

SCHEDULED INSPECTIONS

5-8. DAILY INSPECTION — PART A

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 A inspection program, accomplish the following checks daily before flight operation. <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 the applicable Pratt & Whitney Canada Engine 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.		

SCHEDULED INSPECTIONS

5-8. DAILY INSPECTION — PART A (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 5 Service Instruction (SI) Chapter 21 Chapter 25	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. 7. Ensure all required inspections of installed BHT kits not covered in this inspection have been performed, as applicable. <u>BLEED AIR HEATING SYSTEM COMPONENTS</u> 1. Visually inspect heater compartment for cleanliness, condition, and security of heating system components, wiring, ducts, supports, and structure for damage and corrosion. 2. Visually inspect overhead ventilating system components for condition and security. 3. Visually inspect heat/vent air ducts for condition and security. 4. Visually inspect ventilation/defog components for condition and security. <u>CREW/PASSENGERS SEATS</u> 1. Visually inspect crew seats for condition, security, and operation. 2. Visually inspect crew seats restraints for condition, security, and operation. 3. Crew seat attenuator for compression — inspect witness line. If line is not visible, repair attenuator assembly. 4. Visually inspect passenger seats for condition and security. 5. Visually inspect passenger seats restraints for condition and security.		

SCHEDULED INSPECTIONS

5-8. DAILY INSPECTION — PART A (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 25	<u>MISCELLANEOUS FURNISHINGS</u> Visually inspect miscellaneous furnishing (map and data case, first aid kit, and emergency equipment) for condition and security.		
Chapter 26	<u>FIRE EXTINGUISHERS</u> Visually inspect cockpit and cabin portable fire extinguishers and engine compartment fire extinguishers containers for security and condition.		
Chapter 28	<u>FUEL SYSTEM</u> Visually inspect fuel samples for contamination.		
Chapter 29	<u>HYDRAULIC SYSTEMS</u> 1. Visually inspect the following: a. Hydraulic system 1 and 2 filter bypass indicator buttons — not extended. b. Collective and cyclic servo actuators and boost tubes for leaks, damage, and security. c. Hydraulic system 1 and 2 pumps for leaks, damage, and security. 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. f. Hydraulic system 1 and 2 reservoirs for proper fluid levels, damage, corrosion, and security. g. Tail rotor hydraulic actuator and hoses for leakage, corrosion, and security. 2. Remote hydraulic filter bypass indicator (located in right nose window) — confirm not tripped.		

SCHEDULED INSPECTIONS

5-8. DAILY INSPECTION — PART A (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 30	<u>WINDSHIELD WIPER</u> Visually inspect windshield wiper blades for serviceability and security.		
Chapter 32	<u>LANDING GEAR SYSTEM</u> 1. Visually inspect landing gear as follows: a. Forward crosstube and cap fittings for condition and security of attachment. b. Aft crosstube, cap fittings, and wear strips for condition 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 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. 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. g. Emergency float reservoir pressure indicator for proper charge indication (if installed). h. Floats for proper stowage and condition (if installed). 2. Visually inspect tail skid for deformation and security of attachment.		

SCHEDULED INSPECTIONS

5-8. DAILY INSPECTION — PART A (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 52	<u>DOORS, WINDOWS, AND EMERGENCY EXIT</u> 1. Visually inspect nose door for obvious damage, security of attachment, proper latching, and seal for condition. 2. Visually inspect all windows for damage. Crew door windows, cargo hinged door window, passenger sliding door windows, cabin roof windows, cabin lower nose windows, and windshields. 3. Visually inspect crew door emergency release pins for security. 4. Visually inspect cabin doors for condition, security, and freedom of operation. 5. Avionics/electrical and heater compartment doors for condition and security of attachment. Latches for proper operation.		
Chapter 53	<u>FUSELAGE</u> 1. Visually inspect fuselage exterior for condition and damage to protective finish. 2. Visually inspect fuselage underside for evidence of fuel and hydraulic fluid leakage 3. Visually inspect all cowlings and fairings for condition and security, missing fasteners, cracks, and proper operation of latches. 4. Inspect fuselage tailboom attachment points for security. 5. Visually inspect pitot tubes and static ports for obstruction and damage.		

SCHEDULED INSPECTIONS

5-8. DAILY INSPECTION — PART A (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	6. Visually inspect fuselage interior for evidence of water entrapment in following areas: a. Nose compartment b. Pilot and passenger cabin c. Electrical compartment d. Heater compartment e. Baggage compartment		
Chapter 53	<u>TAILBOOM</u>		
	1. Inspect tailboom exterior structure for general condition.		
Chapter 52	2. Inspect baggage compartment interior for condition and cleanliness. 3. Check baggage compartment door for damage, proper operation, and security. 4. Inspect driveshaft and intermediate gearbox covers for damage and security.		
Chapter 62	<u>MAIN ROTOR BLADES</u>		
	Visually inspect main rotor blades for condition, damage, security, and cleanliness.		
Chapter 62	<u>MAIN ROTOR HUB</u>		
	1. Visually inspect main rotor hub assembly for condition and security, paying particular attention to the condition of elastomeric components, and the integrity of sealing. 2. Visually inspect pitch horns for condition, security, and cracks in areas surrounding torque transfer pin holes. No cracks permitted. 3. Inspect pivot bearings and damper yoke set for elastomeric bearing delamination, cracking, and elastomer degradation.		

5-8. DAILY INSPECTION — PART A (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
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Chapter 62	<u>MAIN ROTOR CONTROLS</u> 1. Visually inspect swashplate and support assembly and collective lever for condition and security. 2. Visually inspect hub and sleeve assembly for condition and security. NOTE Use swashplate link and drive link bearings — Work aid (Chapter 62) to assist with determining condition of main rotor control bearings. 3. Visually inspect drive hub and rephasing levers for bearing looseness and security of attachment. 4. Visually inspect pitch links for condition, security, and bearing looseness. 5. Visually inspect mast assembly for corrosion and mechanical damage. Mast seal for leakage.		
Chapter 63	<u>ENGINE-TO-TRANSMISSION (MAIN) DRIVESHAFT</u> 1. Visually inspect main driveshaft for condition and security. WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT.		

SCHEDULED INSPECTIONS

5-8. DAILY INSPECTION — PART A (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
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Chapter 63	2. Visually inspect 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 3). If one of 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. 3. Visually inspect 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. <u>TRANSMISSION</u> 1. Check for proper oil level. 2. Check external oil filter for bypass indication. 3. Visually inspect transmission cases for damage, condition, and evidence of leaking. 4. Visually inspect accessories for condition, damage, and security of attachment. 5. Visually inspect external oil lines and hoses for condition, damage, chafing and leaks, paying particular attention to lines running aft of the thermostatic relief valve. 6. Visually inspect mast assembly for corrosion and mechanical damage, and mast seal for leakage. 7. Transmission mount dust boots for condition.		

SCHEDULED INSPECTIONS

5-8. DAILY INSPECTION — PART A (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	OTHER
Chapter 63 Chapter 63	WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT. 8. Visually inspect 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 (step 9). 9. Visually inspect 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. <u>ROTOR BRAKE QUILL AND BRAKE ASSEMBLY</u> 1. Visually inspect rotor brake assembly for condition, damage, and security. 2. Visually inspect rotor brake quill for condition, damage, and leakage. 3. Visually inspect rotor brake disc for warpage. <u>TRANSMISSION OIL COOLING AND COMBINING GEARBOX</u> 1. Visually inspect oil coolers for leaking, damage, and obstruction. 2. Visually inspect oil cooler hoses and tubes for leaking, chafing, fraying or other damage. 3. Visually inspect oil cooler blowers for damage and obstruction.		

SCHEDULED INSPECTIONS

5-8. DAILY INSPECTION — PART A (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 64	<u>TAIL ROTOR HUB AND BLADE ASSEMBLY</u> WARNING NO CRACKS ARE PERMITTED ON ANY SURFACE OF THE TAIL ROTOR BLADES. 1. 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. 2. Tail rotor hub for security, corrosion, and condition. 3. Flapping bearings and pitch change bearings for excessive looseness and freedom of movement through full range of travel with anti-torque pedals positioned full right and then full left. 4. Tail rotor pitch change links, crosshead, pitch horns, counterweight arms, and links for security, corrosion, and condition. 5. Pitch link bearing and counterweight link bearing looseness shall not exceed 0.015 inch (0.38 mm) axial. Check freedom of movement through full range of travel with antitorque pedals positioned full right and then full left. 6. Pitch change links for binding with tail rotor blade moved to both full flapping positions. Binding is not acceptable.		



SCHEDULED INSPECTIONS

5-8. DAILY INSPECTION — PART A (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 65	<u>TAIL ROTOR DRIVESHAFT</u> NOTE Step 1 through step 5 pertain to helicopters S/N 33001 through 33213 and 36001 through 36019 not modified by 412-570-001-003 or Pre BHT-412-SI-74 (412SP to 412HP Upgrade). WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT. 1. Hanger assemblies — bearings and surrounding areas for evidence of grease leakage, condition, damage, security, corrosion, and overheating. Discoloration of bearing (color change to 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. 2. Driveshaft sections for cracks, rivet failure, distortion, dents, corrosion, damage to anodized finish, and loose or missing weights. 3. Clamp sets for condition, security, and proper installation. WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT.		



SCHEDULED INSPECTIONS

5-8. DAILY INSPECTION — PART A (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
	4. 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 5). 5. 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 6 through step 10 pertain to helicopters S/ N 36020 through 36999, S/N 37002 through 37999, S/N 38001 through 38999, S/N 39101 through 39999, and helicopters modified by 412-570-001-103 or Post BHT-412-SI-74 (412SP to 412HP Upgrade). WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT. 6. Hanger assemblies — bearings and surrounding areas for evidence of grease leakage, condition, damage, security, corrosion, and overheating. Discoloration of bearing (blue or 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. 7. Driveshaft sections for cracks, rivet failure, distortion, dents, corrosion, damage to anodized finish, and loose or missing weights. 8. Disc pack couplings for separation, deflection, distortion, cracks, or missing sections, and correct installation of bolts and washers.		

SCHEDULED INSPECTIONS

5-8. DAILY INSPECTION — PART A (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
Chapter 65	WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT. 9. 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 10). 10. 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. <u>INTERMEDIATE GEARBOX</u> NOTE Step 1 through step 4 pertain 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). 1. Gearbox assembly for security, condition, corrosion, damage, and oil leaking. WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT.		

SCHEDULED INSPECTIONS

5-8. DAILY INSPECTION — PART A (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
	2. 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 3). 3. 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. 4. Gearbox for proper oil level and oil for evidence of contamination. NOTE Step 5 through step 8 pertain to helicopters S/ N 36020 through 36999, S/N 37002 through 37999, S/N 38001 through 38999, S/N 39101 through 39999 and helicopters modified by 412-570-001-103 or Post BHT-412-SI-74 (412SP to 412HP Upgrade). 5. Gearbox assembly for security, condition, corrosion, damage, and oil leaking. WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT. 6. 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 7).		

SCHEDULED INSPECTIONS

5-8. DAILY INSPECTION — PART A (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
Chapter 65	7. 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. 8. Gearbox for proper oil level and oil for evidence of contamination. <u>TAIL ROTOR GEARBOX</u> NOTE Step 1 through step 4 pertain 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). 1. Gearbox assembly for security, condition, corrosion, damage, and oil leaking. WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT. 2. 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 3). 3. 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. 4. Gearbox for proper oil level and oil for evidence of contamination.		

SCHEDULED INSPECTIONS

5-8. DAILY INSPECTION — PART A (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
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	NOTE Step 5 and step 6 pertain to helicopters S/N 36020 through 36999, S/N 37002 through 37999, S/N 38001 through 38999, S/N 39101 through 39999, and helicopters modified by 412-570-001-103 or Post BHT-412-SI-74 (412SP to 412HP Upgrade). 5. Gearbox assembly for security, condition, corrosion, damage, and oil leaking. 6. Gearbox for proper oil level and oil for evidence of contamination.		
Chapter 67	<u>FLIGHT CONTROLS</u> 1. Inspect flight control tubes for condition, corrosion, and security. 2. Visually inspect elevators for damage and security. Check elevator control tube for positive spring action and freedom of movement.		
Chapter 71	<u>LEFT POWER SECTION</u> 1. Inspect gas generator case for cracks, buckled areas, and hot spots. 2. Inspect oil and fuel hoses and tubes for chafing, leaking, and security. 3. Inspect electrical wiring for fraying, chafing, and security. 4. Check for proper oil level.		
Chapter 71	<u>RIGHT POWER SECTION</u> 1. Inspect gas generator case for cracks, buckled areas, and hot spots. 2. Inspect oil and fuel hoses and tubes for chafing, leaking, and security. 3. Inspect electrical wiring for fraying, chafing, and security.		



SCHEDULED INSPECTIONS

5-8. DAILY INSPECTION — PART A (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 71	4. Check for proper oil level. <u>REDUCTION GEARBOX</u> 1. Inspect hoses and lines for chafing, leaking, and security. 2. Check oil filter impending bypass indicator button — not extended. 3. Check for proper oil level.		
	<u>ENGINE AND REDUCTION GEARBOX MOUNTS</u> Inspect mounts for loose bearings and security.		
	<u>ENGINE FIREWALLS</u> Visually inspect firewalls for cracks, distortion, missing rivets, broken spot welds, and deteriorating seals or gaskets.		
Chapter 71	<u>ENGINE AIR MANAGEMENT SYSTEM</u> 1. Visually inspect exhaust ejectors and ducts for damage and security. 2. Visually inspect air ducts and plenum for condition, obstruction, and security.		
Chapter 79	<u>ENGINE OIL SYSTEM</u> 1. Visually inspect oil coolers for leaks, damage and obstructions. 1. Visually inspect engine accessory and reduction gearboxes for oil leaks.		
Chapter 95	<u>INSTRUMENTS</u> 1. Visually inspect instrument panel for cleanliness. 2. Visually inspect all instruments, placards, decals, and markings for appearance and legibility. 3. Check magnetic compass for condition and security.		



SCHEDULED INSPECTIONS

5-8. DAILY INSPECTION — PART A (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 96	4. Visually inspect compass cards for validity.		
	<u>ELECTRICAL SYSTEM</u>		
	1. Inspect electrical equipment in nose compartment for condition and security.		
	2. Inspect pedestal mounted avionics/electrical equipment for condition, cleanliness, and security.		
	3. Inspect overhead console for condition, cleanliness, and security.		
	4. Inspect all instrument lights, integrally lit panels, secondary lights, and map lights serviceability.		
	5. Inspect all caution and warning lights for proper operation by using master caution, fire test, and baggage compartment smoke detector press-to-test functions.		
Chapter 96	6. Check landing and search lights for condition and security.		
	7. Navigation and anticollision lights for condition and security.		
Chapter 97	<u>BATTERY SYSTEM</u>		
	1. Visually inspect battery and external connections for condition and security.		
Chapter 97	2. Visually inspect battery vent and drain tubes for obstruction and security.		
	<u>ANTENNAS</u>		
Chapter 97	Visually inspect all antennas located on fuselage and tailboom for condition and security.		
	<u>AVIONICS EQUIPMENT</u>		
Chapter 97	Visually inspect all avionics located in fuselage and tailboom for condition and security.		