

SCHEDULED INSPECTIONS

5-12. 5000 HOUR/5 YEAR INSPECTION — PART B

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
	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 5000 hours flight time or 60 months, whichever occurs first. This inspection is meant to be a full visual inspection of the airframe primarily for environmental damage and corrosion. <u>GENERAL</u> 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. <u>PRELIMINARY REQUIREMENTS</u> 1. All work accomplished during this inspection shall be recorded in the helicopter maintenance records. 2. Remove all panels, interior coverings, fairings, and cowlings required to satisfactorily carry out the inspection. 3. Remove the following items: a. Main battery.		

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CALM

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	b. Electrical and avionics equipment from the nose area, as required, to allow a full visual inspection of the nose area to be performed. c. Main rotor transmission. d. Intermediate gearbox. e. Tail rotor gearbox. f. Tail rotor driveshaft assemblies and tail rotor hanger assemblies. g. Tailboom (to allow a full inspection of the aft fuselage bulkhead and forward tailboom bulkhead). h. Landing gear assembly (to allow a complete inspection of the landing gear attachment points and support structure). 4. In addition to the 5000 Hour/5 Year Inspection — Part B items, do the following: a. Complete 25 Hour/30 Day Inspection — Part B. b. Complete 300 Hour/12 Month Inspection — Part B. c. Complete 600 Hour/12 Month Inspection — Part B. <u>AFTER COMPLETION OF INSPECTION</u> 1. Install the following items: a. Main battery. b. Electrical and avionics equipment on the nose area. c. Main rotor transmission. d. Intermediate gearbox. e. Tail rotor gearbox.		

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Chapter 53	f. Tail rotor driveshaft assemblies and tail rotor hanger assemblies. g. Tailboom. h. Landing gear assembly. 2. Install all panels, interior coverings, fairings, and cowlings removed during inspection. 3. Do a ground run and leak check before you return the helicopter to service. <u>FORWARD FUSELAGE</u> 1. Nose panels in area of pitot tube attachment, areas inside and outside for disbonding and cracking. 2. Pitot tubes attachment for looseness. 3. Nose shelves for damage, corrosion, and disbonding. 4. Nose shelf attachment locations for damage, corrosion, and cracking. 5. Right and left BL 14.00 main beams, forward of STA 23.00 for damage, corrosion, and cracking. 6. Instrument panel attachment structure for damage, corrosion, and cracking, primarily in the door frame attachment area. 7. Instrument panel glareshield for chafing and cracking. 8. Crew door hinge attachment structure for damage and cracks. 9. Outboard cabin post (1, Figure 5-2A), cabin roof longeron (2), and windshield frame (5) upper corner area for damage and cracks. 10. Striker plates (3 and 4) attachment areas for damage and cracks.		

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	11. Striker plates (3 and 4) for excessive wear, damage, and corrosion. 12. Cabin floor area under crew doors for chafing and damage. 13. Crew door hinges for wear, damage, corrosion, and security of attachment. 14. Crew doors for proper fit and operation. 15. Crew seat rails for excessive wear and damage. 16. Center and outboard bulkhead, below WL 22.00 at FS 23.00, for cracks, deformation, and corrosion along structure joints. 17. Collective and cyclic control jackshafts support intercostals for cracks and corrosion. 18. Cyclic support for corrosion and cracks. 19. Collective, cyclic, and anti-torque control system bellcranks, levers, and support brackets for corrosion, cracks, and indication of wear at attaching points. 20. Crew seat support beams, at BL 14.00 and 30.00 between FS 23.00 and 74.30, for cracks and corrosion. 21. Forward crosstube attachment points and support structure at FS 63.33 and 74.30 for damage, corrosion, and cracks. 22. Aft crosstube attachment points and support structure at FS 155.06 and 166.00 for damage, corrosion, and cracks. 23. Crew and passenger cabin floor, FS 23.00 to 155.06, for corrosion and damage. Floor bonded panels for voids. Seat fasteners and cargo tie-down rings for condition. Area around pilot and copilot ICS foot switches for cracks.		

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		MECH	OTHER
	24. All structure under floor panels and in forward fuel cell cavities including caps, angles, transverse bulkheads and bonded panels between FS 74.30 and 155.06 for damage, corrosion, cracks, and voids. 25. All structure under floor panels and in aft fuel cell cavities including caps, angles, and panels between FS 155.06 and 200.00 for damage, corrosion, cracks, and voids. 26. Bottom skin, FS 23.00 to 243.937, for damage. Joints for corrosion. Access panels and covers for condition and attachment. 27. Main transmission compartment interior, FS 129.00 to 166.00 and WL 7.44 to 76.00, for corrosion. Bulkheads and main beam panels for damage and corrosion. Attaching supports and brackets for condition and security. 28. Fluid lines in transmission compartment for evidence of leaks, condition, wear, and chafing. Clamps for condition (fluid contamination and swelling), and security of attachment. 29. Lift beam fitting for condition and working rivets, lift link attachment bolt hole bores for excessive wear, and bushings for looseness. 30. Pylon (transmission) support structure for wear and cracks. Pay particular attention to right and left horizontal supports, forward vertical supports, and aft vertical webs. 31. Aft cabin bulkheads, FS 166.00, for damage, upper aft flange for cracks, and bulkhead panel for damage and disbonding. 32. Electrical/avionics compartment, FS 166.00 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. 33. Oil cooler compartment, FS 166.00 to 243.937, doors for condition and security. Main beam panels and bulkheads for condition and corrosion.		

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Chapter 53	34. Engine deck below the reduction gearbox, FS 211.00 to 238.00 for damage, cracks, and corrosion. 35. Firewalls, FS 155.06 to 241.22, for damage, cracks, security of attachment, seals for condition, and seal attachment angles for cracks. 36. Cabin roof, FS 35.00 to 166.00 above WL 68.00, BL 50.00 left and right side, for damaged skin and joints for corrosion, bonded panels for disbonding and corrosion. Structure above overhead console (circuit breaker panels) for cracks and corrosion. 37. Cargo door tracks for wear, cracks, and corrosion. 38. Engine and transmission cowlings and fairings for evidence of chafing, cracks, corrosion, and seals for condition. 39. Bulkhead, FS 241.22, for damage, corrosion, and cracks. Tailboom attachment fittings for damage, cracks, and loose fasteners. Tailboom attachment bolt holes for damage and corrosion. 40. Tailboom attachment bolts for damage, wear, and corrosion. <u>TAILBOOM</u>		
	1. Bulkhead, BS 17.42, for corrosion and cracks. Fuselage attachment bolt holes for damage and corrosion. 2. Tailboom and fin driveshaft covers for condition and attachment. 3. Tailboom and fin external skin for damage, corrosion, and cracks. 4. Tailboom access panels and covers for condition and attachment. Tail rotor driveshaft cover hinges for wear. 5. Tailboom baggage compartment door for condition, attachment, and door handle operation.		

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Chapter 67
BHT-412-CR&O
BHT-412-SI-44
TB 412-87-60

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	5. Check throttle controls for proper operation. 6. Check collective controls for proper operation.		