

SCHEDULED INSPECTIONS A0025

5-9. 25 HOUR/30 DAY INSPECTION — PART B

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Corrosion Control Guide, CSSD-PSE-87-001. Chapter 4 Chapter 5 Chapter 12	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____ NOTE For helicopters on the Part B inspection program, accomplish the following checks each 25 hours of flight operation or 30 days, whichever occurs first. <u>GENERAL</u> 1. Each listed inspection item or maintenance function is to be performed in accordance with the BHT-412-MM chapter specified or the BHT-412-CR&O. 2. Refer to Pratt & Whitney Canada PT6T-3 Series Maintenance Manual for engine inspection requirements. <u>PRELIMINARY REQUIREMENTS</u> 1. Use medium helicopter corrosion control guide to establish helicopter corrosion control program. 2. Replace all finite life components that have completed published operating limitations. 3. Overhaul all components that have completed published overhaul periods. 4. Lubricate and service helicopter as required.		

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DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 5	5. Review Special Inspections and carry out applicable inspections.		
	6. Examine all inspection windows and sight glasses for cracking, crazing, and discoloration. If any of these conditions are present, the part must be removed and replaced prior to returning helicopter for service.		
Service Instruction (SI)	7. Comply with all inspections and test requirements of all installed kits.		
	<u>FUSELAGE — NOSE SECTION</u>		
Chapter 95	1. Pitot tubes and static ports for visible obstruction and damage.		
Chapter 52	2. Nose doors for damage, corrosion, security of attachment, and for missing or damaged twist fasteners, seal for condition.		
Chapter 53	3. Fuselage: a. Forward fuselage area structure and skin for damage, corrosion, cleanliness, and damage to protective finish. b. Avionics and electrical compartment for water entrapment.		
Chapter 96	4. Battery installation: a. Battery and external connections for security, corrosion, and condition. b. Battery vent and drain tubes — unobstructed. c. Every fourth 25 hour/30 Day Inspection (100 hours), check battery mounts for corrosion and service battery in accordance with battery manufacturers recommendation.		A0100
Chapter 96	5. Electrical equipment for condition, corrosion, and security.		
Chapter 97	6. Avionics equipment for condition and security.		
Chapter 52	7. All windows for damage and cleanliness.		

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DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 30	8. Windshield wiper arms and blades for serviceability and security.		
Chapter 29	9. Remote hydraulic filter bypass indicator-check for bypass indication.		
Chapter 97	10. Antennas for condition and security.		
Chapter 52	11. Crew doors (and surrounding structure) for damage, corrosion, and proper operation, emergency release pins for security.		
	<u>FUSELAGE — CABIN SECTION</u>		
Chapter 53	1. Fuselage structure and compartments for condition, corrosion, water entrapment, and damage to protective finish.		
Chapter 53	2. Fuselage underside for evidence of fuel and hydraulic fluid leakage.		
Chapter 28	3. Visually inspect fuel samples for contamination.		
Chapter 32	4. Landing gear: a. Forward crosstube and cap fittings for condition, corrosion, and security of attachment. b. Aft crosstube, cap fittings, and wear strips for condition, corrosion, and security of attachment. c. Aft crosstube support beam for wear, cracks, damage, corrosion, and security of attachment. d. Skid tubes and skid shoes for condition, corrosion, and security of attachment. Replace skid shoes that are worn into shoe surface. Repair weld beads as required. e. Fuselage supports for wear, damage, and security of attachment. f. Deleted.		

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DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
I Chapter 97 Chapter 52 Chapter 25 Chapter 25	g. If installed, landing gear forward crosstube crew step fittings for corrosion, damage, and security in area of attachment. If edge sealant is damaged or missing, remove crew step and inspect crosstube for corrosion or damage. h. Tail skid for deformation and security of attachment. i. Emergency float reservoir pressure indicator for proper charge indication (if installed). j. Floats for proper stowage and condition (if installed).		
	5. Deleted.		
	6. Antennas for damage, cleanliness, and security.		
	7. Passenger/cargo doors (and surrounding structure) for damage, corrosion, and proper operation. Window seals for condition.		
	8. Crew seats:		
	a. Seats for condition, security, and proper operation.		
	b. Cushions and backs for cleanliness, excessive deterioration, and tears.		
	c. Crew seat restraint assemblies for condition, security, and proper operation.		
	d. Crew seat attenuator for compression; inspect witness line. If line is not visible, repair attenuator assembly.		
	9. Passenger seats:		
	a. Seats for condition and security.		
	b. Cushions and backs for cleanliness, excessive deterioration, and tears.		
	c. Passenger seat restraint assemblies for condition, security, and proper operation.		

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DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 95	10. Instruments: a. Instrument panel for cleanliness. b. All instrument, placards, decals, and markings for appearance and legibility. c. Check magnetic compass for condition and security. d. All compass cards for validity.		
Chapter 96 Chapter 97	11. Avionics and electrical equipment: a. Pedestal mounted avionics/electrical equipment for condition, cleanliness, and security. b. Overhead console for condition, cleanliness, and security. c. All instrument lights, integrally lit panels, secondary lights, and map lights for serviceability. d. All caution and warning lights for proper operation by using master caution, fire test, and baggage compartment smoke detector press to test functions. e. Landing and search lights for condition and security. f. Navigation and anti-collision lights for condition and security. g. Every fourth 25 Hour/30 Day Inspection, operationally check cabin heater system, bleed air shutoff, and line check valve.		A0101
Chapter 26	12. Two portable fire extinguishers for condition, mounting, and valid inspection certificate.		
Chapter 21	13. Cabin heating and ventilating system: a. Ventilating system components for condition and security.		

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DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
Chapter 25 Chapter 63	b. Heat/vent air ducts for condition and proper operation. c. Ventilation/defog components for condition and security. 14. Miscellaneous furnishings (map and data case, first aid kit, and emergency equipment) for condition and security. 15. Main rotor transmission: a. Proper oil level. b. External oil filter for bypass indication. c. Cases for damage, corrosion, condition, and evidence of leakage. d. Accessories for condition, corrosion, damage, and security of attachment. e. External oil lines and hoses for condition, damage, chafing, and leaks, paying particular attention to lines running aft of the thermostatic relief valve. f. Transmission mount dust boots for condition. WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT. g. Transmission tail rotor output quill coupling (and surrounding area) for grease leakage, damage, corrosion, and evidence of overheat as indicated by TEMP-PLATES or coupling discoloration. A change in color of one or more of the red bordered TEMP-PLATE dots from white/off-white to black, indicates an overheat condition, and may require replacement of both outer and inner couplings (see step h).		

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DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 29	h. Overheat TEMP-PLATES for condition and security. TEMP-PLATES must not show evidence of overtemperature indication, deterioration, debonding, or excessive discoloration of the epoxy overcoating. 16. Hydraulic systems: a. Hydraulic system 1 and 2 filter bypass indicator buttons — not extended. b. Collective and cyclic servoactuators for leaks, corrosion, damage, and security. c. Deleted. d. Hydraulic system 1 and 2 valve and filter modules for leaks, damage, and security. e. Hydraulic system 1 and 2 lines, hoses, and fittings for leaks, damage, chafing, kinking, and security. 17. Flight control tubes for condition, corrosion, and security.		
Chapter 52	FUSELAGE AFT OF CABIN LEFT AND RIGHT SIDE 1. Avionics/electrical and heater compartment doors for condition and security of attachment. Latches for proper operation.		
Chapter 53	2. Fuselage structure: a. Avionics/electrical and heater compartments for evidence of water entrapment. b. Engine decks for condition and evidence of delamination.		
Chapter 96 Chapter 97	3. Avionics and electrical equipment for security and condition.		
Chapter 21	4. Heater compartment for cleanliness, condition, and security of heating system components, wiring, ducts and supports. Structure for damage and corrosion (including connections and fasteners).		

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5-9. 25 HOUR/30 DAY INSPECTION — PART B (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 29	5. Tail rotor hydraulic actuator and hoses for leakage, corrosion, and security.		
Chapter 67	6. Tail rotor control tubes for condition, corrosion, and security.		
Chapter 63	7. Transmission oil cooling system: a. Oil coolers for leakage, damage, and obstruction. b. Oil cooler hoses and tubes for leakage, damage, chafing, and fraying. c. Oil cooler blowers for damage, corrosion, and obstruction.		
Chapter 79	8. Engine oil system: a. Oil coolers for leakage, corrosion, damage, and obstruction. b. Oil cooler hoses and tubes for leakage, damage, chafing, and fraying. c. Reduction gearbox oil filter impending bypass indicator button — not extended. d. Power section 1 for proper oil level. e. Power section 2 for proper oil level. f. Reduction gearbox for proper oil level.		
Chapter 26	9. Engine compartment fire extinguisher containers for proper charge, condition, and mounting.		
Chapter 71	10. Engine and reduction gearbox mounts for loose bearings and security.		
Chapter 71	11. No.1 (left) engine power section: a. Exhaust ejector and duct for damage and security.		

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DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 71	b. Gas generator case for cracks, buckled areas, and hot spots. c. Oil and fuel hoses and tubes for chafing, leaking, and security. d. Electrical wiring for fraying, chafing, and security.		
	12. No.2 (right) engine power section: a. Exhaust ejector and duct for damage and security. b. Gas generator case for cracks, buckled areas, and hot spots. c. Oil and fuel hoses and tubes for chafing, leaking, and security. d. Electrical wiring for fraying, chafing, and security.		
	13. Engine firewalls, air intake ducts, and plenum for cracks, distortion, missing rivets, broken spot welds, and deteriorating seals or gaskets.		
	14. Engine cowling for missing fasteners and cracks. Latches for proper operation.		
	<u>FUSELAGE AFT/TAILOOM ATTACHMENT</u> 1. Inspect fuselage tailboom attachment points for security and evidence of fretting. 2. Every fourth 25 Hour/30 Day Inspection: a. Inspect fuselage and tailboom attachment components and hardware for cracks with 10X magnifying glass. Pay particular attention to interface between forward end of tailboom attachment fitting and cap angle, and main beam web area below cap angle (Figure 5-6). <u>TAILOOM</u>		
ASB 412-00-100			A0102
Chapter 53	1. Tailboom structure:		

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DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 52	a. Exterior structure for condition, damage, and corrosion. b. Baggage compartment interior for condition and cleanliness. 2. Baggage compartment door for damage, proper operation, and security.		A0102
Chapter 52	3. Driveshaft and intermediate gearbox covers for damage and security.		
Chapter 67	4. Elevators for damage and security. Elevator control tube for positive spring action and freedom of movement.		
Chapter 97	5. Tailboom mounted avionics equipment for condition and security.		
Chapter 53	6. Every fourth 25 Hour/30 Day Inspection: a. Inspect vertical fin caps for cracks and/or corrosion. b. Inspect interior structure (including joints, splices, longerons, attach fittings, and hardware) for condition, corrosion, damage, and cracks. NOTE Step c and step d pertain to helicopters modified with the BLR FastFin™ system kit 412-705-040-101. For helicopters equipped with the Dual Tailboom Strakes and FastFin™ system Supplemental Type Certificate (STC), refer to the applicable BLR Aerospace documents for inspection criteria. c. Inspect upper and lower tail fairings for visible damage to the exterior skin and cracks at the attachment points. If paint is missing locally or has scratches, inspect the fairing for delamination and voids with a tap hammer. Inspect fairings for loose or missing attaching hardware. d. Inspect upper and lower strakes for visible damage, deformation, cracks at the attachment points, and loose or missing rivets.		

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5-9. 25 HOUR/30 DAY INSPECTION — PART B (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 67	e. Check elevator attachment lugs at each end of elevator horn for cracks, corrosion, and security. f. Check elevator horn to elevator spar attaching bolts and surrounding joint for cracks, corrosion, and security. g. Check elevator control tube, support, attaching hardware, and surrounding structure, for corrosion, damage, and security.		
Chapter 65	h. Torque check tail rotor gearbox mounting nuts by applying torque in tightening direction, do not exceed 200 inch-pounds (22.6 Nm). If any nut rotates under torque, inspect attachment hardware and tail rotor gearbox for serviceability. i. Torque check intermediate gearbox mounting bolts by applying torque in tightening direction, do not exceed 50 inch-pounds (5.65 Nm). If any bolt turns under torque, inspect attachment hardware and intermediate gearbox for serviceability. NOTE Step 7 pertains to helicopters S/N 33001 through 33213 and 36001 through 36019 not modified by 412-570-001-103 or Pre BHT-412-SI-74 (412SP to 412HP Upgrade).		
Chapter 65	7. Tail rotor driveshaft: WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT.		

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5-9. 25 HOUR/30 DAY INSPECTION — PART B (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
Chapter 65	a. Hanger assemblies — bearings and surrounding areas for evidence of grease leakage, condition, damage, security, corrosion, and overheating. Discoloration of bearing (color change to blue or blue/black) or multi-color appearance of hanger that darkens adjacent to bearing is evidence of overheating. Brown color of bearing shield is normal and is not evidence of overheating. b. Driveshaft sections for cracks, rivet failure, distortion, dents, corrosion, and damage to anodized finish. c. Clamp sets for condition, security, and proper installation.  WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT. d. Flexible couplings and surrounding areas for grease leakage, damage, corrosion, and evidence of overheat as indicated by TEMP-PLATES or coupling discoloration. A change in color of one or more of the red bordered TEMP-PLATE dots from white/off-white to black indicates an overheat condition and may require replacement of both outer and inner couplings (step e). e. Overheat TEMP-PLATES for condition and security. TEMP-PLATES must not show evidence of over temperature indication, deterioration, debonding, or excessive discoloration of the epoxy overcoating. NOTE Step 8 pertains to helicopters S/N 36020 and subsequent and helicopters modified by 412-570-001-103 or Post BHT-412-SI-74 (412SP to 412HP Upgrade). 8. Tail rotor driveshaft:		

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5-9. 25 HOUR/30 DAY INSPECTION — PART B (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
	WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT. a. Hanger assemblies — bearings and surrounding areas for evidence of grease leakage, condition, damage, security, corrosion, and overheating. Discoloration of bearing (blue to blue/black in color) or multi-color appearance of hanger that darkens adjacent to bearing is evidence of overheating. Brown color of bearing shield is normal and is not evidence of overheating. b. Driveshaft sections for cracks, rivet failure, distortion, dents, corrosion, and for damage to anodized finish. c. Disc pack couplings for separation, deflection, distortion, cracks, or missing sections, and correct installation of bolts and washers. WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT. d. Coupling assembly at first hanger and adjacent to transmission and surrounding area for grease leakage, damage, corrosion, and evidence of overheat as indicated by TEMP-PLATES or coupling discoloration. A change in color of one or more of the red bordered TEMP-PLATE dots from white/off-white to black indicates an overheat condition and may require replacement of both outer and inner couplings (step e).		

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5-9. 25 HOUR/30 DAY INSPECTION — PART B (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
Chapter 65	e. Overheat TEMP-PLATES for condition and security. TEMP-PLATES must not show evidence of over temperature indication, deterioration, debonding, or excessive discoloration of the epoxy overcoating. NOTE Step 9 pertains to helicopters S/N 33001 through 33213 and 36001 through 36019 not modified by 412-570-001-103 or Pre BHT-412-SI-74 (412SP to 412HP Upgrade). 9. Intermediate gearbox: a. Gearbox assembly for security, condition, corrosion, damage, and oil leaking. WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT. b. Input and output quill flexible couplings (and surrounding area) for grease leakage, damage, corrosion, and evidence of overheat as indicated by TEMP-PLATES or coupling discoloration. A change in color of one or more of the red bordered TEMP-PLATE dots from white/off-white to black indicates an overheat condition and may require replacement of both outer and inner couplings (step c). c. Overheat TEMP-PLATES for condition and security. TEMP-PLATES must not show evidence of over temperature indication, deterioration, debonding, or excessive discoloration of the epoxy overcoating. d. Gearbox for proper oil level and oil for evidence of contamination.		N/A

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5-9. 25 HOUR/30 DAY INSPECTION — PART B (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	OTHER
Chapter 65	NOTE Step 10 pertains to helicopters S/N 36020 and subsequent and helicopters modified by 412-570-001-103 or Post BHT-412-SI-74 (412SP to 412HP Upgrade). 10. Intermediate gearbox: a. Gearbox assembly for security, condition, corrosion, damage, and oil leaking. WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT. b. Output quill outer couplings (and surrounding area) for grease leakage, damage, corrosion, and evidence of overheat as indicated by TEMP-PLATES or coupling discoloration. A change in color of one or more of the red bordered TEMP-PLATE dots from white/off-white to black indicates an overheat condition and may require replacement of both outer and inner couplings (step c). c. Overheat TEMP-PLATES for condition and security. TEMP-PLATES must not show evidence of over temperature indication, deterioration, debonding, or excessive discoloration of the epoxy overcoating. d. Gearbox for proper oil level and oil for evidence of contamination. NOTE Step 11 pertains to helicopters S/N 33001 through 33213 and 36001 through 36019 not modified by 412-570-001-103 or Pre BHT-412-SI-74 (412SP to 412HP Upgrade).		

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5-9. 25 HOUR/30 DAY INSPECTION — PART B (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
Chapter 65	11. Tail rotor gearbox: a. Gearbox assembly for security, condition, corrosion, damage, and oil leaking. WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT. b. Input quill flexible coupling (and surrounding area) for grease leakage, damage, corrosion, and evidence of overheat as indicated by TEMP-PLATES or coupling discoloration. A change in color of one or more of the red bordered TEMP-PLATE dots from white/off-white to black indicates an overheat condition and may require replacement of both outer and inner couplings (step c). c. Overheat TEMP-PLATES for condition and security. TEMP-PLATES must not show evidence of over temperature indication, deterioration, debonding, or excessive discoloration of the epoxy overcoating. d. Gearbox for proper oil level and oil for evidence of contamination. NOTE Step 12 pertains to helicopters S/N 36020 and subsequent and helicopters modified by 412-570-001-103 or Post BHT-412-SI-74 (412SP to 412HP Upgrade)	N/A	
Chapter 65	12. Tail rotor gearbox: a. Gearbox assembly for security, condition, corrosion, damage, and oil leaking. b. Gearbox for proper oil level and oil for evidence of contamination.		

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5-9. 25 HOUR/30 DAY INSPECTION — PART B (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	OTHER
Chapter 64	13. Tail rotor hub and blade assembly: WARNING NO CRACKS ARE PERMITTED ON ANY SURFACE OF THE TAIL ROTOR BLADES. a. Tail rotor blades for condition of bond lines, cracks, corrosion, leading edge erosion, damage, security, and cleanliness. Clean blades are required to maintain enhanced visibility for safety. b. Tail rotor hub for security, corrosion, and condition. c. Flapping bearings and pitch change bearings for excessive looseness and freedom of movement through full range of travel with antitorque pedals positioned full right and then full left. d. Tail rotor pitch change links, crosshead, pitch horns, counterweight arms, and links for security, corrosion, and condition. e. Pitch link bearing and counterweight link bearing looseness shall not exceed 0.015 inch (0.381 mm) axial. Check freedom of movement through full range of travel with antitorque pedals positioned full right and then full left. f. Pitch change links for binding with tail rotor blade moved to both full flapping positions. Binding is not acceptable. 14. Every fourth 25 Hour/30 Day inspection:		A0102

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5-9. 25 HOUR/30 DAY INSPECTION — PART B (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
Chapter 52 Chapter 53 Chapter 63 Chapter 63 BHT-412-SI-12 Chapter 29	CAUTION COUNTERWEIGHT BELLCRANK RETENTION NUT MS14145L6, OR ITS EQUIVALENT MS17826-6, IS DESIGNATED AS ONE TIME USE ONLY. IF MAINTENANCE ACTION REQUIRES THAT IT BE REMOVED, THE COUNTERWEIGHT BELLCRANK NUT IS TO BE DISCARDED AND REPLACED WITH A NEW NUT. OVERTORQUING OR INCORRECT APPLICATION OF THE NUT COULD CAUSE MECHANICAL FAILURE RESULTING IN EXCESSIVE VIBRATION OR DAMAGE TO THE TAIL ROTOR BLADES. a. Inspect the tail rotor counterweight bellcrank 212-011-705-001 retention nuts for cracks, corrosion, and security. Reapply corrosion preventive compound (C-101) if nuts are not completely covered. <u>CABIN ROOF</u> 1. Cabin structure and cowlings/fairings for condition. 2. Transmission and transmission oil lines for condition, corrosion, and leaks. 3. Rotor brake quill, disc, and brake assembly (if installed): a. Brake quill for condition, damage, and leakage. b. Brake disc for condition, damage, security, warpage, and evidence of overheating. c. Caliper switches and wiring for condition and security of attachment. 4. Hydraulic systems: a. Hydraulic system 1 and 2 pumps for leakage, damage, and security.		

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DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 62	b. Hydraulic lines for leaks, chafing, and kinking. c. Hydraulic system 1 and 2 reservoirs for proper fluid levels, damage, corrosion, and security. 5. Main rotor blades: a. Wash main rotor blades. b. Main rotor blades for condition, damage, and security. NOTE Waxing is not required for blades 412-015-300-109 and subsequent or for any blade finished with polyurethane paint. c. Apply a coat of wax to main rotor blades.		
Chapter 62	6. Main rotor hub: a. Inspect hub assembly for condition, corrosion, and security, paying particular attention to the integrity of sealing. b. Inspect pitch horns for condition, security, and corrosion and cracks in areas surrounding torque transfer pin holes. No cracks permitted. c. Inspect pivot bearings, spindle bearings, and damper set for elastomeric bearing delamination, elastomer degradation, shim cracks, crazing, cracking, or sheeting. d. Inspect damper bearing bumper pads for deterioration or deformation due to contact with yoke. e. Functionally check arm and bearing (pendulum) assemblies. Apply a minimum of 5 pounds (22.24 N) of axial force to each arm and bearing assembly. Cycle arm and bearing through full travel. f. Apply force away from center of yoke. Arm and bearing assembly should cycle free and smooth. Roughness and binding are not acceptable.		

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DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
Chapter 62	g. 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. 7. Main rotor controls: a. Visually inspect swashplate and support assembly, and collective lever for condition and security. b. Visually inspect hub and sleeve assembly for condition and security. NOTE Use swashplate link and drive link bearings — workaid (Chapter 62) to assist with determining condition of main rotor control bearings. c. Visually inspect drive hub and rephasing levers for bearing looseness and security of attachment. d. Visually inspect pitch links for condition, security, and bearing looseness. 8. Every fourth 25 Hour/30 Day Inspection: NOTE Disconnect pitch link upper rod ends from the pitch horns to determine main rotor control bearing wear. a. Inspect swashplate and support assembly 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.	A0103	

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DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
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Chapter 63	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. d. Inspect drive hub and rephasing levers for wear and bearing looseness. e. Drive links' spherical bearings shall not exceed 0.007 inch (0.178 mm) radial or 0.015 inch (0.381 mm) axial looseness. f. Swashplate link non-elastomeric bearing looseness shall not exceed 0.015 inch (0.381 mm) axial. g. Collective lever trunnion bearing shall not exceed 0.020 inch (0.508 mm) axial looseness. h. Pitch link's non-elastomeric bearing looseness shall not exceed 0.007 inch (0.178 mm) radial or 0.015 inch (0.381 mm) axial.		
	9. Main rotor mast: a. Inspect mast assembly for security, corrosion, and mechanical damage. b. Inspect for evidence of oil leaks at mast bearing cap.		
Chapter 63	10. Engine-to-transmission (main) driveshaft: a. Main driveshaft for corrosion, condition, and security.		

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5-9. 25 HOUR/30 DAY INSPECTION — PART B (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
	WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT. b. Main driveshaft forward and aft couplings, boots, seals (and surrounding area), for grease leakage, damage corrosion and evidence of overheat as indicated by TEMP-PLATES or coupling discoloration. A change in color of any yellow bordered TEMP-PLATE, from white/off-white to black, will indicate a possible overheat condition and /or component degradation (step c). If one or more of the red bordered TEMP-PLATE dots change from white/off-white to black, an overheat condition is present and may require replacement of both outer and inner couplings. c. Overheat TEMP-PLATES for condition and security. TEMP-PLATES must not show evidence of overtemperature indication, deterioration, debonding, or excessive discoloration of the epoxy overcoating.		