attention to gimbal ring attachment lugs. NOTE: The presence of black oxide powder will require investigation to determine the cause. b. Inspect gimble ring bearings, liners, and attaching hardware for excessive looseness and wear. Gimble ring bearing and attaching bolt axial or radial looseness shall not exceed 0.005 inch (0.127 mm) with no binding allowed. c. Inspect trunnion bearings and attaching hardware for excessive looseness and wear. Trunnion bearings shall not exceed 0.020 inch (0.508 mm) axial looseness.			RII	Bell MM Chpt 62
Inspect mast assembly for security, corrosion, and mechanical damage.			NA	Bell MM Chpt 63
Inspect for evidence of oil leaks at mast bearing cap.			NA	Bell MM Chpt 63
Hub and sleeve assembly: a. Inspect for condition and security. b. Inspect hub and rephasing levers for wear and bearing looseness. c. Drive links spherical bearings shall not exceed 0.007 inch (0.178 mm) radial or 0.015 inch (0.381 mm) axial looseness. d. Swashplate link non-elastomeric bearing looseness shall not exceed 0.015 inch (0.381 mm) axial.			NA	Bell MM Chpt 62
Inspect collective lever for condition and security. Trunnion bearing shall not exceed 0.020 inch (0.508 mm) axial looseness.			NA	Bell MM Chpt 62

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SECTION V SWASHPLATE AND HEAD				
Move pylon fore and aft, using mast as lever. Check friction dampers for freedom of movement and smooth operation.			NA	Bell MM Chpt 29
Torque check eight yoke assembly through bolt nuts to 70 to 80 foot-pounds (95 to 108 Nm).			NA	Bell MM Chpt 62
Ensure P/N EWB0420 bolts are installed (16 places) for simple pendulum absorber bracket. Torque check bolts. Apply 29 to 33 foot-pounds (39 to 45 Nm).			NA	Bell MM Chpt 62
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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SECTION VI ELECTRICAL AND AIRWORTHINESS DOCUMENTATION				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Perform operational check of emergency bus system as follows: NOTE: Helicopters S/N 33001 through 33107, except those modified for CAA, remove screw, spacer, and washer installed in the emergency load switch guard. a. Inspect EMERG BUS INTC circuit breaker for wear. Operate circuit breaker manually and check by feel. Worn or loose circuit breaker is not acceptable. Close circuit breaker. b. Place all switches in OFF or NORM position and close all circuit breakers. c. Connect battery. d. Place BATTERY BUS 1 switch and BATTERY BUS 2 switch in the ON position. Position INV 1 and INV 2 switches in the ON position. Caution panel INVERTER 1 and INVERTER 2 segments should not be illuminated. e. Check emergency bus power by pressing the FIRE EXT PRESS TO TEST button momentarily. Observe both FIRE PULL handle warning lights illuminate. f. Position emergency bus switch to EMERG LOAD position. Check emergency bus power by pressing the FIRE EXT PRESS TO TEST button momentarily. Observe both FIRE PULL handles illuminate. Verify INVERTER 1 and INVERTER 2 segments are illuminated on the caution panel.			NA	Bell MM Chpt 96

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION VI ELECTRICAL AND AIRWORTHINESS DOCUMENTATION				
NOTE: S/N 33108 and subsequent — Check INVERTER 1 light segment on the caution panel is not illuminated and INVERTER 2 segment is illuminated. g. Position BATTERY BUS 1 and BATTERY BUS 2 switches off. Check emergency bus power by pressing FIRE EXT PRESS TO TEST button momentarily. Observe FIRE PULL handles illuminate. h. Position INVERTER 1 and INVERTER 2 switches OFF. Position emergency bus switch to NORMAL. Disconnect battery. i. Install screw, spacer, and washer in the emergency load switch guard if removed. Perform function check of power diodes				
Inspect heated windshield, if installed, for condition and proper operation.			NA	Bell MM Chpt 52
Perform function check of battery temperature sensor caution light.			NA	Bell MM Chpt 96
Verify calibration of ALTAIR engine monitoring sensors by monitoring Altair live data and comparing to aircraft instruments while aircraft is operating.			NA	Altair calibration checklist
Check that Airworthiness and Registration Certificates, Passengers Briefing Cards, and Flight Manual are in their proper places.			NA	N/A
Check status sheet for any time change components, Service Bulletins, Airworthiness Directives, Technical Bulletins, or Special Inspections that are due.			NA	N/A

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION VI ELECTRICAL AND AIRWORTHINESS DOCUMENTATION				
Insure placards and decals required by the rotorcraft flight manual limitations section or by flight manual supplements section for installed equipment are in place and legible. Inspect for external load combination placard.			NA	Flight manual, FAR 133.49
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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I CERTIFY THAT I HAVE INSPECTED ITEMS INITIALED BY ME IN ACCORDANCE WITH THE BRISTOW ALASKA INC. CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM AND FOUND THEM TO BE IN AN AIRWORTHY CONDITION, EXCEPT AS NOTED IN THE AIRCRAFT LOGBOOK.

TECH OR RII INITIALS	SIGNATURE	CERT NO. & KIND	DATE

I CERTIFY THAT THIS INSPECTION HAS BEEN COMPLETED AND THAT LOGBOOK ENTRIES FOR COMPLETION HAVE BEEN MADE.

SIGNATURE: _____

DATE: _____ TT: _____ CERT. NO. & KIND: _____

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**Phase 5 Inspection
INSTRUCTIONS**

Enter discrepancies found and corrective action taken in the aircraft logbook.

Accomplish a daily service check as IAW Bristow Alaska Inc. checklist prior to beginning the Phase Inspection.

This inspection is to be performed prior to, or when due as indicated in the “Next Inspection Due” block of the aircraft log book and on the A/C status report. All technicians performing work must complete the Inspection Compliance Record on the last page prior to beginning work.

Should the technician elect to perform a portion of this inspection, all items of the section(s) started must be completed and initialed prior to further flight. The technician would complete the appropriate block of the Section Completed block of this page, make a logbook entry stating sections completed, and insert this form in the aircraft logbook.

The technician completing this Phase Inspection must sign and complete the statement on the last page of this form, make a logbook entry stating the Phase has been completed, and enter the A/C time when the next Phase Inspection is due in the “Next Inspection Due” block of the A/C logbook.

SECTION COMPLETION CERTIFICATION

I certify that, in accordance with this CAMP inspection program, a routine inspection of the aircraft, and a detailed inspection of the items listed in the below listed sections were performed and the aircraft is returned to service.

SECTION NUMBER	SECTION COMPLETION CERTIFIED BY	CERTIFICATE NUMBER	DATE
1A			
1B			
2			
3			
4			
5			
6			

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1A NO 1 ENGINE AND COMBINING GEARBOX				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Check No 1 engine controls for smooth movement through full range of travel.			NA	Bell MM Chpt 76
Inspect No 1 engine fire seals for cracks and security of brackets.			NA	P&W MM Chpt 72 table 601
Inspect No1 engine for security of all accessible wiring connections, clamps and brackets and for evidence of wear, chafing, cracks and corrosion.			NA	P&W MM Chpt 72 table 601
On No 1 engine MFCU throttle shaft. With power sections shut down and fuel boost pump on (fuel valves set in correct position) check both sides of throttle shaft for evidence of leakage.			NA	P&W MM Chpt 72 table 601
No 1 engine AFCU. Check for bearing wash out indicated by blue dye at AFCU vent hole.			NA	P&W MM Chpt 72 table 601 & engine-fault isolation
No 1 engine starter-generator: a. check starter-generator brushes for allowable wear. b. check starter-generator cooling ducts for obstruction, kinking, and security.			SCC	Bell MM Chpt 71
Check No. 1 engine power section chip detectors: (QTY 2) a. Check chip detectors for debris. b. Clean chip detectors. c. Test chip detector electrical circuits.			SCC / leak check	Bell MM Chpt 71 P&W MM Chpt 72 table 601
Inspect No 1 engine gas generator case for cracks, distortion, corrosion and evidence of overheating.			NA	P&W MM Chpt 72 table 601

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1A NO 1 ENGINE AND COMBINING GEARBOX				
Check No 1 engine fire detection system elements for condition and security.			NA	Bell MM Chpt 71
No 1 engine ignition electrical connections: Check ignition leads for corrosion, chafing, and security.			NA	Bell MM Chpt 71
Inspect P3 system on No 1 engine for contamination and flush. Post SB5309, 5359 and pre SB5367 only.			SCC / leak check	P&W MM Chpt 72 72-00-00 Para 10N
Clean and Inspect P3 air filter drain valve on No 1 engine. Post SB5309,5359 and 5367			SCC / leak check	P&W MM Chpt 73 73-10-07
Clean ultrasonically and visually inspect P3 filter assembly on No 1 engine (and combining gearbox if applicable). Mark a line on filter being removed from engine with scribe indicating it has been installed in the aircraft for 300 hours. When filter has 3 lines Replace P3 filter. Return removed P3 filter elements with three lines to main maintenance facility with tag stating Requires 900hr ultrasonic cleaning and pressure drop check per engine manual.			SCC/lea k check	P&W MM Chpt 73 73-10-07 & P&W MM Chpt 72 table 601
Inspect No 1 engine fuel surge accumulator for signs of bulging or metal stretching. Pre SB 5398.			NA	P&W MM Chpt 72 table 601
Inspect No 1 engine fuel surge damper for pop out indicator being extended. Post SB 5398.			NA	P&W MM Chpt 73 73-10-03
P3 Air Tube metering tees. Clean and inspect for contaminants.			SCC / leak check	P&W MM Chpt 72 table 601
Inspect output shaft seal for oil leaks.			NA	P&W MM Chpt 72 table 601

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SECTION 1A NO 1 ENGINE AND COMBINING GEARBOX				
Clean ultrasonically and inspect oil filter elements on No 1 power section and combining gearbox. Post SB 5023 elements. Mark filter being removed from helicopter with a scribed line indicating it has been installed for 100 hours. When filter has 6 lines, replace oil filter elements. Return removed oil filter elements with six lines to main maintenance facility with tag stating requires cleaning per engine overhaul manual.			SCC / leak check	P&W MM Chpt 79 79-20-02 & P&W MM Chpt 72 table 601
Reduction (combining) gearbox chip detectors: (QTY 1) a. Check chip detectors for debris. b. Clean chip detectors. c. Test chip detector electrical circuits.			SCC / leak check	Bell MM Chpt 71 P&W MM Chpt 72 table 601
Perform engine compressor wash. (If conditions allow.)			SCC / leak check	P&W MM Chpt 72
Check TCU torque limiting.			RII / leak check	Bell MM Chpt 76
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1B NO 2 ENGINE				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Inspect No2 engine for security of all accessible wiring connections, clamps and brackets and for evidence of wear, chafing, cracks and corrosion.			NA	P&W MM Chpt 72 table 601
Inspect No 2 engine fire seals for cracks and security of brackets.			NA	P&W MM Chpt 72 table 601
Check No 2 engine controls for smooth movement through full range of travel.			NA	Bell MM Chpt 76
No 2 engine starter-generator: a. check starter-generator brushes for allowable wear. b. check starter-generator cooling ducts for obstruction, kinking, and security.			SCC	Bell MM Chpt 71
On No 2 engine MFCU throttle shaft. With power sections shut down and fuel boost pump on (fuel valves set in correct position) check both sides of throttle shaft for evidence of leakage.			NA	P&W MM Chpt 72 table 601
No 2 engine AFCU. Check for bearing wash out indicated by blue dye at AFCU vent hole.			NA	P&W MM Chpt 72 table 601 & engine- fault isolation
No. 2 engine power section chip detectors: (QTY 2) a. Check chip detectors for debris. b. Clean chip detectors. c. Test chip detector electrical circuits.			SCC / leak check	Bell MM Chpt 71 P&W MM Chpt 72 table 601
Inspect No 2 engine gas generator case for cracks, distortion, corrosion and evidence of overheating.			NA	P&W MM Chpt 72 table 601

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SECTION 1B NO 2 ENGINE				
No 2 engine ignition electrical connections: Check ignition leads for corrosion, chafing, and security.			NA	Bell MM Chpt 71
Inspect P3 system on No 2 engine for contamination and flush. Post SB5309, 5359 and pre SB5367 only.			SCC / leak check	P&W MM Chpt 72 72-00-00 Para 10N
Clean and Inspect P3 air filter drain valve on No 2 engine. Post SB5309,5359 and 5367			SCC / leak check	P&W MM Chpt 73 73-10-07
Clean ultrasonically and visually inspect P3 filter assembly on No 2 engine. Mark a line on filter being removed from engine with scribe indicating it has been installed in the aircraft for 300 hours. When filter has 3 lines Replace P3 filter. Return removed P3 filter elements with three lines to main maintenance facility with tag stating Requires 900hr ultrasonic cleaning and pressure drop check per engine manual.			SCC / leak check	P&W MM Chpt 73 73-10-07& P&W MM Chpt 72 table 601
Check No 2 engine fire detection system elements for condition and security.			NA	Bell MM Chpt 71
Inspect No 2 engine fuel surge accumulator for signs of bulging or metal stretching. Pre SB 5398.			NA	P&W MM Chpt 72 table 601
Inspect No 2 engine fuel surge damper for pop out indicator being extended. Post SB 5398.			NA	P&W MM Chpt 73 73-10-03

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1B NO 2 ENGINE				
Clean ultrasonically and inspect oil filter elements on No 2 power section. Post SB 5023 elements. Mark filter being removed from helicopter with a scribed line indicating it has been installed for 100 hours. When filter has 6 lines, replace oil filter elements. Return removed oil filter elements with six lines to main maintenance facility with tag stating requires cleaning per engine overhaul manual.			SCC / leak check	P&W MM Chpt 79 79-20-02 & P&W MM Chpt 72 table 601
Perform engine compressor wash. (If conditions allow.)			SCC / leak check	P&W MM Chpt 72
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION II TAILBOOM				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Inspect tail boom exterior and interior structure for corrosion and damage.			NA	Bell MM Chpt 53
Inspect all exposed wire bundles bundle supports, and connectors for damage, corrosion, and security.			NA	Bell MM Chpt 96
Inspect tail boom attachment points for cracks and security.			NA	Bell MM Chpt 53
Inspect tail boom joints, splices, longerons; attach fittings, and attaching hardware for corrosion, damage, and cracks.			NA	Bell MM Chpt 53
Ensure all drain holes are open.			NA	Bell MM Chpt 53
Inspect tail rotor control tubes, bellcranks, supports, and attaching hardware between tail rotor pedals and tail rotor gearbox for corrosion, wear, and damage. (without disassembly) (Tailboom only. Refer to fuselage section for fuselage)			NA	Bell MM Chpt 67
Inspect baggage compartment smoke detector for condition and security (visually)			NA	Bell MM Chpt 26
S/N 33001 through 36019 not modified by 412-570-001-103 check (including fuselage) a. Condition of clamps for tail rotor driveshaft coupling to gearbox couplings (90 deg apart). b. Inspect clamps for cracks in or near the bolt hole lugs.			NA	Bell MM Chpt 65
Driveshaft sections and attaching hardware for condition and security. (including fuselage side)			NA	Bell MM Chpt 65
Hanger supports for condition and security of attachment. (including fuselage side)			NA	Bell MM Chpt 65

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SECTION II TAILBOOM				
Hanger assemblies for cracks at mounting ears, corrosion, and security of attachment. (including fuselage side)			NA	Bell MM Chpt 65
Lubricate tail rotor hanger bearings.(including fuselage side)			NA	Bell MM Chpt 18
Inspect elevator attachment lugs at each end of elevator horn for cracks and security of attachment. Check elevator horn to elevator spar attaching bolts and surrounding joint for cracks and security of attachment.			NA	Bell MM Chpt 53

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SECTION II TAILBOOM				
Aerodynamically actuated elevator check: a. Inspect elevator control tube between forward support bracket and elevator horn for corrosion, wear, and damage. b. Inspect elevator control tube support and attaching hardware for security, corrosion, wear, and damage. c. Inspect elevators and support structure for loose or missing rivets, cracks in skin, and corrosion. d. Inspect trailing edge tabs and tip caps for condition and security. e. Functionally check operation of control tube as follows: CAUTION: DO NOT RELEASE ELEVATOR AND ALLOW THE SPRING TO DRIVE ELEVATOR BACK TO ORIGINAL POSITION. (1) Move elevator to extreme nose down position and while holding allow to slowly return to original position. Failure to return to original position, binding and/or lock-up are not acceptable. (2) If any of these conditions exist, replace tube. f. Remove elevator control and measure spring breakout force for 90 to 100 pounds (400.34 to 444.80 N). g. Functionally check elevator rigging for proper travel. Measure trailing edge for 16* +1/4*angle down from upper surface of elevator.			RII	Bell MM Chpt 67
Inspect vertical fin spar caps for cracks and corrosion.			NA	Bell MM Chpt 53

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SECTION II TAILBOOM				
Inspect vertical fin spar caps forward side and web from upper tail boom skin to approximately 4.0 inches (101.6 mm) below upper tail boom skin as follows: Remove aft tail boom access door. Face aft and use bright light and small mirror to inspect area for cracks, especially near rivets holes. NOTE: If necessary, clean area with cloth dampened with MEK (C-309) or equivalent. Ventilate area to prevent breathing fumes.			NA	Bell MM Chpt 53
Torque check intermediate gearbox mounting bolts.			NA	Bell MM Chpt 53
Torque check tail rotor gearbox attachment nuts.			NA	Bell MM Chpt 53
Inspect chip detector for debris. If metallic particles are found, determine and correct cause. (42* gearbox)			SCC / leak check	Bell MM Chpt 65
Clean chip detector. (42* gearbox)			SCC / leak check	Bell MM Chpt 65
Test chip detector electrical circuit. (42* gearbox)			SCC / leak check	Bell MM Chpt 65
Inspect chip detector for debris. If metallic particles are found, determine and correct cause. (TR 90*gearbox)			SCC / leak check	Bell MM Chpt 65
Clean chip detector. (TR 90*gearbox)			SCC / leak check	Bell MM Chpt 65
Test chip detector electrical circuit. (TR 90*gearbox)			SCC / leak check	Bell MM Chpt 65
Torque check nuts on tail rotor blade retention bolts.			NA	Bell MM Chpt 64
Torque check tail rotor hub retaining nut.			NA	Bell MM Chpt 64

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SECTION II TAILBOOM				
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION III FUSALAGE				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Check inverters for security of mounting and connections.			NA	Bell MM Chpt 96
Check generator control units for damage and security of mounting and terminals.			NA	Bell MM Chpt 96
Inspect relays and main bus area for security of mounting and connections.			NA	Bell MM Chpt 96
Inspect bus insulation for damage and condition.			NA	Bell MM Chpt 96
Inspect battery compartment for general condition.			NA	Bell MM Chpt 96
Check battery mount for security and corrosion.			NA	Bell MM Chpt 96
Inspect Alpine Aerotech cargo mirror and pulse lights.			NA	Alpine ICA
Crew and passenger doors structure for corrosion, damage, distortion, and positive locking mechanisms. Seals for adherence, tears, separations, and deterioration.			NA	Bell MM Chpt 52
Check Helicopter Emergency Egress Lighting system and door mounted power supply by shorting power supply test leads			NA	Astronics LSI MM
Cabin interior and exterior for corrosion and damage.			NA	Bell MM Chpt 53
Inspect Dart shoulder harness kit			NA	Dart ICA
Inspect Dart N1access panels			NA	Dart ICA
Inspect fuselage cabin structure: a. Fuselage structure for corrosion and damage to finish and sealant. Pay particular attention to edges of joints and seams and around fastener heads. b. Engine compartment floor and service deck, F.S. 155.06 to 241.22, for damage, delamination, and corrosion.			NA	Bell MM Chpt 53

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SECTION III FUSALAGE				
Inspect cabin roof structure: a. Cabin roof structure, cowlings, and fairing for damage, delamination, and general condition. b. Cabin roof and cowling/fairing mounted antennas for condition and security.			NA	Bell MM Chpt 53
Check rotor brake fluid level.			SCC	Bell MM Chpt 18
Inspect Dart driveshaft tunnel access panel			NA	Dart ICA
Inspect engine fire walls where they mate up with the inlet cowls for gaps.			NA	ASB 412- 10-140
Inspect underside of fuselage: a. Fuselage structure for damage, corrosion, and working rivets. b. Exterior finish for condition and cleanliness. c. Evidence of excessive fluid leakage. d. Structure around landing gear for condition. e. Forward cross tube support structure for working fasteners, cracks, corrosion, and excessive wear. f. Aft cross tube support structure for working fasteners, cracks, corrosion, and excessive wear.			NA	Bell MM Chpt 53
Aft cross tube assemblies support beam for cracks, damage, corrosion, and security of attachment.			NA	Bell MM Chpt 32
Inspect landing gear cross tube assemblies, skid tubes, and skid shoes, for condition and security of attachment. Inspect cross tube retention cap (rubber bumper pads) for condition and security of attachment.			NA	Bell MM Chpt 32
Inspect float landing gear skid tubes			NA	Dart or Aeronautic al Acc ICA
Inspect Dart bear paws			NA	Dart ICA

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION III FUSALAGE				
Remove four access door, located just forward of the aft cross tube, from the underside of the fuselage. Inspect fuel lines for evidence of leakage, damage, and security			NA	Bell MM Chpt 28
Ensure all drain holes are open.			NA	Bell MM Chpt 53
Cross tube to skid tube saddle bolts for tightness.			NA	Bell MM Chpt 32
Torque forward and aft cross tube support fittings "U" bolts to 80 to 100 inch pounds			NA	Bell MM Chpt 32
Torque check ground handling wheel attachment eyebolts on skid tubes 40 to 58 foot-pounds. Eyebolts that rotate prior to reaching 40 foot-pounds (54 Nm) shall be removed and inspected for evidence of bending. No bending is permitted.			NA	Bell MM Chpt 32
NOTE: To adequately inspect the following, it will be necessary to remove the auxiliary fuel tanks if installed. Pylon wall for damage, working fasteners, cracks, delamination, and corrosion.			NA	Bell MM Chpt 53
Inspect tail rotor control tubes, bellcranks, supports, and attaching hardware between tail rotor pedals and tail rotor gearbox for corrosion, wear, and damage. (without disassembly) (Fuselage side only. Refer to tailboom section for tail boom)			NA	Bell MM Chpt 67
Inspect (except anti torque) tube bellcranks, supports, and attaching hardware for corrosion, security, wear, and damage.			NA	Bell MM Chpt 67
Inspect all (except anti torque) control tube assemblies for clearance, security, and general condition.			NA	Bell MM Chpt 67
All compartments for evidence of water entrapment and corrosion.			NA	Bell MM Chpt 52

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SECTION III FUSALAGE				
Inspect all exposed wire bundles, bundle supports, and connectors for damage, corrosion, and security. Pay particular attention to engine deck connectors and harnesses.			NA	Bell MM Chpt 96
Inspect all (Hydraulic) lines and hoses for security and general condition.			NA	Bell MM Chpt 29
Inspect all exposed fuel lines and connections for leakage damage, and security			NA	Bell MM Chpt 28
Visually inspect all heating, ventilation, cooling ducts, and controls for cracks, security, and for proper operation.			NA	Bell MM Chpt 21
Bleed air heating and ventilation/defog system components a. Perform operational check of bleed air heating system and components. b. Perform operational check of defog blower.			NA	Bell MM Chpt 96
Fuselage bonded panels for damage and delamination.			NA	Bell MM Chpt 53
Inspect fuselage tail boom attachment points for evidence of fretting.			NA	Bell MM Chpt 53
Inspect tail rotor hydraulic actuator for leaks, security of attachment, damage, corrosion, wear, bearings, and linkages for looseness.			NA	Bell MM Chpt 67
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION IV HELL HOLE				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Inspect for evidence of oil leakage.			NA	Bell MM Chpt 63
Torque check top case to ring gear case nuts, ring gear case to main case nuts, and main case to support case nuts to 230 to 250 inch-pounds (25.99 to 28.25 Nm). Re-torque as required.			NA	Bell MM Chpt 63
Check all transmission chip detectors for debris and clean.			SCC / leak check	Bell MM Chpt 63
Test all transmission chip detectors electrical circuits.			SCC / leak check	Bell MM Chpt 63

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION IV HELL HOLE				
Collective and cyclic flight control actuators, check: a. Universal bearings for looseness. b. Input lever bearings and bolts for wear and looseness. (without disassembly) c. Fasteners attaching cylinder lower supports to structure for looseness. d. Cylinder lower bearings for looseness. e. Actuator assemblies for condition, leakage, and security. f. Cylinder extension tubes for condition and security. g. Upper cylinder housing mounting bracket for condition and security. Check mounting bracket cavity for corrosion. Cavity drain hole for obstruction. Dust boot for condition. Reapply corrosion preventive compound (C-104) as required. h. Actuator linkage for wear and security. i. Clean exposed area of actuator piston with hydraulic fluid (C-002) and lint-free cloth. j. Check cyclic and collective hydraulic cylinders' piston rods for evidence of excessive wear and scoring. Wear of the piston rods indicates cylinder assembly is incorrectly aligned to lower supports and requires adjustment.			NA	Bell MM Chpt 67
Collective and cyclic flight control actuators: a. Torque check nuts attaching actuator cylinder to upper supports. b. Remove bolts attaching actuator to lower supports. Check cylinder alignment to lower support. Rod end bearing side loads are not permitted. Reinstall bolts.			RII	Bell MM Chpt 67
Inspect tube bellcranks, supports, and attaching hardware for corrosion, security, wear, and damage.			NA	Bell MM Chpt 67

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION IV HELL HOLE				
Inspect all control tube assemblies for clearance, security, and general condition.			NA	Bell MM Chpt 67
Inspect all exposed fuel lines and connections for leakage damage, and security			NA	Bell MM Chpt 28
Inspect all (Hydraulic) lines and hoses for security and general condition.			NA	Bell MM Chpt 29
Check internal oil filter or full flow oil monitor for debris and clean.(transmission)			SCC / leak check	Bell MM Chpt 63
Inspect lift link and attachments for corrosion, damage, and security. Check bearings for looseness.			NA	Bell MM Chpt 63
Lubricate cargo hook link assembly			SCC	Bell MM Chpt 18
Inspect mounts for damage and security. Check boots for condition and ensure boots are in place. (transmission)			NA	Bell MM Chpt 63
Inspect transmission mounts, mounting brackets, and structure for cracked or broken parts.			NA	Bell MM Chpt 53
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION V SWASHPLATE AND HEAD				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Wash main rotor blades.			NA	Bell MM Chpt 62
Inspect main rotor blades' upper and lower surfaces for condition of bond lines and doublers. Leading edge for erosion. Blade surfaces for corrosion, cracks, damage, and voids.			NA	Bell MM Chpt 62
Inspect blade retention bolts for condition and security.			NA	Bell MM Chpt 62
Inspect hub assembly for condition, corrosion, and security, paying particular attention to the integrity of sealing.			NA	Bell MM Chpt 62
Inspect pivot bearings, spindle bearings, and damper set for elastomeric bearing delamination, elastomer degradation, shim cracks, crazing, cracking, or sheeting.			NA	Bell MM Chpt 62
Functionally check droop restraint system. Check for engagement of restraint arms in lower detent of cam window. Relieve load on each blade and verify lower clevis moves freely through cam window envelope. Binding and roughness in inboard clevis is not acceptable			NA	Bell MM Chpt 62
Inspect damper bearing bumper pads for deterioration or deformation due to contact with yoke.			NA	Bell MM Chpt 62

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SECTION V SWASHPLATE AND HEAD				
Functionally check arm and bearing assemblies (pendulum dampers). Apply a minimum of 5 pounds (22.24 N) of force to each arm and bearing assembly (force toward and away from center of yoke). Cycle arm and bearing through full travel. Arm and bearing assembly should cycle free and smooth. Roughness and binding are not acceptable			NA	Bell MM Chpt 62
Inspect pitch horns for corrosion and cracks in areas surrounding torque transfer pin holes. No cracks permitted.			NA	Bell MM Chpt 62
NOTE: Disconnect pitch link upper rod ends from the pitch horns to determine main rotor control bearing wear. Inspect pitch links for condition and security. Non-elastomeric bearing looseness shall not exceed .007 inch radial or 0.015 inch (0.381 mm) axial looseness.			NA	Bell MM Chpt 62

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SECTION V SWASHPLATE AND HEAD				
NOTE: Disconnect pitch link upper rod ends from the pitch horns to determine main rotor control bearing wear. 1. Swash plate and support assembly: a. Inspect for condition and security with special attention to gimbal ring attachment lugs. NOTE: The presence of black oxide powder will require investigation to determine the cause. b. Inspect gimble ring bearings, liners, and attaching hardware for excessive looseness and wear. Gimble ring bearing and attaching bolt axial or radial looseness shall not exceed 0.005 inch (0.127 mm) with no binding allowed. c. Inspect trunnion bearings and attaching hardware for excessive looseness and wear. Trunnion bearings shall not exceed 0.020 inch (0.508 mm) axial looseness.			RII	Bell MM Chpt 62
Inspect mast assembly for security, corrosion, and mechanical damage.			NA	Bell MM Chpt 63
Inspect for evidence of oil leaks at mast bearing cap.			NA	Bell MM Chpt 63
Hub and sleeve assembly: a. Inspect for condition and security. b. Inspect hub and rephasing levers for wear and bearing looseness. c. Drive links spherical bearings shall not exceed 0.007 inch (0.178 mm) radial or 0.015 inch (0.381 mm) axial looseness. d. Swashplate link non-elastomeric bearing looseness shall not exceed 0.015 inch (0.381 mm) axial.			NA	Bell MM Chpt 62
Inspect collective lever for condition and security. Trunnion bearing shall not exceed 0.020 inch (0.508 mm) axial looseness.			NA	Bell MM Chpt 62

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SECTION V SWASHPLATE AND HEAD				
Move pylon fore and aft, using mast as lever. Check friction dampers for freedom of movement and smooth operation.			NA	Bell MM Chpt 29
Torque check swashplate outer ring through bolts to 165 to 175 inch-pounds (18.65 to 19.74 Nm).			NA	Bell MM Chpt 62
Torque check four hub and sleeve to rephasing lever attachment bolts to 24 to 34 foot-pounds (33 to 46 Nm) for 1/2 inch bolts or 160 to 200 inch-pounds (18.08 to 22.59 Nm) for 3/8 inch bolts (if installed).			NA	Bell MM Chpt 62
Torque check drive link to rephasing lever attachment bolts to 165 to 200 inch-bolts (18.65 to 22.59 Nm).			NA	Bell MM Chpt 62
Torque check swashplate support to mast plate bolts (AN5H-6A) to 130 to 140 inch-pounds (14.67 to 15.79 Nm).			NA	Bell MM Chpt 62
Torque check eight yoke assembly through bolt nuts to 70 to 80 foot-pounds (95 to 108 Nm).			NA	Bell MM Chpt 62
Ensure P/N EWB0420 bolts are installed (16 places) for simple pendulum absorber bracket. Torque check bolts. Apply 29 to 33 foot-pounds (39 to 45 Nm).			NA	Bell MM Chpt 62
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION VI ELECTRICAL AND AIRWORTHINESS DOCUMENTATION				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Check that Airworthiness and Registration Certificates, Passengers Briefing Cards, and Flight Manual are in their proper places.			NA	N/A
Check status sheet for any time change components, Service Bulletins, Airworthiness Directives, Technical Bulletins, or Special Inspections that are due.			NA	N/A
Insure placards and decals required by the rotorcraft flight manual limitations section or by flight manual supplements section for installed equipment are in place and legible. Inspect for external load combination placard.			NA	Flight manual, FAR 133.49
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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I CERTIFY THAT I HAVE INSPECTED ITEMS INITIALED BY ME IN ACCORDANCE WITH THE BRISTOW ALASKA INC. CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM AND FOUND THEM TO BE IN AN AIRWORTHY CONDITION, EXCEPT AS NOTED IN THE AIRCRAFT LOGBOOK.

TECH OR RII INITIALS	SIGNATURE	CERT NO. & KIND	DATE

I CERTIFY THAT THIS INSPECTION HAS BEEN COMPLETED AND THAT LOGBOOK ENTRIES FOR COMPLETION HAVE BEEN MADE.

SIGNATURE: _____

DATE: _____ TT: _____ CERT. NO. & KIND: _____

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Phase 6 Inspections INSTRUCTIONS

Enter discrepancies found and corrective action taken in the aircraft logbook.

Accomplish a daily service check as IAW Bristow Alaska Inc. checklist prior to beginning the Phase Inspection.

This inspection is to be performed prior to, or when due as indicated in the “Next Inspection Due” block of the aircraft log book and on the A/C status report. All technicians performing work must complete the Inspection Compliance Record on the last page prior to beginning work.

Should the technician elect to perform a portion of this inspection, all items of the section(s) started must be completed and initialed prior to further flight. The technician would complete the appropriate block of the Section Completed block of this page, make a logbook entry stating sections completed, and insert this form in the aircraft logbook.

The technician completing this Phase Inspection must sign and complete the statement on the last page of this form, make a logbook entry stating the Phase has been completed, and enter the A/C time when the next Phase Inspection is due in the “Next Inspection Due” block of the A/C logbook.

SECTION COMPLETION CERTIFICATION

I certify that, in accordance with this CAMP inspection program, a routine inspection of the aircraft, and a detailed inspection of the items listed in the below listed sections were performed and the aircraft is returned to service.

SECTION NUMBER	SECTION COMPLETION CERTIFIED BY	CERTIFICATE NUMBER	DATE
1A			
1B			
2			
3			
4			
5			
6			

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1A NO 1 ENGINE AND COMBINING GEARBOX				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Inspect No 1 engine fuel and power controls: a. Check engine control linkages for looseness, lost motion, chafing, damage, and security of attachment. b. Check bellcranks, mounts, and jackshafts for looseness, damage, and security of attachment.			NA	Bell MM Chpt 76
Check No 1 engine controls for smooth movement through full range of travel.			NA	Bell MM Chpt 76
Inspect No 1 engine fire seals for cracks and security of brackets.			NA	P&W MM Chpt 72 table 601
Inspect No1 engine for security of all accessible wiring connections, clamps and brackets and for evidence of wear, chafing, cracks and corrosion.			NA	P&W MM Chpt 72 table 601
No 1 engine fuel pump filter. Inspect for contamination and damage. Replace filter element.			SCC / leak check	P&W MM Chpt 73 73-10-02
No 1 engine Fuel pump. Check for security and leaks.			NA	P&W MM Chpt 72 table 601
Inspect No 1 engine inlet screen for Cleanliness and condition of mesh.			NA	P&W MM Chpt 72 table 601
Check No 1 engine Compressor inlet area for corrosion, dirt deposits and erosion. Check first stage blades for damage and erosion.			SCC	P&W MM Chpt 72 table 601 & 72-00-00-9

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1A NO 1 ENGINE AND COMBINING GEARBOX				
On No 1 engine check resistance of lead and heating element of heated pneumatic tubes. Check for security of all accessible connections, clamps and brackets, evidence of wear, chafing, cracks and corrosion and evidence of fuel or oil leaks. Examine insulation on pneumatic tubes for cuts in outer rubber sheaths.			SCC	P&W MM Chpt 72 table 601 & 73-10-08
Check No. 1 engine power section chip detectors: (QTY 2) a. Check chip detectors for debris. b. Clean chip detectors. c. Test chip detector electrical circuits.			SCC / leak check	Bell MM Chpt 71 P&W MM Chpt 72 table 601
Inspect No 1 engine gas generator case for cracks, distortion, corrosion and evidence of overheating.			NA	P&W MM Chpt 72 table 601
Check No 1 engine igniters for cleanliness and condition. Perform function check.			SCC	P&W MM Chpt 74 74-00-00
Inspect No 1 engine fuel surge accumulator for signs of bulging or metal stretching. Pre SB 5398.			NA	P&W MM Chpt 72 table 601
Inspect No 1 engine fuel surge damper for pop out indicator being extended. Post SB 5398.			NA	P&W MM Chpt 73 73-10-03
Inspect output shaft seal for oil leaks.			NA	P&W MM Chpt 72 table 601

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1A NO 1 ENGINE AND COMBINING GEARBOX				
Clean ultrasonically and inspect oil filter elements on No 1 power section and combining gearbox. Post SB 5023 elements. Mark filter being removed from helicopter with a scribed line indicating it has been installed for 100 hours. When filter has 6 lines, replace oil filter elements. Return removed oil filter elements with six lines to main maintenance facility with tag stating requires cleaning per engine overhaul manual.			SCC / leak check	P&W MM Chpt 79 79-20-02 & P&W MM Chpt 72 table 601
Reduction (combining) gearbox chip detectors: (QTY 1) a. Check chip detectors for debris. b. Clean chip detectors. c. Test chip detector electrical circuits.			SCC / leak check	Bell MM Chpt 71 P&W MM Chpt 72 table 601
Perform engine compressor wash. (If conditions allow.)			SCC / leak check	P&W MM Chpt 72
No 1 engine Oil to fuel heater. Immediately after shut down check temperature of heater at fuel outlet or filter housing for a temperature greater than 140 deg. Note: temperatures less than 140 deg are considered to be comfortable to touch.			NA	P&W MM Chpt 72 table 601
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1B NO 2 ENGINE				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Inspect No2 engine for security of all accessible wiring connections, clamps and brackets and for evidence of wear, chafing, cracks and corrosion.			NA	P&W MM Chpt 72 table 601
Inspect No 2 engine fire seals for cracks and security of brackets.			NA	P&W MM Chpt 72 table 601
Check No 2 engine controls for smooth movement through full range of travel.			NA	Bell MM Chpt 76
Inspect No 2 engine fuel and power controls: a. Check engine control linkages for looseness, lost motion, chafing, damage, and security of attachment. b. Check bell cranks, mounts, and jackshafts for looseness, damage, and security of attachment.			NA	Bell MM Chpt 76
No 2 engine fuel pump filter. Inspect for contamination and damage. Replace filter element.			SCC / leak check	P&W MM Chpt 73 73-10-02
No 2 engine Fuel pump. Check for security and leaks.			NA	P&W MM Chpt 72 table 601
Inspect No 2 engine inlet screen for Cleanliness and condition of mesh.			NA	P&W MM Chpt 72 table 601
Check No 2 engine Compressor inlet area for corrosion, dirt deposits and erosion. Check first stage blades for damage and erosion.			SCC	P&W MM Chpt 72 table 601 & 72-00-00-9

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1B NO 2 ENGINE				
On No 2 engine check resistance of lead and heating element of heated pneumatic tubes. Check for security of all accessible connections, clamps and brackets, evidence of wear, chafing, cracks and corrosion and evidence of fuel or oil leaks. Examine insulation on pneumatic tubes for cuts in outer rubber sheaths.			SCC	P&W MM Chpt 72 table 601 & 73-10-08
No. 2 engine power section chip detectors: (QTY 2) a. Check chip detectors for debris. b. Clean chip detectors. c. Test chip detector electrical circuits.			SCC / leak check	Bell MM Chpt 71 P&W MM Chpt 72 table 601
Inspect No 2 engine gas generator case for cracks, distortion, corrosion and evidence of overheating.			NA	P&W MM Chpt 72 table 601
Check No 2 engine igniters for cleanliness and condition. Perform function check.			SCC	P&W MM Chpt 74 74-00-00
Inspect No 2 engine fuel surge accumulator for signs of bulging or metal stretching. Pre SB 5398.			NA	P&W MM Chpt 72 table 601
Inspect No 2 engine fuel surge damper for pop out indicator being extended. Post SB 5398.			NA	P&W MM Chpt 73 73-10-03
Clean ultrasonically and inspect oil filter elements on No 2 power section. Post SB 5023 elements. Mark filter being removed from helicopter with a scribed line indicating it has been installed for 100 hours. When filter has 6 lines, replace oil filter elements. Return removed oil filter elements with six lines to main maintenance facility with tag stating requires cleaning per engine overhaul manual.			SCC / leak check	P&W MM Chpt 79 79-20-02 & P&W MM Chpt 72 table 601

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION 1B NO 2 ENGINE				
Perform engine compressor wash. (If conditions allow.)			SCC / leak check	P&W MM Chpt 72
No 2 engine Oil to fuel heater. Immediately after shut down check temperature of heater at fuel outlet or filter housing for a temperature greater than 140 deg. Note: temperatures less than 140 deg are considered to be comfortable to touch.			NA	P&W MM Chpt 72 table 601
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION II TAILBOOM				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Inspect tail boom exterior and interior structure for corrosion and damage.			NA	Bell MM Chpt 53
Inspect all exposed wire bundles bundle supports, and connectors for damage, corrosion, and security.			NA	Bell MM Chpt 96
Inspect tail boom attachment points for cracks and security.			NA	Bell MM Chpt 53
Ensure all drain holes are open.			NA	Bell MM Chpt 53
Inspect tail rotor control tubes, bellcranks, supports, and attaching hardware between tail rotor pedals and tail rotor gearbox for corrosion, wear, and damage. (without disassembly) (Tailboom only. Refer to fuselage section for fuselage)			NA	Bell MM Chpt 67
Inspect baggage compartment smoke detector for condition and security (visually)			NA	Bell MM Chpt 26
S/N 33001 through 36019 not modified by 412-570-001-103 check (including fuselage) a. Condition of clamps for tail rotor driveshaft coupling to gearbox couplings (90 deg apart). b. Inspect clamps for cracks in or near the bolt hole lugs.			NA	Bell MM Chpt 65
Driveshaft sections and attaching hardware for condition and security. (including fuselage side)			NA	Bell MM Chpt 65
Hanger supports for condition and security of attachment. (including fuselage side)			NA	Bell MM Chpt 65
Hanger assemblies for cracks at mounting ears, corrosion, and security of attachment. (including fuselage side)			NA	Bell MM Chpt 65

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SECTION II TAILBOOM				
Aerodynamically actuated elevator: a. Remove left and right elevators. b. Clean elevator spars and inspect for corrosion. c. Clean internal bore of elevator horn and inspect for corrosion. d. With elevator control removed, attach a spring scale to hole in arm of horn where control tube is normally installed. Pull scale at right angle to arm, verify friction is 26 to 32 pounds (115.65 to 142.34 N). If friction is not within limits, adjust shim thickness. e. Install left and right elevators.			RII	Bell MM Chpt 67
Inspect elevator attachment lugs at each end of elevator horn for cracks and security of attachment. Check elevator horn to elevator spar attaching bolts and surrounding joint for cracks and security of attachment.			NA	Bell MM Chpt 53
Inspect vertical fin spar caps for cracks and corrosion.			NA	Bell MM Chpt 53
Inspect vertical fin spar caps forward side and web from upper tail boom skin to approximately 4.0 inches (101.6 mm) below upper tail boom skin as follows: Remove aft tail boom access door. Face aft and use bright light and small mirror to inspect area for cracks, especially near rivets holes. NOTE: If necessary, clean area with cloth dampened with MEK (C-309) or equivalent. Ventilate area to prevent breathing fumes.			NA	Bell MM Chpt 53
Torque check intermediate gearbox mounting bolts.			NA	Bell MM Chpt 53
Torque check tail rotor gearbox attachment nuts.			NA	Bell MM Chpt 53
Inspect chip detector for debris. If metallic particles are found, determine and correct cause. (42* gearbox)			SCC / leak check	Bell MM Chpt 65

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION II TAILBOOM				
Clean chip detector. (42* gearbox)			SCC / leak check	Bell MM Chpt 65
Test chip detector electrical circuit. (42* gearbox)			SCC / leak check	Bell MM Chpt 65
Inspect chip detector for debris. If metallic particles are found, determine and correct cause. (TR 90*gearbox)			SCC / leak check	Bell MM Chpt 65
Clean chip detector. (TR 90*gearbox)			SCC / leak check	Bell MM Chpt 65
Test chip detector electrical circuit. (TR 90*gearbox)			SCC / leak check	Bell MM Chpt 65
Inspect tail rotor pitch change bearing as follows: Remove bearing retainer P/N 212-010-773-1 from crosshead. Slide crosshead inboard exposing pitch change bearing. Inspect bearing for metal in grease, for wear and roughness when rotated by hand. Reinstall bearing in crosshead and reinstall bearing retainer. Insure that retainer is torqued and or shimmed correctly. NOTE: move tail rotor pedals as needed to move and install bearing.			RII	Bell MM Chpt 64
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION III FUSALAGE				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Check inverters for security of mounting and connections.			NA	Bell MM Chpt 96
Check generator control units for damage and security of mounting and terminals.			NA	Bell MM Chpt 96
Inspect relays and main bus area for security of mounting and connections.			NA	Bell MM Chpt 96
Inspect bus insulation for damage and condition.			NA	Bell MM Chpt 96
Inspect battery compartment for general condition.			NA	Bell MM Chpt 96
Check battery mount for security and corrosion.			NA	Bell MM Chpt 96
Inspect Alpine Aerotech cargo mirror and pulse lights.			NA	Alpine ICA
Crew and passenger doors structure for corrosion, damage, distortion, and positive locking mechanisms. Seals for adherence, tears, separations, and deterioration.			NA	Bell MM Chpt 52
Inspect Dart sliding door roller kit			NA	Dart ICA
Inspect Dart vertical reference door			NA	Dart ICA
Inspect Dart access steps			NA	Dart ICA
Cabin interior and exterior for corrosion and damage.			NA	Bell MM Chpt 53
Inspect cabin roof structure: a. Cabin roof structure, cowlings, and fairing for damage, delamination, and general condition. b. Cabin roof and cowling/fairing mounted antennas for condition and security.			NA	Bell MM Chpt 53
Check rotor brake fluid level.			SCC	Bell MM Chpt 18

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION III FUSALAGE				
Inspect underside of fuselage: a. Fuselage structure for damage, corrosion, and working rivets. b. Exterior finish for condition and cleanliness. c. Evidence of excessive fluid leakage. d. Structure around landing gear for condition. e. Forward cross tube support structure for working fasteners, cracks, corrosion, and excessive wear. f. Aft cross tube support structure for working fasteners, cracks, corrosion, and excessive wear.			NA	Bell MM Chpt 53
Aft cross tube assemblies support beam for cracks, damage, corrosion, and security of attachment.			NA	Bell MM Chpt 32
Inspect landing gear cross tube assemblies, skid tubes, and skid shoes, for condition and security of attachment. Inspect cross tube retention cap (rubber bumper pads) for condition and security of attachment.			NA	Bell MM Chpt 32
Ensure all drain holes are open.			NA	Bell MM Chpt 53
Cross tube to skid tube saddle bolts for tightness.			NA	Bell MM Chpt 32
Torque forward and aft cross tube support fittings "U" bolts to 80 to 100 inch pounds			NA	Bell MM Chpt 32
Torque check ground handling wheel attachment eyebolts on skid tubes 40 to 58 foot-pounds. Eyebolts that rotate prior to reaching 40 foot-pounds (54 Nm) shall be removed and inspected for evidence of bending. No bending is permitted.			NA	Bell MM Chpt 32

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION III FUSALAGE				
Inspect tail rotor control tubes, bellcranks, supports, and attaching hardware between tail rotor pedals and tail rotor gearbox for corrosion, wear, and damage. (without disassembly) (Fuselage side only. Refer to tailboom section for tail boom)			NA	Bell MM Chpt 67
Inspect anti-torque flight controls: a. Check anti-torque friction adjuster for proper friction. b. Check anti-torque flight controls for smooth movement throughout full range of travel.			NA	Bell MM Chpt 67
Inspect (except anti torque) tube bellcranks, supports, and attaching hardware for corrosion, security, wear, and damage.			NA	Bell MM Chpt 67
Inspect all (except anti torque) control tube assemblies for clearance, security, and general condition.			NA	Bell MM Chpt 67
Inspect flight controls: (cyclic) a. Check cyclic stick friction adjuster for proper operation. b. Check for proper cyclic minimum friction. c. Check cyclic flight controls for smooth movement throughout full range of travel.			NA	Bell MM Chpt 67
Inspect collective flight controls: a. Friction shoes and liners for condition. b. Check collective lever friction adjuster for operation. c. Check for proper collective minimum friction. d. Check collective flight controls for smooth movement throughout full range of travel.			RII	Bell MM Chpt 67
All compartments for evidence of water entrapment and corrosion.			NA	Bell MM Chpt 52

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION III FUSALAGE				
Inspect all exposed wire bundles, bundle supports, and connectors for damage, corrosion, and security. Pay particular attention to engine deck connectors and harnesses.			NA	Bell MM Chpt 96
Inspect all (Hydraulic) lines and hoses for security and general condition.			NA	Bell MM Chpt 29
Inspect all exposed fuel lines and connections for leakage damage, and security			NA	Bell MM Chpt 28
Visually inspect all heating, ventilation, cooling ducts, and controls for cracks, security, and for proper operation.			NA	Bell MM Chpt 21
Fuselage bonded panels for damage and delamination.			NA	Bell MM Chpt 53
Inspect fuselage tail boom attachment points for evidence of fretting.			NA	Bell MM Chpt 53
Inspect tail rotor hydraulic actuator for leaks, security of attachment, damage, corrosion, wear, bearings, and linkages for looseness.			NA	Bell MM Chpt 67
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION IV HELL HOLE				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Inspect for evidence of oil leakage.			NA	Bell MM Chpt 63
Check all transmission chip detectors for debris and clean.			SCC / leak check	Bell MM Chpt 63
Test all transmission chip detectors electrical circuits.			SCC / leak check	Bell MM Chpt 63
Cut safeties and retorque rotor brake disc to 70 in lbs. Safety bolts.			SCC	Bell MM Chpt 63
Inspect brake linings for wear. (minimum thickness 0.150 inch)			NA	Bell MM Chpt 29

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION IV HELL HOLE				
Collective and cyclic flight control actuators, check: a. Universal bearings for looseness. b. Input lever bearings and bolts for wear and looseness. (without disassembly) c. Fasteners attaching cylinder lower supports to structure for looseness. d. Cylinder lower bearings for looseness. e. Actuator assemblies for condition, leakage, and security. f. Cylinder extension tubes for condition and security. g. Upper cylinder housing mounting bracket for condition and security. Check mounting bracket cavity for corrosion. Cavity drain hole for obstruction. Dust boot for condition. Reapply corrosion preventive compound (C-104) as required. h. Actuator linkage for wear and security. i. Clean exposed area of actuator piston with hydraulic fluid (C-002) and lint-free cloth. j. Check cyclic and collective hydraulic cylinders' piston rods for evidence of excessive wear and scoring. Wear of the piston rods indicates cylinder assembly is incorrectly aligned to lower supports and requires adjustment.			NA	Bell MM Chpt 67
Inspect tube bellcranks, supports, and attaching hardware for corrosion, security, wear, and damage.			NA	Bell MM Chpt 67
Inspect all control tube assemblies for clearance, security, and general condition.			NA	Bell MM Chpt 67
Inspect all exposed fuel lines and connections for leakage damage, and security			NA	Bell MM Chpt 28
Inspect all (Hydraulic) lines and hoses for security and general condition.			NA	Bell MM Chpt 29

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION IV HELL HOLE				
Inspect lift link and attachments for corrosion, damage, and security. Check bearings for looseness.			NA	Bell MM Chpt 63
Lubricate cargo hook link assembly			SCC	Bell MM Chpt 18
Inspect mounts for damage and security. Check boots for condition and ensure boots are in place. (transmission)			NA	Bell MM Chpt 63
Inspect transmission mounts, mounting brackets, and structure for cracked or broken parts.			NA	Bell MM Chpt 53
Remove and inspect hydraulic filter elements, discard or clean elements, install serviceable elements. NOTE: Hydraulic filter elements 205-076-034-003 are non-cleanable. It is recommended they be replaced every 600 hours or 12 months. Filter elements 205-076-034-007 are cleanable. The -003 and -007 elements are interchangeable; intermixing of different element types is not permitted.			SCC / leak check	Bell MM Chpt 29
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION V SWASHPLATE AND HEAD				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Wash main rotor blades.			NA	Bell MM Chpt 62
Inspect main rotor blades' upper and lower surfaces for condition of bond lines and doublers. Leading edge for erosion. Blade surfaces for corrosion, cracks, damage, and voids.			NA	Bell MM Chpt 62
Inspect blade retention bolts for condition and security.			NA	Bell MM Chpt 62
Inspect hub assembly for condition, corrosion, and security, paying particular attention to the integrity of sealing.			NA	Bell MM Chpt 62
Inspect pivot bearings, spindle bearings, and damper set for elastomeric bearing delamination, elastomer degradation, shim cracks, crazing, cracking, or sheeting.			NA	Bell MM Chpt 62
Functionally check droop restraint system. Check for engagement of restraint arms in lower detent of cam window. Relieve load on each blade and verify lower clevis moves freely through cam window envelope. Binding and roughness in inboard clevis is not acceptable			NA	Bell MM Chpt 62
Inspect damper bearing bumper pads for deterioration or deformation due to contact with yoke.			NA	Bell MM Chpt 62

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SECTION V SWASHPLATE AND HEAD				
Functionally check arm and bearing assemblies (pendulum dampers). Apply a minimum of 5 pounds (22.24 N) of force to each arm and bearing assembly (force toward and away from center of yoke). Cycle arm and bearing through full travel. Arm and bearing assembly should cycle free and smooth. Roughness and binding are not acceptable			NA	Bell MM Chpt 62
Inspect pitch horns for corrosion and cracks in areas surrounding torque transfer pin holes. No cracks permitted.			NA	Bell MM Chpt 62
NOTE: Disconnect pitch link upper rod ends from the pitch horns to determine main rotor control bearing wear. Inspect pitch links for condition and security. Non-elastomeric bearing looseness shall not exceed .007 inch radial or 0.015 inch (0.381 mm) axial looseness.			NA	Bell MM Chpt 62

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION V SWASHPLATE AND HEAD				
NOTE: Disconnect pitch link upper rod ends from the pitch horns to determine main rotor control bearing wear. 1. Swash plate and support assembly: a. Inspect for condition and security with special attention to gimbal ring attachment lugs. NOTE: The presence of black oxide powder will require investigation to determine the cause. b. Inspect gimble ring bearings, liners, and attaching hardware for excessive looseness and wear. Gimble ring bearing and attaching bolt axial or radial looseness shall not exceed 0.005 inch (0.127 mm) with no binding allowed. c. Inspect trunnion bearings and attaching hardware for excessive looseness and wear. Trunnion bearings shall not exceed 0.020 inch (0.508 mm) axial looseness.			RII	Bell MM Chpt 62
Inspect mast assembly for security, corrosion, and mechanical damage.			NA	Bell MM Chpt 63
Inspect for evidence of oil leaks at mast bearing cap.			NA	Bell MM Chpt 63
Hub and sleeve assembly: a. Inspect for condition and security. b. Inspect hub and rephasing levers for wear and bearing looseness. c. Drive links spherical bearings shall not exceed 0.007 inch (0.178 mm) radial or 0.015 inch (0.381 mm) axial looseness. d. Swashplate link non-elastomeric bearing looseness shall not exceed 0.015 inch (0.381 mm) axial.			NA	Bell MM Chpt 62
Inspect collective lever for condition and security. Trunnion bearing shall not exceed 0.020 inch (0.508 mm) axial looseness.			NA	Bell MM Chpt 62

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION V SWASHPLATE AND HEAD				
Move pylon fore and aft, using mast as lever. Check friction dampers for freedom of movement and smooth operation.			NA	Bell MM Chpt 29
Torque check eight yoke assembly through bolt nuts to 70 to 80 foot-pounds (95 to 108 Nm).			NA	Bell MM Chpt 62
Ensure P/N EWB0420 bolts are installed (16 places) for simple pendulum absorber bracket. Torque check bolts. Apply 29 to 33 foot-pounds (39 to 45 Nm).			NA	Bell MM Chpt 62
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION VI ELECTRICAL AND AIRWORTHINESS DOCUMENTATION				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Perform operational check of emergency bus system as follows: NOTE: Helicopters S/N 33001 through 33107, except those modified for CAA, remove screw, spacer, and washer installed in the emergency load switch guard. a. Inspect EMERG BUS INTC circuit breaker for wear. Operate circuit breaker manually and check by feel. Worn or loose circuit breaker is not acceptable. Close circuit breaker. b. Place all switches in OFF or NORM position and close all circuit breakers. c. Connect battery. d. Place BATTERY BUS 1 switch and BATTERY BUS 2 switch in the ON position. Position INV 1 and INV 2 switches in the ON position. Caution panel INVERTER 1 and INVERTER 2 segments should not be illuminated. e. Check emergency bus power by pressing the FIRE EXT PRESS TO TEST button momentarily. Observe both FIRE PULL handle warning lights illuminate. f. Position emergency bus switch to EMERG LOAD position. Check emergency bus power by pressing the FIRE EXT PRESS TO TEST button momentarily. Observe both FIRE PULL handles illuminate. Verify INVERTER 1 and INVERTER 2 segments are illuminated on the caution panel.			NA	Bell MM Chpt 96

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION VI ELECTRICAL AND AIRWORTHINESS DOCUMENTATION				
NOTE: S/N 33108 and subsequent — Check INVERTER 1 light segment on the caution panel is not illuminated and INVERTER 2 segment is illuminated. g. Position BATTERY BUS 1 and BATTERY BUS 2 switches off. Check emergency bus power by pressing FIRE EXT PRESS TO TEST button momentarily. Observe FIRE PULL handles illuminate. h. Position INVERTER 1 and INVERTER 2 switches OFF. Position emergency bus switch to NORMAL. Disconnect battery. i. Install screw, spacer, and washer in the emergency load switch guard if removed. Perform function check of power diodes.				
Perform function check of battery temperature sensor caution light.			NA	Bell MM Chpt 96
Check that Airworthiness and Registration Certificates, Passengers Briefing Cards, and Flight Manual are in their proper places.			NA	N/A
Check status sheet for any time change components, Service Bulletins, Airworthiness Directives, Technical Bulletins, or Special Inspections that are due.			NA	N/A
Insure placards and decals required by the rotorcraft flight manual limitations section or by flight manual supplements section for installed equipment are in place and legible. Inspect for external load combination placard.			NA	Flight manual, FAR 133.49

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
SECTION VI ELECTRICAL AND AIRWORTHINESS DOCUMENTATION				
Inspect all cowlings and access panels removed during inspection for attachment and security.			SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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Phase 6 Inspection

I CERTIFY THAT I HAVE INSPECTED ITEMS INITIALED BY ME IN ACCORDANCE WITH THE BRISTOW ALASKA INC. CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM AND FOUND THEM TO BE IN AN AIRWORTHY CONDITION, EXCEPT AS NOTED IN THE AIRCRAFT LOGBOOK.

TECH OR RII INITIALS	SIGNATURE	CERT NO. & KIND	DATE

I CERTIFY THAT THIS INSPECTION HAS BEEN COMPLETED AND THAT LOGBOOK ENTRIES FOR COMPLETION HAVE BEEN MADE.

SIGNATURE: _____

DATE: _____ TT: _____ CERT. NO. & KIND: _____

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1000 hour Inspection

1000 hr Inspection

Enter discrepancies found and corrective action taken in the aircraft logbook.

Accomplish a daily service check as IAW Bristow Alaska Inc. checklist prior to beginning the Phase Inspection.

This inspection is to be performed prior to, or when due as indicated in the A/C status report. All technicians performing work must complete the Inspection Compliance Record on the last page prior to beginning work.

The technician completing this inspection must sign and complete the statement on the last page of this form, make a logbook entry stating the inspection has been completed, and enter the A/C time when the next inspection is due in the A/C logbook.

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1000 hour Inspection

DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Inspect placards and instrument panel decals, and all instrument markings for appearance and legibility.			NA	Bell Flight manual
Inspect all flight and engine control system bellcranks, mounts, jackshaft and control tubes for damage, chafing, corrosion and security of attachment. Lubricate bearings if needed.			RII	Bell MM and CR&O
SWASHPLATE AND SUPPORT ASSEMBLY — HUB AND SLEEVE ASSEMBLY 1. Disconnect drive and swashplate links from swashplate outer ring, and drive plate set from hub assembly. 2. Disconnect pitch links from main rotor hub pitch horns. 3. Check swashplate duplex bearing and collective sleeve hub bearing set for roughness and ease of rotation. 4. Purge lubricate bearings. 5. Reconnect drive and swashplate links and tubes, and drive plate set to hub assembly.			RII	Bell MM Chpt 62
Remove hydraulic accumulators, disassemble clean and inspect for corrosion.			SCC / Leak Check	Bell MM Chpt 29 Bell Vendor CR&O
With hydraulic reservoirs installed, check interior for cleanliness and corrosion.			SCC	N/A
Disconnect N2 Cable from droop compensator and bellcrank in secondary hell hole. Check for smooth operation,			RII	Bell MM Chpt 76

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1000 hour Inspection

DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
Oil scavenge and pressure tubes. Remove retaining plate at rear fire seal and inspect tubes for fretting wear.			SCC / Leak Check	P&W MM Chpt 72 table 601
Flanges and joint faces. All external joint faces shall be sealed with silicone grease (PWC09-003) or Corrosion-X corrosion inhibitor (PWC15-011) (<u>Ref. 72-00-00, ENGINE - CLEANING</u>) at major inspection. All external bolts, studs and flanges are also treated with a film of silicone grease or corrosion-X corrosion inhibitor. Particular attention should be paid to accessory gearbox mount flanges.			NA	P&W MM Chpt 72 table 601
T5 system. Carry out functional check (Ref. Para. <u>9 C</u>)			SCC	P&W MM Chpt 72 table 601
Gas generator case. For Pre-SB5239 gas generator cases inspect seam welds as detailed in Para. <u>9</u> .			NA	P&W MM Chpt 72 table 601
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			NA	Bristow GMM

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1000 hour Inspection

I CERTIFY THAT I HAVE INSPECTED ITEMS INITIALED BY ME IN ACCORDANCE WITH THE BRISTOW ALASKA INC. CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM AND FOUND THEM TO BE IN AN AIRWORTHY CONDITION, EXCEPT AS NOTED IN THE AIRCRAFT LOGBOOK.

TECH OR RII INITIALS	SIGNATURE	CERT NO. & KIND	DATE

I CERTIFY THAT THIS INSPECTION HAS BEEN COMPLETED AND THAT LOGBOOK ENTRIES FOR COMPLETION HAVE BEEN MADE.

SIGNATURE: _____

DATE: _____ TT: _____ CERT. NO. & KIND: _____

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3000 hour Inspection

3000 hr Inspection

Enter discrepancies found and corrective action taken in the aircraft logbook.

Accomplish a daily service check as IAW Bristow Alaska Inc. checklist prior to beginning the Phase Inspection.

This inspection is to be performed prior to, or when due as indicated in the A/C status report. All technicians performing work must complete the Inspection Compliance Record on the last page prior to beginning work.

The technician completing this inspection must sign and complete the statement on the last page of this form, make a logbook entry stating the inspection has been completed, and enter the A/C time when the next inspection is due in the A/C logbook.

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
GENERAL				
Inspect for corrosion while performing the tasks below.			Bell corrosion control guide	
Remove all fuselage and tailboom access panels, removable floor panels, cowlings and fairings that are required to satisfactorily carry out the inspection.			N/A	N/A
Comply with 1000 hr inspection.			N/A	Bristow 1000 HR
FUSELAGE				
Center and outboard bulkhead, below W.L. 22.0 at F.S. 23.0, for cracks, deformation, and corrosion along structure joints.			N/A	Bell MM Chpt 53
Collective and cyclic control jackshafts support intercostals for cracks and corrosion.			N/A	Bell MM Chpt 53
Cyclic support for corrosion and cracks.			N/A	Bell MM Chpt 53
Collective, cyclic, and antitorque control system bellcranks, levers, and support brackets for corrosion, cracks, and indication of wear at attaching points.			N/A	Bell MM Chpt 53
Crew seat support beams, at B.L. 14.0 and 30 and F.S. 23.0 and 74.30, for cracks and corrosion.			N/A	Bell MM Chpt 53
Forward crosstube attach points and support structure at F.S. 63.33 and 74.30 for damage, corrosion, and cracks. Aft crosstube attach points and support structure at F.S. 155.06 and 166.0 for damage, corrosion, and cracks.			N/A	Bell MM Chpt 53
Crew and passenger cabin floor, F.S. 23.0 to 155.06, for corrosion and damage. Seat fasteners and cargo tie down rings for condition.			N/A	Bell MM Chpt 53

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
Structure in forward fuel cell cavities including caps, angles, and panels between FS 74.30 and 155.06 for damage, corrosion, cracks, and voids.			SCC	Bell MM Chpt 53
Structure in aft fuel cell cavities including caps, angles, and panels between FS 155.06 and 200.00 for damage, corrosion, cracks, and voids.			SCC	Bell MM Chpt 53
Bottom skin, F.S. 23.0 to 243.937, for damage. Joints for corrosion. Access panels and covers for condition and attachment.			N/A	Bell MM Chpt 53
Main transmission compartment interior, F.S. 129.0 to 166.0 and W.L. 7.44 to 76.0, for corrosion. Bulkheads and main beam panels for damage and corrosion. Attaching supports and brackets for condition and security.			N/A	Bell MM Chpt 53
Electrical/avionics compartment, F.S. 166.0 to 243.937, doors for condition and security. Door frames for cracks and corrosion. Compartment interior for condition and joints for corrosion. Skin for damage and cracks.			N/A	Bell MM Chpt 53
Oil cooler compartment, F.S. 166.0 to 243.937, doors for condition and security. Main beam panels and bulkheads for condition and corrosion.			N/A	Bell MM Chpt 53
Firewalls, F.S. 155.06 to 241.22, for seal wear, damage, cracks, and security of attachment.			N/A	Bell MM Chpt 53 ASB 412-10-140
Cabin roof, F.S. 35.0 to 166.0 above W.L. 68.0, B.L. 50.0 left and right, for damaged skin and joints for corrosion.			N/A	Bell MM Chpt 53
Bulkhead, F.S. 241.22, for corrosion and cracks. Tailboom attach bolt holes for damage and corrosion.			N/A	Bell MM Chpt 53
TAILBOOM				

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
Remove the tailboom in order to carry out a thorough inspection.			N/A	Bell MM Chpt 53
Bulkhead, B.S. 17.42, for corrosion and cracks. Fuselage attach bolt holes for damage and corrosion.			N/A	Bell MM Chpt 53
Tailboom and fin driveshaft covers for condition and attachment.			N/A	Bell MM Chpt 53
Tailboom and fin external skin for damage, corrosion, and cracks.			N/A	Bell MM Chpt 53
Tailboom access panels and covers for condition and attachment.			N/A	Bell MM Chpt 53
Tailboom baggage compartment door for condition, attachment, and latching.			N/A	Bell MM Chpt 53
Tailboom baggage compartment interior for damage and corrosion.			N/A	Bell MM Chpt 53
Tailboom interior bulkheads and stringers for cracks and corrosion.			N/A	Bell MM Chpt 53
Intermediate gearbox mount pad for damage and corrosion. Tail rotor gearbox mount pad for damage and corrosion.			N/A	Bell MM Chpt 53
Tailboom exterior bonded panels adjacent to baggage compartment for damage, delamination, and corrosion.			N/A	Bell MM Chpt 53
Install tail boom.			RII	Bell MM Chpt 53
FUEL SYSTEM				
Inspect fuel cells for condition and serviceability. Repairs to be accomplished at an authorized facility.			SCC / leak check	Bell MM Chpt 28
Check calibration of fuel quantity system. Check fuel low light.			SCC / leak check	Bell MM Chpt 96

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
FLIGHT CONTROLS				
Disassemble pilot and copilot (if installed) collective stick(s) to the extent necessary to remove throttle twist grips.			N/A	Bell MM Chpt 67 SI-44 TB 412-87-60 Bell CR&O
Referring to figure on last page, visually inspect stick tube for cracks using a 3X magnifying glass and a bright light. Pay particular attention to the base of the throttle slots that form the twist grip stops. If a crack is found, replace stick tube.			N/A	Bell MM Chpt 67 SI-44 TB 412-87-60 Bell CR&O
Reassemble collective assembly			RII	Bell MM Chpt 67 SI-44 TB 412-87-60 Bell CR&O
Check throttle controls for proper operation.			N/A	Bell MM Chpt 67 SI-44 TB 412-87-60 Bell CR&O
Check collective controls for proper operation.			N/A	Bell MM Chpt 67 SI-44 TB 412-87-60 Bell CR&O
GENERAL				
Clean interior and exterior of aircraft.			N/A	
Install all inspection panels and covers.			SCC	
Ground run and functional check aircraft systems.			N/A	

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DESCRIPTION	TECH	DATE	RII/ SCC/ Leak check	Reference
Check for leaks after ground run.			N/A	
Check status sheet for any time change components, Service Bulletins, Airworthiness Directives, Technical Bulletins or Special Inspections that are due.			N/A	
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry.			N/A	Bristow GMM

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I CERTIFY THAT I HAVE INSPECTED ITEMS INITIALED BY ME IN ACCORDANCE WITH THE BRISTOW ALASKA INC. CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM AND FOUND THEM TO BE IN AN AIRWORTHY CONDITION, EXCEPT AS NOTED IN THE AIRCRAFT LOGBOOK.

TECH OR RII INITIALS	SIGNATURE	CERT NO. & KIND	DATE

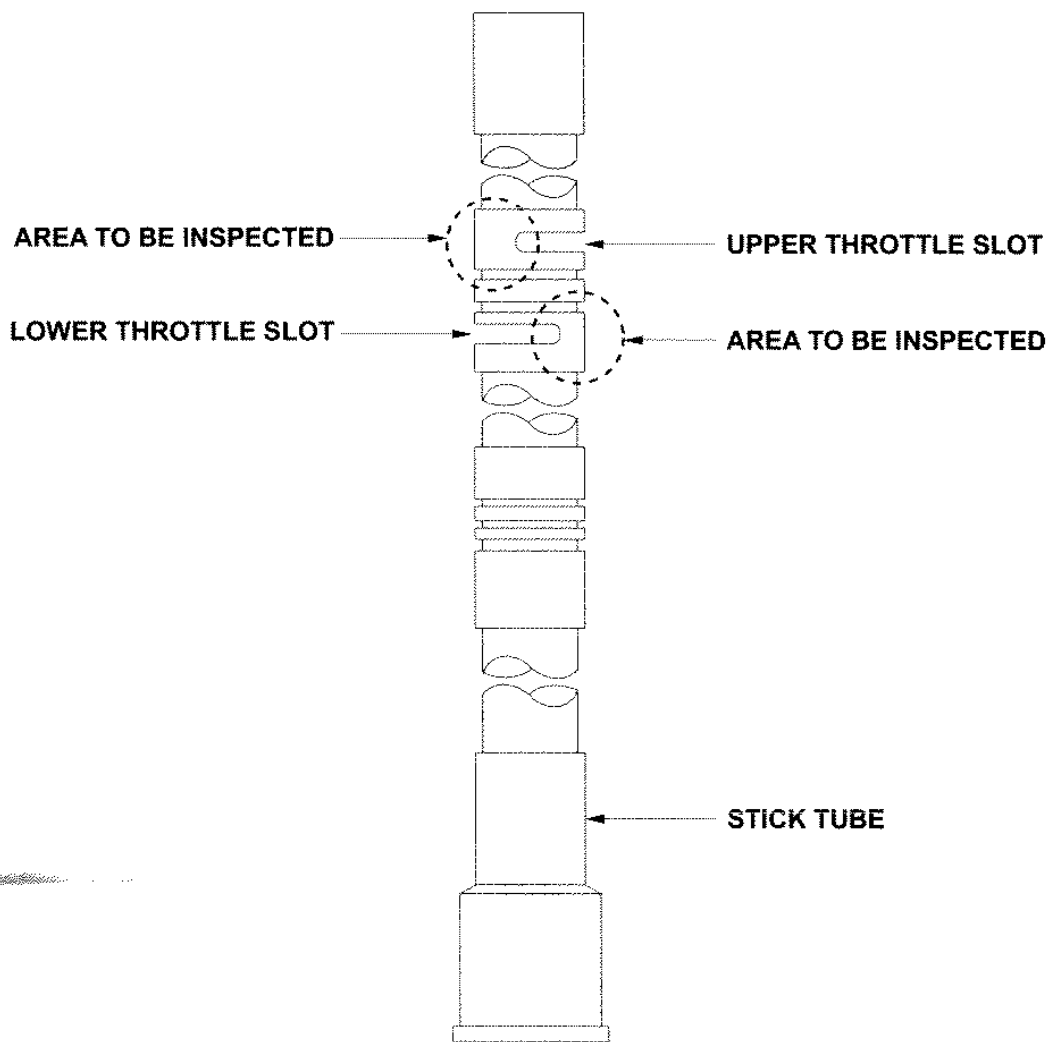
I CERTIFY THAT THIS INSPECTION HAS BEEN COMPLETED AND THAT LOGBOOK ENTRIES FOR COMPLETION HAVE BEEN MADE.

SIGNATURE: _____

DATE: _____ TT: _____ CERT. NO. & KIND: _____

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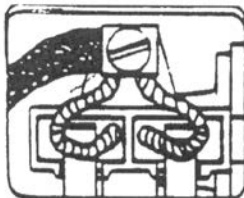
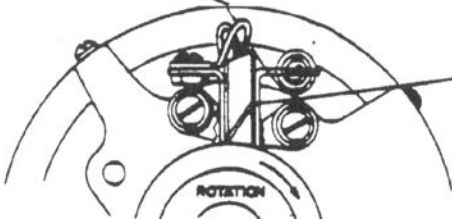
Starter generator Inspection

Starter Generator Inspection

#	PROCEDURE	INITIALS
1.	Remove starter generator from aircraft in accordance with maintenance manual.	
2.	Remove brush inspection cover.	
3.	Use a low (40 PSI) air pressure to blow as much carbon and copper dust as possible out of the armature and stator windings. Start first at the drive end of the unit. Continue by blowing out the dust in the brush holder and commutator area, being careful not to direct the air jet at the bearing in order to avoid forcing dirt into the bearing.	
4.	Check insulation resistance with an ohmmeter between terminal "B" (center terminal) and the generator frame. Minimum resistance should be 10,000 ohms. If it is less, the generator should be sent in for repair.	
5.	Using a clean cloth moistened with solvent, thoroughly clean exterior of unit. Wipe with a clean cloth. Check for oil and/or other deposits that may have infiltrated into the unit and remove as much as possible.	
6.	Make certain that there is no foreign matter blocking the air intake or exhaust screens.	
7.	Inspect brushes as follows: a. Brush leads are flexible and have bright appearance b. Brushes have more than 1/2 life remaining. c. Brushes are properly seated (100% in direction of rotation, minimum 75% axially)	
8.	Change Brushes as follows: a. Remove the screws securing the brush leads to the brush holder. With a stiff wire hook, lift brush springs and remove brushes. b. Inspect bearings while brushes are removed. Rotate armature with fingers to obtain feel of bearings. If rotation is rough or bearings sound dry, return starter for repair. c. Check for loose or damaged brush holders. d. Inspect commutator for burnished appearance with light filming. e. Inspect damper assembly for looseness or excessive wear. f. Inspect drive shaft for excessive wear or damage. Replace "O" ring. g. Visually inspect fan for bent or cracked blades and for looseness. h. Inspect fan cover for looseness, dents, or other damage.	

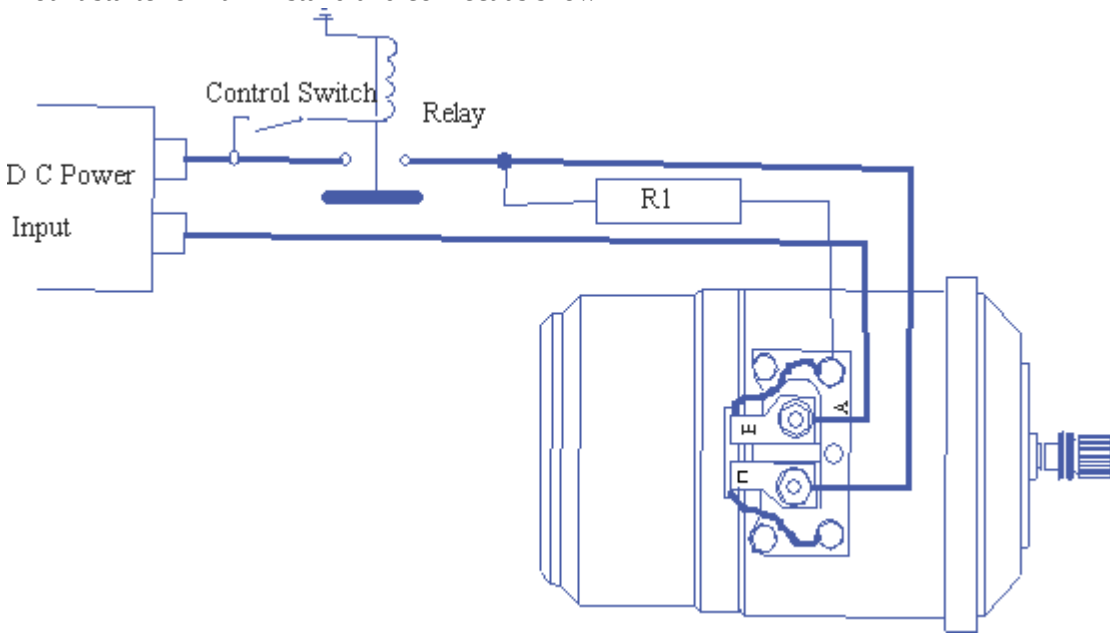
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Starter generator Inspection

#	PROCEDURE	INITIALS
9	Install new brushes with the leads and top bevel as shown in the illustration below: CORRECT  INCORRECT  LAY BRUSH LEADS OVER BRUSH SPRING CLIPS  TOP OF SLOT IN BRUSHES (MAXIMUM WEAR POINT)	

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Starter generator Inspection

#	PROCEDURE	INITIALS
10	Mount starter on run in stand and connect as shown  1. Connect Positive lead to Terminal C on Starter Generator 2. Connect Negative lead to Terminal E on Starter Generator 3. Connect Resistor Pack to small Terminal A on Starter Generator 4. Connect power supply to Run-In Stand. 5. Start generator motor by turning switch to "ON" position	

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Starter generator Inspection

#	PROCEDURE	INITIALS
11.	Run in brushes on test stand per manufacture's instructions. Verify that brushes are properly seated as indicated in the illustration below: The illustration shows four brushes in the top row. The first is labeled 'NEW BRUSH'. The second, third, and fourth are labeled with '100%' and '85%' respectively, indicating the percentage of the brush face that is seated. Below these are four brushes labeled 'SATISFACTORILY SEATED BRUSHES'. Below those are four brushes labeled 'UNSATISFACTORILY SEATED BRUSHES'. A legend at the bottom indicates that solid black areas are 'NON SEATED AREAS' and hatched areas are 'SEATED AREAS'.	
11.	Replace the brush cover, making sure it is seated in the housing recess and that the exhaust air holes, (if provided), are located adjacent to the terminal block.	
12	Complete all necessary paperwork and return Starter Generator to Parts for reissue or repair as necessary	

Removed From A/C_____ A/C TT:_____

INITIALS	SIGNATURE	CERTIFICATE #	DATE

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4.0 Master Documents

Contained in the master documents section are the table's from which the scheduled inspections were created. The tables match the contents in the PMI, Phase, 1000hr and 3000hr inspections with the exception that the master tables show the origin of the inspection procedure. Example: Bell 100hr/12 mo part A engine controls. This can be useful when comparing the manufactures program to the program developed and used by Bristow Alaska Inc. CAMP program. The Master documents were originally created from Bell Helicopters maintenance manual revision 14 dated June 20 2010 and Pratt and Whitney Canada maintenance manual revision no 42 from a CD issued June 30 2010. All additional maintenance was derived from manufactures most current ICA or Bristow's past experience.

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4.01 Master PMI Document

ITEM	RII or SCC	reference
Perform a complete daily service check IAW Bristow Alaska Inc service check checklist. Bristow	N/A	N/A
Grease aircraft in accordance with lubrication chart in manufacturer's maintenance manual. Perform 50 hour items. Bell MM chpt 12	N/A	Bell MM chpt 12
Radios and controls in console for cleanliness, security and broken or loose knobs. Bristow	N/A	N/A
Inspect instrument panel and instruments for security, condition, cleanliness and alignment of slippage marks stand-by compass for security, leakage and correction card for legibility. Bristow	N/A	N/A
Inspect cabin door tracks for excessive wear. Bristow	N/A	N/A
Lubricate windshield wiper pivot points with 30weight oil. Bristow	N/A	N/A
Drain pitot static system of any accumulated moisture. Bristow	N/A	Bell MM chpt 95
On #1 and #2 engines, inspect exterior of combustion chamber housing for evidence of leaks at fuel nozzle. Bristow	N/A	N/A
Inspect #1 and #2 engine exhaust ducts for cracks or distortion. P&W 72 table 601 exhaust duct	N/A	P&W MM chpt 72 Table 601
Under the fwd transmission cowl inspect both static ports for obstruction. Reference A.S.B. 412-90-47. ASB 412-90-47	N/A	ASB 412-90-47
Remove inlet coving and inspect area for general condition, security, and leaks. Bristow	N/A	N/A
Inspect #1 and #2 engine throttle control linkages for cushion on interconnect looseness or lost motion and security of attachment. Bristow	N/A	Bell MM Chpt 76
Check fuel pump and fuel control (#1 and #2) for security and leakage. Bristow	N/A	N/A
Inspect entire aircraft to insure that all access panels and cowlings are properly installed and secured. Bristow	SCC	N/A
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry. Bristow	N/A	Bristow GMM

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4.02 Master Phase table Document

Items in (parenthesis) where items not originally in the Bell inspection statement.

ITEM	SECTION IA NO 1 ENGINE and COMBINING GEARBOX	PHASE	RII or SCC	reference
Inspect for corrosion while performing the tasks below. Bell corrosion control guide		Bell corrosion control guide		
Inspect No 1 engine fuel and power controls: a. Check engine control linkages for looseness, lost motion, chafing, damage, and security of attachment. b. Check bell cranks, mounts, and jackshafts for looseness, damage, and security of attachment. Bell 100hr/12 mo part A engine controls		2,4,6	NA	Bell MM Chpt 76
Check No 1 engine controls for smooth movement through full range of travel. Bell 100hr/12 mo part A engine controls		1,2,3,4,5,6	NA	Bell MM Chpt 76
Inspect No 1 engine fire seals for cracks and security of brackets. P&W 72 table 601 150hr		1,2,3,4,5,6	NA	P&W MM Chpt 72 table 601
Inspect No1 engine for security of all accessible wiring connections, clamps and brackets and for evidence of wear, chafing, cracks and corrosion. P&W 72 table 601 150hr		1,2,3,4,5,6	NA	P&W MM Chpt 72 table 601
On No 1 engine MFCU throttle shaft. With power sections shut down and fuel boost pump on (fuel valves set in correct position) check both sides of throttle shaft for evidence of leakage. P&W 72 table 601 300hr		1,3,5	NA	P&W MM Chpt 72 table 601
No 1 engine AFCU. Check for bearing wash out indicated by blue dye at AFCU vent hole. P&W 72 table 601 300hr		1,3,5	NA	P&W MM Chpt 72 table 601 & engine-fault isolation
No 1 engine fuel pump filter. Inspect for contamination and damage. Replace filter element. P&W 72 table 601 300hr		2,4,6	Leak check/SCC	P&W MM Chpt 73 73-10-02
No 1 engine Fuel pump. Check for security and leaks. P&W 72 table 601 300hr		2,4,6	NA	P&W MM Chpt 72 table 601
No 1 engine starter-generator: a. check starter-generator brushes for allowable wear. b. check starter-generator cooling ducts for obstruction, kinking, and security. Bell 100hr/12 mo part A powerplant		1,3,5	SCC	Bell MM Chpt 71
No 1 engine oil cap: Inspect oil system filler cap for proper functioning and sealing. Make sure the sealing O-ring within the filler cap is in good condition. Repair or replace the filler cap or replace the sealing O-ring as required. Bell 100 hr/12mo part A General		2	Leak check/SCC	Bell MM Chpt 12

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ITEM	SECTION IA NO 1 ENGINE and COMBINING GEARBOX	PHASE	RII or SCC	reference
	Inspect No 1 engine inlet screen for Cleanliness and condition of mesh. P&W 72 table 601 150hr	2,4,6	NA	P&W MM Chpt 72 table 601
	Check No 1 engine Compressor inlet area for corrosion, dirt deposits and erosion. Check first stage blades for damage and erosion. P&W 72 table 601 300hr	2,4,6	SCC	P&W MM Chpt 72 table 601 & 72-00-00-9
	On No 1 engine check resistance of lead and heating element of heated pneumatic tubes. Check for security of all accessible connections, clamps and brackets, evidence of wear, chafing, cracks and corrosion and evidence of fuel or oil leaks. Examine insulation on pneumatic tubes for cuts in outer rubber sheaths. P&W 72 table 601 150hr	2,4,6	SCC	P&W MM Chpt 72 table 601 & 73-10-08
	Check No. 1 engine power section chip detectors: (QTY 2) a. Check chip detectors for debris. b. Clean chip detectors. c. Test chip detector electrical circuits. Bell 100hr/12 mo part A powerplant P&W 72 table 601 150hr	1,2,3,4,5,6	SCC/leak check	Bell MM Chpt 71 P&W MM Chpt 72 table 601
	Inspect No 1 engine gas generator case for cracks, distortion, corrosion and evidence of overheating. P&W 72 table 601 150hr	1,2,3,4,5,6	NA	P&W MM Chpt 72 table 601
	Check No 1 engine fire detection system elements for condition and security. Bell 100hr/12 mo part A powerplant	1,3,5	NA	Bell MM Chpt 71
	No 1 engine ignition electrical connections: Check ignition leads for corrosion, chafing, and security. Bell 100hr/12 mo part A powerplant P&W 72 table 601 150hr	1,3,5	NA	Bell MM Chpt 71
	Check No 1 engine igniters for cleanliness and condition. Perform function check. P&W 72 table 601 300hr	2,4,6	SCC	P&W MM Chpt 74 74-00-00
	Inspect P3 system on No 1 engine for contamination and flush. Post SB5309, 5359 and pre SB5367 only. P&W 72 table 601 100hr	1,3,5	Leak check/SCC	P&W MM Chpt 72 72-00-00 Para 10N
	Clean and Inspect P3 air filter drain valve on No 1 engine. Post SB5309,5359 and 5367 P&W 72 table 601 100hr	1,3,5	Leak check/SCC	P&W MM Chpt 73 73-10-07
	Clean ultrasonically and visually inspect P3 filter assembly on No 1 engine (and combining gearbox if applicable). Mark a line on filter being removed from engine with scribe indicating it has been installed in the aircraft for 300 hours. When filter has 3 lines Replace P3 filter. Return removed P3 filter elements with three lines to main maintenance facility with tag stating Requires 900hr ultrasonic cleaning and pressure drop check per engine manual. P&W 72 table 601 100hr and 900hr	1,3,5	Leak check/SCC	P&W MM Chpt 73 73-10-07 & P&W MM Chpt 72 table 601

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ITEM	SECTION IA NO 1 ENGINE and COMBINING GEARBOX	PHASE	RII or SCC	reference
	Inspect No 1 engine fuel surge accumulator for signs of bulging or metal stretching. Pre SB 5398. P&W 72 table 601 100hr	1,2,3,4,5,6	NA	P&W MM Chpt 72 table 601
	Inspect No 1 engine fuel surge damper for pop out indicator being extended. Post SB 5398. P&W 72 table 601 150hr	1,2,3,4,5,6	NA	P&W MM Chpt 73 73-10-03
	P3 Air Tube metering tees. Clean and inspect for contaminants. P&W 72 table 601 300hr	1,3,5	Leak check/SCC	P&W MM Chpt 72 table 601
	Inspect output shaft seal for oil leaks. P&W 72 table 601 150hr	1,2,3,4,5,6	NA	P&W MM Chpt 72 table 601
	Clean ultrasonically and inspect oil filter elements on No 1 power section and combining gearbox. Post SB 5023 elements. Mark filter being removed from helicopter with a scribed line indicating it has been installed for 100 hours. When filter has 6 lines, replace oil filter elements. Return removed oil filter elements with six lines to main maintenance facility with tag stating requires cleaning per engine overhaul manual. P&W 72 table 601 150hr and 900hr	1,2,3,4,5,6	Leak check/SCC	P&W MM Chpt 79 79-20-02 & P&W MM Chpt 72 table 601
	Reduction (combining) gearbox chip detectors: (QTY 1) a. Check chip detectors for debris. b. Clean chip detectors. c. Test chip detector electrical circuits. Bell 100hr/12 mo part A powerplant P&W 72 table 601 150hr	1,2,3,4,5,6	SCC/leak check	Bell MM Chpt 71 P&W MM Chpt 72 table 601
	Perform engine compressor wash (If conditions allow.) Bristow experience	1,2,3,4,5,6	SCC/leak check	P&W MM Chpt 72
	Perform dead weight check on No 1 engine torque transmitters. Bristow experience	1,4	Leak check, SCC	Benz STC SH8608SW
	Perform maximum NG topping check on No 1 engine. Bell 100hr/12 mo part A engine controls	1,4	RII	Bell MM Chpt 76
	Check TCU torque limiting. Bristow experience	2,5	RII, leak check	Bell MM Chpt 76
	No 1 engine Oil to fuel heater. Immediately after shut down check temperature of heater at fuel outlet or filter housing for a temperature greater than 140 deg. Note: temperatures less than 140 deg are considered to be comfortable to touch. P&W 72 table 601 300hr	2,4,6	NA	P&W MM Chpt 72 table 601
	Inspect all cowlings and access panels removed during inspection for attachment and security. Bristow policy	1,2,3,4,5,6	SCC	NA
	Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry. Bristow policy	1,2,3,4,5,6	NA	Bristow GMM

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ITEM	SECTION	PHASE	RII or SCC	reference
1B NO 2 ENGINE				
Inspect for corrosion while performing the tasks below. Bell corrosion control guide		Bell corrosion control guide		
Inspect No2 engine for security of all accessible wiring connections, clamps and brackets and for evidence of wear, chafing, cracks and corrosion. P&W 72 table 601 150hr		1,2,3,4,5,6	NA	P&W MM Chpt 72 table 601
Inspect No 2 engine fire seals for cracks and security of brackets. P&W 72 table 601 150hr		1,2,3,4,5,6	NA	P&W MM Chpt 72 table 601
Check No 2 engine controls for smooth movement through full range of travel. Bell 100hr/12 mo part A engine controls		1,2,3,4,5,6	NA	Bell MM Chpt 76
Inspect No 2 engine fuel and power controls: a. Check engine control linkages for looseness, lost motion, chafing, damage, and security of attachment. b. Check bell cranks, mounts, and jackshafts for looseness, damage, and security of attachment. Bell 100hr/12 mo part A engine controls		2,4,6	NA	Bell MM Chpt 76
No 2 engine starter-generator: a. check starter-generator brushes for allowable wear. b. check starter-generator cooling ducts for obstruction, kinking, and security. Bell 100hr/12 mo part A powerplant		1,3,5	SCC	Bell MM Chpt 71
On No 2 engine MFCU throttle shaft. With power sections shut down and fuel boost pump on (fuel valves set in correct position) check both sides of throttle shaft for evidence of leakage. P&W 72 table 601 300hr		1,3,5	NA	P&W MM Chpt 72 table 601

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ITEM	SECTION	PHASE	RII or SCC	reference
1B NO 2 ENGINE				
No 2 engine AFCU. Check for bearing wash out indicated by blue dye at AFCU vent hole. P&W 72 table 601 300hr		1,3,5	NA	P&W MM Chpt 72 table 601 & engine-fault isolation
No 2 engine fuel pump filter. Inspect for contamination and damage. Replace filter element. P&W 72 table 601 300hr		2,4,6	Leak check/SCC	P&W MM Chpt 73 73-10-02
No 2 engine Fuel pump. Check for security and leaks. P&W 72 table 601 300hr		2,4,6	NA	P&W MM Chpt 72 table 601
No 2 engine oil cap: Inspect oil system filler cap for proper functioning and sealing. Make sure the sealing O-ring within the filler cap is in good condition. Repair or replace the filler cap or replace the sealing O-ring as required. Bell 100 hr/12mo part A General		2	Leak check/SCC	Bell MM Chpt 12
Inspect No 2 engine inlet screen for Cleanliness and condition of mesh. P&W 72 table 601 150hr		2,4,6	NA	P&W MM Chpt 72 table 601
Check No 2 engine Compressor inlet area for corrosion, dirt deposits and erosion. Check first stage blades for damage and erosion. P&W 72 table 601 300hr		2,4,6	SCC	P&W MM Chpt 72 table 601 & 72-00-00-9
On No 2 engine check resistance of lead and heating element of heated pneumatic tubes. Check for security of all accessible connections, clamps and brackets, evidence of wear, chafing, cracks and corrosion and evidence of fuel or oil leaks. Examine insulation on pneumatic tubes for cuts in outer rubber sheaths. P&W 72 table 601 150hr		2,4,6	SCC	P&W MM Chpt 72 table 601 & 73-10-08

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ITEM	SECTION	PHASE	RII or SCC	reference
1B NO 2 ENGINE				
No. 2 engine power section chip detectors: (QTY 2) a. Check chip detectors for debris. b. Clean chip detectors. c. Test chip detector electrical circuits. Bell 100hr/12 mo part A powerplant P&W 72 table 601 150hr		1,2,3,4,5,6	SCC/leak check	Bell MM Chpt 71 P&W MM Chpt 72 table 601
Inspect No 2 engine gas generator case for cracks, distortion, corrosion and evidence of overheating. P&W 72 table 601 150hr		1,2,3,4,5,6	NA	P&W MM Chpt 72 table 601
No 2 engine ignition electrical connections: Check ignition leads for corrosion, chafing, and security. Bell 100hr/12 mo part A powerplant P&W 72 table 601 150hr		1,3,5	NA	Bell MM Chpt 71
Check No 2 engine igniters for cleanliness and condition. Perform function check. P&W 72 table 601 300hr		2,4,6	SCC	P&W MM Chpt 74 74-00-00
Inspect P3 system on No 2 engine for contamination and flush. Post SB5309, 5359 and pre SB5367 only. P&W 72 table 601 100hr		1,3,5	Leak check/SCC	P&W MM Chpt 72 72-00-00 Para 10N
Clean and Inspect P3 air filter drain valve on No 2 engine. Post SB5309,5359 and 5367 P&W 72 table 601 100hr		1,3,5	Leak check/SCC	P&W MM Chpt 73 73-10-07

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ITEM 1B NO 2 ENGINE	SECTION	PHASE	RII or SCC	reference
Clean ultrasonically and visually inspect P3 filter assembly on No 2 engine. Mark a line on filter being removed from engine with scribe indicating it has been installed in the aircraft for 300 hours. When filter has 3 lines Replace P3 filter. Return removed P3 filter elements with three lines to main maintenance facility with tag stating Requires 900hr ultrasonic cleaning and pressure drop check per engine manual. P&W 72 table 601 100hr and 900hr		1,3,5	Leak check/SCC	P&W MM Chpt 73 73-10-07& P&W MM Chpt 72 table 601
Check No 2 engine fire detection system elements for condition and security. Bell 100hr/12 mo part A powerplant		1,3,5	NA	Bell MM Chpt 71
Inspect No 2 engine fuel surge accumulator for signs of bulging or metal stretching. Pre SB 5398. P&W 72 table 601 100hr		1,2,3,4,5,6	NA	P&W MM Chpt 72 table 601
Inspect No 2 engine fuel surge damper for pop out indicator being extended. Post SB 5398. P&W 72 table 601 150hr		1,2,3,4,5,6	NA	P&W MM Chpt 73 73-10-03
Clean ultrasonically and inspect oil filter elements on No 2 power section. Post SB 5023 elements. Mark filter being removed from helicopter with a scribed line indicating it has been installed for 100 hours. When filter has 6 lines, replace oil filter elements. Return removed oil filter elements with six lines to main maintenance facility with tag stating requires cleaning per engine overhaul manual. P&W 72 table 601 150hr and 900hr		1,2,3,4,5,6	Leak check/SCC	P&W MM Chpt 79 79-20-02 & P&W MM Chpt 72 table 601

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ITEM	SECTION	PHASE	RII or SCC	reference
1B NO 2 ENGINE				
Perform engine compressor wash (If conditions allow.) Bristow		1,2,3,4,5,6	SCC/leak check	P&W MM Chpt 72
Perform dead weight check on No 2 engine torque transmitters. Bristow experience		1,4	Leak check, SCC	Benz STC SH8608SW
Perform maximum NG topping check on No 2 engine. Bell 100hr/12 mo part A engine controls		1,4	RII	Bell MM Chpt 76
No 2 engine Oil to fuel heater. Immediately after shut down check temperature of heater at fuel outlet or filter housing for a temperature greater than 140 deg. Note: temperatures less than 140 deg are considered to be comfortable to touch. P&W 72 table 601 300hr		2,4,6	NA	P&W MM Chpt 72 table 601
Inspect all cowlings and access panels removed during inspection for attachment and security. Bristow		1,2,3,4,5,6	SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry. Bristow		1,2,3,4,5,6	NA	Bristow GMM

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ITEM	SECTION II TAILBOOM	PHASE	RII or SCC	reference
	Inspect for corrosion while performing the tasks below. Bell corrosion control guide	Bell corrosion control guide		
	Inspect tail boom exterior and interior structure for corrosion and damage. Bell 100hr/12 mo part A tailboom	1,2,3,4,5,6	NA	Bell MM Chpt 53
	Inspect all exposed wire bundles bundle supports, and connectors for damage, corrosion, and security. Bell 100hr/12 mo part A Electrical systems	1,2,3,4,5,6	NA	Bell MM Chpt 96
	Inspect tail boom attachment points for cracks and security. Bell 100hr/12 mo part A tailboom	1,2,3,4,5,6	NA	Bell MM Chpt 53
	Inspect tail boom joints, splices, longerons; attach fittings, and attaching hardware for corrosion, damage, and cracks. Bell 100hr/12 mo part A tailboom	1,3,5	NA	Bell MM Chpt 53
	Ensure all drain holes are open. Bell 100hr/12 mo part A tailboom	1,2,3,4,5,6	NA	Bell MM Chpt 53
	Inspect tail rotor control tubes, bellcranks, supports, and attaching hardware between tail rotor pedals and tail rotor gearbox for corrosion, wear, and damage. (without disassembly) (tailboom only. Refer to fuselage section for fuselage) Bell 100hr/12 mo part A flight controls	1,2,3,4,5,6	NA	Bell MM Chpt 67
	Baggage compartment door for corrosion, damage, and positive locking. Bell 100hr/12 mo part A doors and windows	4	NA	Bell MM Chpt 52
	Inspect baggage compartment smoke detector for condition and security (visually) Bell 100hr/12 mo part A fire protection	1,2,3,4,5,6	NA	Bell MM Chpt 26
	S/N 33001 through 36019 not modified by 412-570-001-103 check (including fuselage) a. Condition of clamps for tail rotor driveshaft coupling to gearbox couplings (90 deg apart). b. Inspect clamps for cracks in or near the bolt hole lugs. Bell 100hr/12 mo part A tail rotor driveshaft	1,2,3,4,5,6	NA	Bell MM Chpt 65
	Driveshaft sections and attaching hardware for condition and security. (including fuselage side) Bell 100hr/12 mo part A tail rotor driveshaft	1,2,3,4,5,6	NA	Bell MM Chpt 65
	Hanger supports for condition and security of attachment.(including fuselage side) Bell 100hr/12 mo part A tail rotor driveshaft	1,2,3,4,5,6	NA	Bell MM Chpt 65
	Hanger assemblies for cracks at mounting ears, corrosion, and security of attachment.(including fuselage side) Bell 100hr/12 mo part A tail rotor driveshaft	1,2,3,4,5,6	NA	Bell MM Chpt 65
	Lubricate tail rotor hanger bearings.(including fuselage side) Bell mm chpt 18 lubrication chart	1,3,5	NA	Bell MM Chpt 18

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ITEM	SECTION II TAILBOOM	PHASE	RII or SCC	reference
	Aerodynamically actuated elevator: a. Remove left and right elevators. b. Clean elevator spars and inspect for corrosion. c. Clean internal bore of elevator horn and inspect for corrosion. d. With elevator control removed, attach a spring scale to hole in arm of horn where control tube is normally installed. Pull scale at right angle to arm, verify friction is 26 to 32 pounds (115.65 to 142.34 N). If friction is not within limits, adjust shim thickness. e. Install left and right elevators. Bell 100hr/12 mo part A flight controls	2,6	RII	Bell MM Chpt 67
	Inspect elevator attachment lugs at each end of elevator horn for cracks and security of attachment. Check elevator horn to elevator spar attaching bolts and surrounding joint for cracks and security of attachment. Bell 100hr/12 mo part A tailboom	1,2,3,4,5,6	NA	Bell MM Chpt 53
	Aerodynamically actuated elevator check: a. Inspect elevator control tube between forward support bracket and elevator horn for corrosion, wear, and damage. b. Inspect elevator control tube support and attaching hardware for security, corrosion, wear, and damage. c. Inspect elevators and support structure for loose or missing rivets, cracks in skin, and corrosion. d. Inspect trailing edge tabs and tip caps for condition and security. e. Functionally check operation of control tube as follows: CAUTION: DO NOT RELEASE ELEVATOR AND ALLOW THE SPRING TO DRIVE ELEVATOR BACK TO ORIGINAL POSITION. (1) Move elevator to extreme nose down position and while holding allow to slowly return to original position. Failure to return to original position, binding and/or lock-up are not acceptable. (2) If any of these conditions exist, replace tube. f. Remove elevator control and measure spring breakout force for 90 to 100 pounds (400.34 to 444.80 N). g. Functionally check elevator rigging for proper travel. Measure trailing edge for 16* +/-1/4*angle down from upper surface of elevator. Bell 100hr/12 mo part A flight controls	1,3,5	RII	Bell MM Chpt 67
	Inspect vertical fin spar caps for cracks and corrosion. Bell 100hr/12 mo part A tailboom	1,2,3,4,5,6	NA	Bell MM Chpt 53
	Inspect vertical fin spar caps forward side and web from upper tail boom skin to approximately 4.0 inches (101.6 mm) below upper tail boom skin as follows: Remove aft tail boom access door. Face aft and use bright light and small mirror to inspect area for cracks, especially near rivets holes. NOTE: If necessary, clean area with cloth dampened with MEK (C-309) or equivalent. Ventilate area to prevent breathing fumes. Bell 100hr/12 mo part A tailboom	1,2,3,4,5,6	NA	Bell MM Chpt 53

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ITEM	SECTION II TAILBOOM	PHASE	RII or SCC	reference
	Torque check intermediate gearbox mounting bolts. Bell 100hr/12 mo part A tailboom	1,2,3,4,5,6	NA	Bell MM Chpt 53
	Torque check tail rotor gearbox attachment nuts. Bell 100hr/12 mo part A tailboom	1,2,3,4,5,6	NA	Bell MM Chpt 53
	Inspect chip detector for debris. If metallic particles are found, determine and correct cause. (42* gearbox) Bell 100hr/12 mo part A intermediate gearbox	1,2,3,4,5,6	SCC/leak check	Bell MM Chpt 65
	Clean chip detector. (42* gearbox) Bell 100hr/12 mo part A intermediate gearbox	1,2,3,4,5,6	SCC/leak check	Bell MM Chpt 65
	Test chip detector electrical circuit. (42* gearbox) Bell 100hr/12 mo part A intermediate gearbox	1,2,3,4,5,6	SCC/leak check	Bell MM Chpt 65
	Inspect oil system (90 and 42 degree GB) filler caps for proper functioning and sealing. Make sure the sealing O-ring within the filler caps are in good condition. Repair or replace the filler cap or replace the sealing O-ring as required. Bell 100 hr/12mo part A General	2	Leak check/SCC	Bell MM Chpt 12
	Inspect chip detector for debris. If metallic particles are found, determine and correct cause. (TR 90*gearbox) Bell 100hr/12 mo part A tail rotor gearbox	1,2,3,4,5,6	SCC/leak check	Bell MM Chpt 65
	Clean chip detector. (TR 90*gearbox) Bell 100hr/12 mo part A tail rotor gearbox	1,2,3,4,5,6	SCC/leak check	Bell MM Chpt 65
	Test chip detector electrical circuit. (TR 90*gearbox) Bell 100hr/12 mo part A tail rotor gearbox	1,2,3,4,5,6	SCC/leak check	Bell MM Chpt 65
	Inspect tail rotor pitch change bearing as follows: Remove bearing retainer P/N 212-010-773-1 from crosshead. Slide crosshead inboard exposing pitch change bearing. Inspect bearing for metal in grease, for wear and roughness when rotated by hand. Reinstall bearing in crosshead and reinstall bearing retainer. Insure that retainer is torqued and or shimmed correctly. NOTE: move tail rotor pedals as needed to move and install bearing. Previous Bristow phase program	1,3,6	RII	Bell MM Chpt 64
	Torque check nuts on tail rotor blade retention bolts. Bell 100hr/12 mo part A tail rotor hub and blade assy	1,3,5	NA	Bell MM Chpt 64
	Torque check tail rotor hub retaining nut. Bell 100hr/12 mo part A tail rotor hub and blade assy	1,3,5	NA	Bell MM Chpt 64
	Inspect all cowlings and access panels removed during inspection for attachment and security. Bristow	1,2,3,4,5,6	SCC	NA
	Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry. Bristow	1,2,3,4,5,6	NA	Bristow GMM

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ITEM	SECTION III FUSALAGE	PHASE	RII or SCC	reference
Inspect for corrosion while performing the tasks below. Bell corrosion control guide		Bell corrosion control guide		
Nose, electrical, and equipment compartment access doors for corrosion, damage, distortion, and positive locking mechanisms. Bell 100hr/12 mo part A doors and windows		4	NA	Bell MM Chpt 52
Check inverters for security of mounting and connections. Bell 100hr/12 mo part A electrical system		1,2,3,4,5,6	NA	Bell MM Chpt 96
Check generator control units for damage and security of mounting and terminals. Bell 100hr/12 mo part A electrical system		1,2,3,4,5,6	NA	Bell MM Chpt 96
Inspect relays and main bus area for security of mounting and connections. Bell 100hr/12 mo part A electrical system		1,2,3,4,5,6	NA	Bell MM Chpt 96
Inspect bus insulation for damage and condition. Bell 100hr/12 mo part A electrical system		1,2,3,4,5,6	NA	Bell MM Chpt 96
Inspect battery compartment for general condition. Bell 100hr/12 mo part A electrical system		1,2,3,4,5,6	NA	Bell MM Chpt 96
Check battery mount for security and corrosion. Bell 100hr/12 mo part A electrical system		1,2,3,4,5,6	NA	Bell MM Chpt 96
Inspect Alpine Aerotech cargo mirror and pulse lights. Alpine Aerotech ICA		1,2,3,4,5,6	NA	Alpine ICA
Crew and passenger doors structure for corrosion, damage, distortion, and positive locking mechanisms. Seals for adherence, tears, separations, and deterioration. Bell 100hr/12 mo part A doors and windows		1,2,3,4,5,6	NA	Bell MM Chpt 52
Check Helicopter Emergency Egress Lighting system and door mounted power supply by shorting power supply test leads Luminescent Systems Inc maintenance and installation manual		1,3,5	NA	Luminescent Systems Inc maintenance and installation manual
Inspect Dart sliding door roller kit Dart ICA		2,4,6	NA	Dart ICA
Crew door emergency jettison mechanism for condition and security. Perform operational check Bell 100hr/12 mo part A doors and windows		4	NA	Bell MM Chpt 52
Inspect Dart vertical reference door Dart ICA		2,4,6	NA	Dart ICA
Passenger door window retainers and fillers for damage. Bell 100hr/12 mo part A doors and windows		4	NA	Bell MM Chpt 52
Inspect Dart access steps Dart ICA		2,4,6	NA	Dart ICA
Cabin interior and exterior for corrosion and damage. Bell 100hr/12 mo part A fuselage		1,2,3,4,5,6	NA	Bell MM Chpt 53
Inspect Dart shoulder harness kit Dart ICA		1,3,5	NA	Dart ICA
Inspect Dart N1access panels		1,3,5	NA	Dart ICA

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ITEM	SECTION III FUSALAGE	PHASE	RII or SCC	reference
Inspect fuselage cabin structure: a. Fuselage structure for corrosion and damage to finish and sealant. Pay particular attention to edges of joints and seams and around fastener heads. b. Engine compartment floor and service deck, F.S. 155.06 to 241.22, for damage, delamination, and corrosion. Bell 100hr/12 mo part A fuselage		2,5	NA	Bell MM Chpt 53
Inspect cabin roof structure: a. Cabin roof structure, cowlings, and fairing for damage, delamination, and general condition. b. Cabin roof and cowlings/fairing mounted antennas for condition and security. Bell 100hr/12 mo part A fuselage		1,2,3,4,5,6	NA	Bell MM Chpt 53
Check rotor brake fluid level. Previous phase program		1,2,3,4,5,6	SCC	Bell MM Chpt 18
Inspect Dart driveshaft tunnel access panel Dart ICA		1,3,5	NA	Dart ICA
Inspect engine fire walls where they mate up with the inlet cowls for gaps. ASB 412-10-140		1,3,5	NA	ASB 412-10-140
Inspect underside of fuselage: a. Fuselage structure for damage, corrosion, and working rivets. b. Exterior finish for condition and cleanliness. c. Evidence of excessive fluid leakage. d. Structure around landing gear for condition. e. Forward cross tube support structure for working fasteners, cracks, corrosion, and excessive wear. f. Aft cross tube support structure for working fasteners, cracks, corrosion, and excessive wear. Bell 100hr/12 mo part A fuselage		1,2,3,4,5,6	NA	Bell MM Chpt 53
Aft cross tube assemblies support beam for cracks, damage, corrosion, and security of attachment. Bell 100hr/12 mo part A Landing gear		1,2,3,4,5,6	NA	Bell MM Chpt 32
Inspect landing gear cross tube assemblies, skid tubes, and skid shoes, for condition and security of attachment. Inspect cross tube retention cap (rubber bumper pads) for condition and security of attachment. Bell 100hr/12 mo part A Landing gear		1,2,3,4,5,6	NA	Bell MM Chpt 32
Inspect float landing gear skid tubes Dart ICA and Aeronautical accessories ICA		1,3,5	NA	Dart or Aeronautical Acc ICA
Inspect Dart bear paws Dart ICA		1,3,5	NA	Dart ICA
Remove four access door, located just forward of the aft cross tube, from the underside of the fuselage. Inspect fuel lines for evidence of leakage, damage, and security Bell 100hr/12 mo part A fuel system		2,5	NA	Bell MM Chpt 28
Ensure all drain holes are open. Bell 100hr/12 mo part A fuselage		1,2,3,4,5,6	NA	Bell MM Chpt 53

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	Cross tube to skid tube saddle bolts for tightness. Bell 100hr/12 mo part A Landing gear	1,2,3,4,5,6	NA	Bell MM Chpt 32
	Torque forward and aft cross tube support fittings "U" bolts to 80 to 100 inch pounds Bell 100hr/12 mo part A Landing gear	1,2,3,4,5,6	NA	Bell MM Chpt 32
	Torque check ground handling wheel attachment eyebolts on skid tubes 40 to 58 foot-pounds. Eyebolts that rotate prior to reaching 40 foot-pounds (54 Nm) shall be removed and inspected for evidence of bending. No bending is permitted. Bell 100hr/12 mo part A Landing gear	1,2,3,4,5,6	NA	Bell MM Chpt 32
	NOTE: To adequately inspect the following, it will be necessary to remove the auxiliary fuel tanks if installed. Pylon wall for damage, working fasteners, cracks, delamination, and corrosion. Bell 100hr/12 mo part A fuselage	2,5	NA	Bell MM Chpt 53
	Inspect tail rotor control tubes, bellcranks, supports, and attaching hardware between tail rotor pedals and tail rotor gearbox for corrosion, wear, and damage. (without disassembly) (Fuselage side only. Refer to tailboom section for tail boom) Bell 100hr/12 mo part A flight controls	1,2,3,4,5,6	NA	Bell MM Chpt 67
	Inspect anti-torque flight controls: a. Check anti-torque friction adjuster for proper friction. b. Check anti-torque flight controls for smooth movement throughout full range of travel. Bell 100hr/12 mo part A flight controls	2,6	NA	Bell MM Chpt 67
	Inspect (except anti torque) tube bellcranks, supports, and attaching hardware for corrosion, security, wear, and damage. Bell 100hr/12 mo part A flight controls	1,2,3,4,5,6	NA	Bell MM Chpt 67
	Inspect all (except anti torque) control tube assemblies for clearance, security, and general condition. Bell 100hr/12 mo part A flight controls	1,2,3,4,5,6	NA	Bell MM Chpt 67
	Inspect flight controls: (cyclic) a. Check cyclic stick friction adjuster for proper operation. b. Check for proper cyclic minimum friction. c. Check cyclic flight controls for smooth movement throughout full range of travel. Bell 100hr/12 mo part A flight controls	2,6	NA	Bell MM Chpt 67
	Inspect collective flight controls: a. Friction shoes and liners for condition. b. Check collective lever friction adjuster for operation. c. Check for proper collective minimum friction. d. Check collective flight controls for smooth movement throughout full range of travel. Bell 100hr/12 mo part A flight controls	2,6	RII	Bell MM Chpt 67
	All compartments for evidence of water entrapment and corrosion. Bell 100hr/12 mo part A fuselage	1,2,3,4,5,6	NA	Bell MM Chpt 52

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ITEM	SECTION III FUSALAGE	PHASE	RII or SCC	reference
Inspect all exposed wire bundles bundle supports, and connectors for damage, corrosion, and security. Pay particular attention to engine deck connectors and harnesses. Bell 100hr/12 mo part A Electrical systems		1,2,3,4,5,6	NA	Bell MM Chpt 96
Inspect all (Hydraulic) lines and hoses for security and general condition. Bell 100hr/12 mo part A hydraulic systems		1,2,3,4,5,6	NA	Bell MM Chpt 29
Inspect all exposed fuel lines and connections for leakage damage, and security. Bell 100hr/12 mo part A fuel systems		1,2,3,4,5,6	NA	Bell MM Chpt 28
Visually inspect all heating, ventilation, cooling ducts, and controls for cracks, security, and for proper operation. Bell 100hr/12 mo part A heat/vent air ducts		1,2,3,4,5,6	NA	Bell MM Chpt 21
Bleed air heating and ventilation/defog system components a. Perform operational check of bleed air heating system and components. b. Perform operational check of defog blower. Bell 100hr/12 mo part A heat/vent air ducts		2,5	NA	Bell MM Chpt 96
Fuselage bonded panels for damage and delamination. Bell 100hr/12 mo part A fuselage		1,2,3,4,5,6	NA	Bell MM Chpt 53
Inspect fuselage tail boom attachment points for evidence of fretting. Bell 100hr/12 mo part A fuselage		1,2,3,4,5,6	NA	Bell MM Chpt 53
Inspect tail rotor hydraulic actuator for leaks, security of attachment, damage, corrosion, wear, bearings, and linkages for looseness. Bell 100hr/12 mo part A flight controls		1,2,3,4,5,6	NA	Bell MM Chpt 67
Inspect all fuel and hydraulic system filler caps for proper functioning and sealing. Make sure the sealing O-ring within the filler cap is in good condition. Repair or replace the filler cap or replace the sealing O-ring as required. Bell 100 hr/12mo part A General		2	Leak check/SCC	Bell MM Chpt 12
Inspect all cowlings and access panels removed during inspection for attachment and security. Bristow		1,2,3,4,5,6	SCC	NA
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry. Bristow		1,2,3,4,5,6	NA	Bristow GMM

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ITEM	SECTION IV HELL HOLE	PHASE	RII or SCC	reference
	Inspect for corrosion while performing the tasks below. Bell corrosion control guide	Bell corrosion control guide		
	Inspect for evidence of oil leakage. Bell 100hr/12 mo part A transmission	1,2,3,4,5,6	NA	Bell MM Chpt 63
	Torque check top case to ring gear case nuts, ring gear case to main case nuts, and main case to support case nuts to 230 to 250 inch-pounds (25.99 to 28.25 Nm). Re-torque as required. Bell 100hr/12 mo part A transmission	1,3,5	NA	Bell MM Chpt 63
	Check all transmission chip detectors for debris and clean. Bell 100hr/12 mo part A transmission	1,2,3,4,5,6	SCC/leak check	Bell MM Chpt 63
	Test all transmission chip detectors electrical circuits. Bell 100hr/12 mo part A transmission	1,2,3,4,5,6	SCC/leak check	Bell MM Chpt 63
	Cut safeties and retorquer rotor brake disc to 70 in lbs. Safety bolts. Bristow	2,4,6	SCC	Bell MM Chpt 63
	Inspect brake linings for wear. (minimum thickness 0.150 inch) Bell 100hr/12 mo part A hydraulic systems	3,6	NA	Bell MM Chpt 29
	Inspect oil system (transmission) filler cap for proper functioning and sealing. Make sure the sealing O-ring within the filler cap is in good condition. Repair or replace the filler cap or replace the sealing O-ring as required. Bell 100 hr/12mo part A General	2	Leak check/SCC	Bell MM Chpt 12
	Collective and cyclic flight control actuators, check: a. Universal bearings for looseness. b. Input lever bearings and bolts for wear and looseness. (without disassembly) c. Fasteners attaching cylinder lower supports to structure for looseness. d. Cylinder lower bearings for looseness. e. Actuator assemblies for condition, leakage, and security. f. Cylinder extension tubes for condition and security. g. Upper cylinder housing mounting bracket for condition and security. Check mounting bracket cavity for corrosion. Cavity drain hole for obstruction. Dust boot for condition. Reapply corrosion preventive compound (C-104) as required. h. Actuator linkage for wear and security. i. Clean exposed area of actuator piston with hydraulic fluid (C-002) and lint-free cloth. j. Check cyclic and collective hydraulic cylinders' piston rods for evidence of excessive wear and scoring. Wear of the piston rods indicates cylinder assembly is incorrectly aligned to lower supports and requires adjustment. Bell 100hr/12 mo part A flight controls	1,2,3,4,5,6	NA	Bell MM Chpt 67

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ITEM	SECTION IV HELL HOLE	PHASE	RII or SCC	reference
	Collective and cyclic flight control actuators: a. Torque check nuts attaching actuator cylinder to upper supports. b. Remove bolts attaching actuator to lower supports. Check cylinder alignment to lower support. Rod end bearing side loads are not permitted. Reinstall bolts. Bell 100hr/12 mo part A flight controls	1,3,5	RII	Bell MM Chpt 67
	Inspect tube bellcranks, supports, and attaching hardware for corrosion, security, wear, and damage. Bell 100hr/12 mo part A flight controls	1,2,3,4,5,6	NA	Bell MM Chpt 67
	Inspect all control tube assemblies for clearance, security, and general condition. Bell 100hr/12 mo part A flight controls	1,2,3,4,5,6	NA	Bell MM Chpt 67
	Inspect all exposed fuel lines and connections for leakage damage, and security Bell 100hr/12 mo part A fuel systems	1,2,3,4,5,6	NA	Bell MM Chpt 28
	Inspect all (Hydraulic) lines and hoses for security and general condition. Bell 100hr/12 mo part A hydraulic systems	1,2,3,4,5,6	NA	Bell MM Chpt 29
	Check internal oil filter or full flow oil monitor for debris and clean.(transmission) Bell 100hr/12 mo part A transmission	1,3,5	SCC/leak check	Bell MM Chpt 63
	Inspect lift link and attachments for corrosion, damage, and security. Check bearings for looseness. Bell 100hr/12 mo part A transmission/and fuselage	1,2,3,4,5,6	NA	Bell MM Chpt 63
	Lubricate cargo hook link assembly Bell Lubrication chart chpt 18	1,2,3,4,5,6	SCC	Bell MM Chpt 18
	Inspect mounts for damage and security. Check boots for condition and ensure boots are in place. (transmission) Bell 100hr/12 mo part A transmission	1,2,3,4,5,6	NA	Bell MM Chpt 63
	Inspect transmission mounts, mounting brackets, and structure for cracked or broken parts. Bell 100hr/12 mo part A transmission	1,2,3,4,5,6	NA	Bell MM Chpt 53
	Remove and inspect hydraulic filter elements, discard or clean elements, install serviceable elements. NOTE: Hydraulic filter elements 205-076-034-003 are non-cleanable. It is recommended they be replaced every 600 hours or 12 months. Filter elements 205-076-034-007 are cleanable. The -003 and -007 elements are interchangeable; intermixing of different element types is not permitted. Bell 100hr/12 mo part A hydraulic systems	3,6	SCC/leak check	Bell MM Chpt 29
	Inspect all cowlings and access panels removed during inspection for attachment and security. Bristow	1,2,3,4,5,6	SCC	NA
	Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry. Bristow	1,2,3,4,5,6	NA	Bristow GMM

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ITEM	SECTION V SWASHPLATE AND HEAD	PHASE	RII or SCC	reference
	Inspect for corrosion while performing the tasks below. Bell corrosion control guide	Bell corrosion control guide		
	Wash main rotor blades. Bell 100hr/12 mo part A main rotor blades	1,2,3,4,5,6	NA	Bell MM Chpt 62
	Inspect main rotor blades' upper and lower surfaces for condition of bond lines and doublers. Leading edge for erosion. Blade surfaces for corrosion, cracks, damage, and voids. Bell 100hr/12 mo part A main rotor blades	1,2,3,4,5,6	NA	Bell MM Chpt 62
	Inspect blade retention bolts for condition and security. Bell 100hr/12 mo part A main rotor blades	1,2,3,4,5,6	NA	Bell MM Chpt 62
	Inspect hub assembly for condition, corrosion, and security, paying particular attention to the integrity of sealing. Bell 100hr/12 mo part A main rotor hub	1,2,3,4,5,6	NA	Bell MM Chpt 62
	Inspect pivot bearings, spindle bearings, and damper set for elastomeric bearing delamination, elastomer degradation, shim cracks, crazing, cracking, or sheeting. Bell 100hr/12 mo part A main rotor hub	1,2,3,4,5,6	NA	Bell MM Chpt 62
	Functionally check droop restraint system. Check for engagement of restraint arms in lower detent of cam window. Relieve load on each blade and verify lower clevis moves freely through cam window envelope. Binding and roughness in inboard clevis is not acceptable Bell 100hr/12 mo part A main rotor hub	1,2,3,4,5,6	N/A	Bell MM Chpt 62
	Inspect damper bearing bumper pads for deterioration or deformation due to contact with yoke. Bell 100hr/12 mo part A main rotor hub	1,2,3,4,5,6	NA	Bell MM Chpt 62
	Functionally check arm and bearing assemblies (pendulum dampers). Apply a minimum of 5 pounds (22.24 N) of force to each arm and bearing assembly (force toward and away from center of yoke). Cycle arm and bearing through full travel. Arm and bearing assembly should cycle free and smooth. Roughness and binding are not acceptable Bell 100hr/12 mo part A main rotor hub	1,2,3,4,5,6	NA	Bell MM Chpt 62
	Inspect pitch horns for corrosion and cracks in areas surrounding torque transfer pin holes. No cracks permitted. Bell 100hr/12 mo part A main rotor hub	1,2,3,4,5,6	NA	Bell MM Chpt 62
	NOTE: Disconnect pitch link upper rod ends from the pitch horns to determine main rotor control bearing wear. Inspect pitch links for condition and security. Non-elastomeric bearing looseness shall not exceed .007 inch radial or 0.015 inch (0.381 mm) axial looseness. Bell 100hr/12 mo part A main rotor controls	1,2,3,4,5,6	NA	Bell MM Chpt 62

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ITEM	SECTION V SWASHPLATE AND HEAD	PHASE	RII or SCC	reference
	NOTE: Disconnect pitch link upper rod ends from the pitch horns to determine main rotor control bearing wear. 1. Swash plate and support assembly: a. Inspect for condition and security with special attention to gimbal ring attachment lugs. NOTE: The presence of black oxide powder will require investigation to determine the cause. b. Inspect gimble ring bearings, liners, and attaching hardware for excessive looseness and wear. Gimble ring bearing and attaching bolt axial or radial looseness shall not exceed 0.005 inch (0.127 mm) with no binding allowed. c. Inspect trunnion bearings and attaching hardware for excessive looseness and wear. Trunnion bearings shall not exceed 0.020 inch (0.508 mm) axial looseness. Bell 100hr/12 mo part A main rotor controls	1,2,3,4,5,6	RII	Bell MM Chpt 62
	Inspect mast assembly for security, corrosion, and mechanical damage. Bell 100hr/12 mo part A main rotor mast	1,2,3,4,5,6	NA	Bell MM Chpt 63
	Inspect for evidence of oil leaks at mast bearing cap. Bell 100hr/12 mo part A main rotor mast	1,2,3,4,5,6	NA	Bell MM Chpt 63
	Hub and sleeve assembly: a. Inspect for condition and security. b. Inspect hub and rephasing levers for wear and bearing looseness. c. Drive links spherical bearings shall not exceed 0.007 inch (0.178 mm) radial or 0.015 inch (0.381 mm) axial looseness. d. Swashplate link non-elastomeric bearing looseness shall not exceed 0.015 inch (0.381 mm) axial. Bell 100hr/12 mo part A main rotor controls	1,2,3,4,5,6	NA	Bell MM Chpt 62
	Inspect collective lever for condition and security. Trunnion bearing shall not exceed 0.020 inch (0.508 mm) axial looseness. Bell 100hr/12 mo part A main rotor controls	1,2,3,4,5,6	NA	Bell MM Chpt 62
	Move pylon fore and aft, using mast as lever. Check friction dampers for freedom of movement and smooth operation. Bell 100hr/12 mo part A fuselage	1,2,3,4,5,6	NA	Bell MM Chpt 29
	Torque check swashplate outer ring through bolts to 165 to 175 inch-pounds (18.65 to 19.74 Nm). Bell 100hr/12 mo part A main rotor controls	1,3,5	NA	Bell MM Chpt 62
	Torque check four hub and sleeve to rephasing lever attachment bolts to 24 to 34 foot-pounds (33 to 46 Nm) for 1/2 inch bolts or 160 to 200 inch-pounds (18.08 to 22.59 Nm) for 3/8 inch bolts (if installed). Bell 100hr/12 mo part A main rotor controls	1,3,5	NA	Bell MM Chpt 62
	Torque check drive link to rephasing lever attachment bolts to 165 to 200 inch-bolts (18.65 to 22.59 Nm). Bell 100hr/12 mo part A main rotor controls	1,3,5	NA	Bell MM Chpt 62

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ITEM	SECTION V SWASHPLATE AND HEAD	PHASE	RII or SCC	reference
	Torque check swashplate support to mast plate bolts (AN5H-6A) to 130 to 140 inch-pounds (14.67 to 15.79 Nm). Bell 100hr/12 mo part A main rotor controls	1,3,5	NA	Bell MM Chpt 62
	Torque check eight yoke assembly through bolt nuts to 70 to 80 foot-pounds (95 to 108 Nm). Bell 100hr/12 mo part A main rotor hub	1,2,3,4,5,6	NA	Bell MM Chpt 62
	Ensure P/N EWB0420 bolts are installed (16 places) for simple pendulum absorber bracket. Torque check bolts. Apply 29 to 33 foot-pounds (39 to 45 Nm). Bell 100hr/12 mo part A main rotor hub	1,2,3,4,5,6	NA	Bell MM Chpt 62
	Inspect all cowlings and access panels removed during inspection for attachment and security. Bristow	1,2,3,4,5,6	SCC	NA
	Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry. Bristow	1,2,3,4,5,6	NA	Bristow GMM

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ITEM	SECTION VI ELECTRICAL AND AIRWORTHINESS DOCUMENTATION	PHASE	RII or SCC	reference
	Inspect for corrosion while performing the tasks below. Bell corrosion control guide	Bell corrosion control guide		
	Perform operational check of emergency bus system as follows: NOTE: Helicopters S/N 33001 through 33107, except those modified for CAA, remove screw, spacer, and washer installed in the emergency load switch guard. a. Inspect EMERG BUS INTC circuit breaker for wear. Operate circuit breaker manually and check by feel. Worn or loose circuit breaker is not acceptable. Close circuit breaker. b. Place all switches in OFF or NORM position and close all circuit breakers. c. Connect battery. d. Place BATTERY BUS 1 switch and BATTERY BUS 2 switch in the ON position. Position INV 1 and INV 2 switches in the ON position. Caution panel INVERTER 1 and INVERTER 2 segments should not be illuminated. e. Check emergency bus power by pressing the FIRE EXT PRESS TO TEST button momentarily. Observe both FIRE PULL handle warning lights illuminate. f. Position emergency bus switch to EMERG LOAD position. Check emergency bus power by pressing the FIRE EXT PRESS TO TEST button momentarily. Observe both FIRE PULL handles illuminate. Verify INVERTER 1 and INVERTER 2 segments are illuminated on the caution panel. NOTE: S/N 33108 and subsequent — Check INVERTER 1 light segment on the caution panel is not illuminated and INVERTER 2 segment is illuminated. g. Position BATTERY BUS 1 and BATTERY BUS 2 switches off. Check emergency bus power by pressing FIRE EXT PRESS TO TEST button momentarily. Observe FIRE PULL handles illuminate. h. Position INVERTER 1 and INVERTER 2 switches OFF. Position emergency bus switch to NORMAL. Disconnect battery. i. Install screw, spacer, and washer in the emergency load switch guard if removed. Perform function check of power diodes. Bell 100hr/12 mo part A emergency bus and power diodes	2,4,6	NA	Bell MM Chpt 96
	Inspect heated windshield, if installed, for condition and proper operation. Bell 100hr/12 mo part A doors and windows	4	NA	Bell MM Chpt 52

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ITEM	SECTION VI ELECTRICAL AND AIRWORTHINESS DOCUMENTATION	PHASE	RII or SCC	reference
	Perform function check of battery temperature sensor caution light. Bell 100hr/12 mo part A battery system	2,4,6	NA	Bell MM Chpt 96
	Verify calibration of ALTAIR engine monitoring sensors by monitoring Altair live data and comparing to aircraft instruments while aircraft is operating. Bristow	1,2,3,4,5,6,	NA	Altair calibration checklist
	Check that Airworthiness and Registration Certificates, Passengers Briefing Cards, and Flight Manual are in their proper places. Bristow	1,2,3,4,5,6	NA	N/A
	Check status sheet for any time change components, Service Bulletins, Airworthiness Directives, Technical Bulletins, or Special Inspections that are due. Bristow	1,2,3,4,5,6	NA	N/A
	Insure placards and decals required by the rotorcraft flight manual limitations section or by flight manual supplements section for installed equipment are in place and legible. Inspect for external load combination placard. Bristow/ External load placard is from FAA finding several missing on ramp checks	1,2,3,4,5,6	NA	Flight manual, FAR 133.49
	Inspect all cowlings and access panels removed during inspection for attachment and security. Bristow	1,2,3,4,5,6	SCC	NA
	Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry. Bristow	1,2,3,4,5,6	NA	Bristow GMM

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4.03 Master 1000 hr Inspection Document

ITEM	PHASE	RII or SCC	reference
Inspect for corrosion while performing the tasks below. Bell corrosion control guide	Bell corrosion control guide		
Inspect placards and instrument panel decals, and all instrument markings for appearance and legibility. Bristow		NA	Bell Flight manual
Inspect all flight and engine control system bellcranks, mounts, jackshaft and control tubes for damage, chafing, corrosion and security of attachment. Lubricate bearings if needed. Bristow		RII	Bell MM and CR&O
SWASHPLATE AND SUPPORT ASSEMBLY — HUB AND SLEEVE ASSEMBLY 1. Disconnect drive and swashplate links from swashplate outer ring, and drive plate set from hub assembly. 2. Disconnect pitch links from main rotor hub pitch horns. 3. Check swashplate duplex bearing and collective sleeve hub bearing set for roughness and ease of rotation. 4. Purge lubricate bearings. 5. Reconnect drive and swashplate links and tubes, and drive plate set to hub assembly. Bell Part A 1000 Hr Inspection		RII	Bell MM Chpt 62
Remove hydraulic accumulators, disassemble clean and inspect for corrosion. Bristow		SCC / Leak Check	Bell MM Chpt 29 Bell Vendor CR&O
With hydraulic reservoirs installed, check interior for cleanliness and corrosion. Bristow		SCC	N/A
Disconnect N2 Cable from droop compensator and bellcrank in secondary hell hole. Check for smooth operation, Bristow		RII	Bell MM Chpt 76
Oil scavenge and pressure tubes. Remove retaining plate at rear fireseal and inspect tubes for fretting wear. P&W 72 table 601 900hr		Leak check, SCC	P&W MM Chpt 72 table 601
Flanges and joint faces. All external joint faces shall be sealed with silicone grease (PWC09-003) or Corrosion-X corrosion inhibitor (PWC15-011) (<u>Ref. 72-00-00, ENGINE - CLEANING</u>) at major inspection. All external bolts, studs and flanges are also treated with a film of silicone grease or corrosion-X corrosion inhibitor. Particular attention should be paid to accessory gearbox mount flanges. P&W 72 table 601 900hr		NA	P&W MM Chpt 72 table 601
T5 system. Carry out functional check (Ref. Para. 9 C) P&W 72 table 601 1200hr		SCC	P&W MM Chpt 72 table 601

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ITEM	PHASE	RII or SCC	reference
Gas generator case. For Pre-SB5239 gas generator cases inspect seam welds as detailed in Para. <u>9</u> . P&W 72 table 601 1200hr		NA	P&W MM Chpt 72 table 601
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry. Bristow		NA	Bristow GMM

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4.04 Master 3000hr Inspection Document

ITEM	PHASE	RII or SCC	reference
Inspect for corrosion while performing the tasks below. Bell corrosion control guide	Bell corrosion control guide		
GENERAL			
Remove all fuselage and tailboom access panels, removable floor panels, cowling and fairings that are required to satisfactorily carry out the inspection. Bristow		N/A	N/A
Comply with 1000 hr inspection. Bristow		N/A	Bristow 1000 HR
FUSELAGE			
Center and outboard bulkhead, below W.L. 22.0 at F.S. 23.0, for cracks, deformation, and corrosion along structure joints. Bell part A 3000 hr		N/A	Bell MM Chpt 53
Collective and cyclic control jackshafts support intercostals for cracks and corrosion. Bell part A 3000 hr		N/A	Bell MM Chpt 53
Cyclic support for corrosion and cracks. Bell part A 3000 hr		N/A	Bell MM Chpt 53
Collective, cyclic, and antitorque control system bellcranks, levers, and support brackets for corrosion, cracks, and indication of wear at attaching points. Bell part A 3000 hr		N/A	Bell MM Chpt 53
Crew seat support beams, at B.L. 14.0 and 30 and F.S. 23.0 and 74.30, for cracks and corrosion. Bell part A 3000 hr		N/A	Bell MM Chpt 53
Forward crosstube attach points and support structure at F.S. 63.33 and 74.30 for damage, corrosion, and cracks. Aft crosstube attach points and support structure at F.S. 155.06 and 166.0 for damage, corrosion, and cracks. Bell part A 3000 hr		N/A	Bell MM Chpt 53
Crew and passenger cabin floor, F.S. 23.0 to 155.06, for corrosion and damage. Seat fasteners and cargo tie down rings for condition. Bell part A 3000 hr		N/A	Bell MM Chpt 53
Structure in forward fuel cell cavities including caps, angles, and panels between FS 74.30 and 155.06 for damage, corrosion, cracks, and voids. Bell part A 3000 hr		SCC	Bell MM Chpt 53
Structure in aft fuel cell cavities including caps, angles, and panels between FS 155.06 and 200.00 for damage, corrosion, cracks, and voids. Bell part A 3000 hr		SCC	Bell MM Chpt 53
Bottom skin, F.S. 23.0 to 243.937, for damage. Joints for corrosion. Access panels and covers for condition and attachment. Bell part A 3000 hr		N/A	Bell MM Chpt 53

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ITEM	PHASE	RII or SCC	reference
Main transmission compartment interior, F.S. 129.0 to 166.0 and W.L. 7.44 to 76.0, for corrosion. Bulkheads and main beam panels for damage and corrosion. Attaching supports and brackets for condition and security. Bell part A 3000 hr		N/A	Bell MM Chpt 53
Electrical/avionics compartment, F.S. 166.0 to 243.937, doors for condition and security. Door frames for cracks and corrosion. Compartment interior for condition and joints for corrosion. Skin for damage and cracks. Bell part A 3000 hr		N/A	Bell MM Chpt 53
Oil cooler compartment, F.S. 166.0 to 243.937, doors for condition and security. Main beam panels and bulkheads for condition and corrosion. Bell part A 3000 hr		N/A	Bell MM Chpt 53
Firewalls, F.S. 155.06 to 241.22, for seal wear, damage, cracks, and security of attachment. Bell part A 3000 hr		N/A	Bell MM Chpt 53 ASB 412-10-140
Cabin roof, F.S. 35.0 to 166.0 above W.L. 68.0, B.L. 50.0 left and right, for damaged skin and joints for corrosion. Bell part A 3000 hr		N/A	Bell MM Chpt 53
Bulkhead, F.S. 241.22, for corrosion and cracks. Tailboom attach bolt holes for damage and corrosion. Bell part A 3000 hr		N/A	Bell MM Chpt 53
ITEM TAILBOOM			
Remove the tailboom in order to carry out a thorough inspection. Bell part A 3000 hr		N/A	Bell MM Chpt 53
Bulkhead, B.S. 17.42, for corrosion and cracks. Fuselage attach bolt holes for damage and corrosion. Bell part A 3000 hr		N/A	Bell MM Chpt 53
Tailboom and fin driveshaft covers for condition and attachment. Bell part A 3000 hr		N/A	Bell MM Chpt 53
Tailboom and fin external skin for damage, corrosion, and cracks. Bell part A 3000 hr		N/A	Bell MM Chpt 53
Tailboom access panels and covers for condition and attachment. Bell part A 3000 hr		N/A	Bell MM Chpt 53
Tailboom baggage compartment door for condition, attachment, and latching. Bell part A 3000 hr		N/A	Bell MM Chpt 53
Tailboom baggage compartment interior for damage and corrosion. Bell part A 3000 hr		N/A	Bell MM Chpt 53
Tailboom interior bulkheads and stringers for cracks and corrosion. Bell part A 3000 hr		N/A	Bell MM Chpt 53
Intermediate gearbox mount pad for damage and corrosion. Tail rotor gearbox mount pad for damage and corrosion. Bell part A 3000 hr		N/A	Bell MM Chpt 53
Tailboom exterior bonded panels adjacent to baggage compartment for damage, delamination, and corrosion. Bell part A 3000 hr		N/A	Bell MM Chpt 53

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ITEM	PHASE	RII or SCC	reference
Install tail boom. Bristow		RII	Bell MM Chpt 53
ITEM FUEL SYSTEM			
Inspect fuel cells for condition and serviceability. Repairs to be accomplished at an authorized facility. Bell part A 3000 hr		LEAK CHECK SCC	Bell MM Chpt 28
Check calibration of fuel quantity system. Check fuel low light. Bristow		LEAK CHECK SCC	Bell MM Chpt 96
ITEM FLIGHT CONTROLS			
Disassemble pilot and copilot (if installed) collective stick(s) to the extent necessary to remove throttle twist grips. Bell part A 3000 hr		N/A	Bell MM Chpt 67 SI-44 TB 412-87-60 Bell CR&O
Referring to figure on last page, visually inspect stick tube for cracks using a 3X magnifying glass and a bright light. Pay particular attention to the base of the throttle slots that form the twist grip stops. If a crack is found, replace stick tube. Bell part A 3000 hr		N/A	Bell MM Chpt 67 SI-44 TB 412-87-60 Bell CR&O
Reassemble collective assembly Bell part A 3000 hr		RII	Bell MM Chpt 67 SI-44 TB 412-87-60 Bell CR&O
Check throttle controls for proper operation. Bell part A 3000 hr		N/A	Bell MM Chpt 67 SI-44 TB 412-87-60 Bell CR&O
Check collective controls for proper operation. Bell part A 3000 hr		N/A	Bell MM Chpt 67 SI-44 TB 412-87-60 Bell CR&O
ITEM GENERAL			
Clean interior and exterior of aircraft. Bristow		N/A	
Install all inspection panels and covers. Bristow		SCC	
Ground run and functional check aircraft systems. Bristow		N/A	

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ITEM	PHASE	RII or SCC	reference
Check for leaks after ground run. Bristow		N/A	

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ITEM	PHASE	RII or SCC	reference
Check status sheet for any time change components, Service Bulletins, Airworthiness Directives, Technical Bulletins or Special Inspections that are due. Bristow		N/A	
Enter in the log book any POC, RII, SCC, Leak check, and torque checks that may be due. Each type or group must be made as a separate entry. Bristow		N/A	Bristow GMM

Section 5.0 Special Flight Permits

5.01 flight permit directions

Ferry flights may be conducted for aircraft maintained under the Bristow Alaska Inc. CAMP in accordance with the special flight permit authorization enumerated in the Operations Specifications. Refer to paragraph D084 of the Bristow Alaska Inc. Operations Specifications, latest revision.

The Director of Maintenance or his designee and the Chief Inspector or his designee shall each be notified and each approve the special flight permit by signing the permit or providing written notice of approval via facsimile or email to be attached to the flight permit.

A list of designees may be found in Roster binder in the Maintenance Office,

This CAMP Special Flight Permit will contain the date, the registration number of the aircraft requiring the permit, make, model and serial number, and aircraft total time.

The aircraft shall be inspected or evaluated by a properly certificated mechanic before flight.

The aircraft must be determined to be safe for flight, and that there are no Airworthiness Directives due. A notation shall be made in the aircraft logbook or on the special flight permit to that affect, including date, aircraft total time, mechanic's signature, certificate type and number.

The pilot shall be appropriately certificated and shall determine the minimum essential cargo and crew. Whether the flight is VFR or IFR and whether it is conducted during the day or night must be indicated on the permit. A flight plan must be filed, and the point of flight origin, intermediary stops, and destination noted on the permit.

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The CAMP Special Flight Permit must be carried on board the aircraft when operating under a special flight permit. Under special circumstances, the original copy of the CAMP Special Flight Permit need not be carried onboard the aircraft. In those circumstances, an original permit shall be completed, and a copy of the CAMP Special Flight Permit shall be received by facsimile, email or text message. An email or text message must include the aircraft registration number, date, whether the flight is VFR or IFR, day or night, the origin and destination of the flight including any intermediate stops, and any operating limitations appropriate to the flight.

If the permit is not on board the aircraft, the pilot will make an entry in the logbook stating that a ferry flight is required, and in the corrective action block state that the facsimile, email, or text message approving this special flight has been received. The name of the individuals approving this flight will be noted.

The original permit will be affixed to the aircraft log page to be forwarded to the Records Department.

Notify the local FSDO by telephone, email, or mail that this Special Flight Permit has been issued.

Completion of the CAMP Special Flight Permit is self explanatory.

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5.02 Special Flight Permit Form

BRISTOW ALASKA INC

135 SUPPLEMENTARY FORMS MANUAL
GMM APPENDIX S

Bristow Alaska Inc.
Special flight permit

With continuous authorization operating limitations

Date	Registration number	Make and model	Serial number	Aircraft total time

1. Pilot must hold at least a valid commercial rotorcraft pilot certificate and be rated in type equipment.
2. The pilot shall determine minimum essential cargo and crew necessary for the flight. This is a non-revenue flight. Cargo and persons not necessary for the flight are prohibited
3. Flight to be conducted is (check two) ☐ VFR ☐ IFR ☐ Day ☐ Night
4. Only from _____, Via _____, Destination _____
5. The pilot must file a flight plan.
6. A certified A&P mechanic must inspect or evaluate this aircraft prior to flight.
7. An entry shall be made in the maintenance record that certifies this aircraft is safe for the intended flight and no airworthiness directives apply except in accordance with requirements of the AD. This entry will include aircraft chronological information and the mechanics signature, certificate type and number.
8. The director of maintenance or his designee and the chief inspector or his designee shall approve the special permit below, or provide written notice of approval via facsimile, email or text message to be attached to the flight permit.
9. Flight into or over any foreign country including Canada is prohibited.

I certify this aircraft is safe for the intended ferry flight and that no airworthiness directives apply except in accordance with requirements of the airworthiness directive.

Mechanic signature	Certificate Type and Number

Company approval of this permit is indicated by the following signatures.

Director of maintenance signature	Chief inspector signature

If the director of maintenance, the chief inspector, or the designees for either have not signed above, they shall provide written notice of approval via fax or email to be attached to this permit.

10. This form must be carried on board the aircraft when operating under a special ferry flight permit except under special circumstances. See appropriate GMM appendix for further details. If this permit is not carried on board the aircraft, the pilot will enter in the aircraft record that this special flight has been approved and the name of the individuals approving this permit.

This form delivered to the aircraft by the following method: (choose one)

☐ In Person	☐ Email	☐ Facsimile	☐ Text Message
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11. This form shall go with the log book carbon to Bristow Alaska Inc. records department.